

# Falmouth & Penryn Town Framework

March 2016





# Contents

<b>1. Introduction</b>	<b>4</b>
1.1. The Document	4
1.2. Background to the area	5
1.3. Understanding Falmouth and Penryn	7
<b>2. Vision, Strategic Aims, Objectives &amp; Targets</b>	<b>10</b>
2.1. Vision	10
2.2. Objectives	10
2.3. Aims	11
2.4. Targets	12
<b>3. The Spatial Strategy</b>	<b>14</b>
3.1. Overarching Strategy and Concepts	14
3.2. Economic Strategy	20
3.3. Retail Strategy	22
3.4. Housing	26
<b>4. Infrastructure</b>	<b>36</b>
4.1. Introduction	36
4.2. Education	36
4.3. Utilities	38
4.4. Healthcare	38
4.5. Infrastructure Supporting Falmouth Docks (FP-E6) and Marine Employment:	39
4.6. Community Buildings and Facilities	40
4.7. Transportation Strategy	42
4.8. Green Infrastructure Strategy	46

# 1. Introduction

## 1.1. The Document

1.1.1. The Falmouth and Penryn Framework is a document that sets out the vision for the future sustainable growth and regeneration of the towns and immediate hinterland of Falmouth and Penryn (see Figure 1). The Falmouth and Penryn Town framework is one of a series of 'Town Frameworks' that have been produced by Cornwall Council; these documents will then form a key evidence base for the Cornwall Allocation Development Plan Document (DPD), which will sit alongside the Local Plan, the Council's main planning document for Cornwall. The DPD will then be used in the determination of planning applications by Cornwall Council.

1.1.2. The plans for Falmouth and Penryn have been developed in tandem with the Local Plan, which has enabled a top-down bottom-up approach, resulting in a good blend of strategic and local issues being analysed and addressed in the development of both documents.

1.1.3. The development of the Town Framework has included a significant amount of engagement; ranging from stakeholder workshops, consultation with Cornwall Council members and the Town Council; as well as public consultations.

1.1.4. The Falmouth and Penryn Framework articulates the overarching strategy for the town, incorporating issues relating to Economic growth, Transportation, Green Infrastructure etc. The intention is for the Town Framework to be a holistic strategy, which brings together all of the main aspirations, particularly spatial aspirations, for Cornwall Council and the local community.

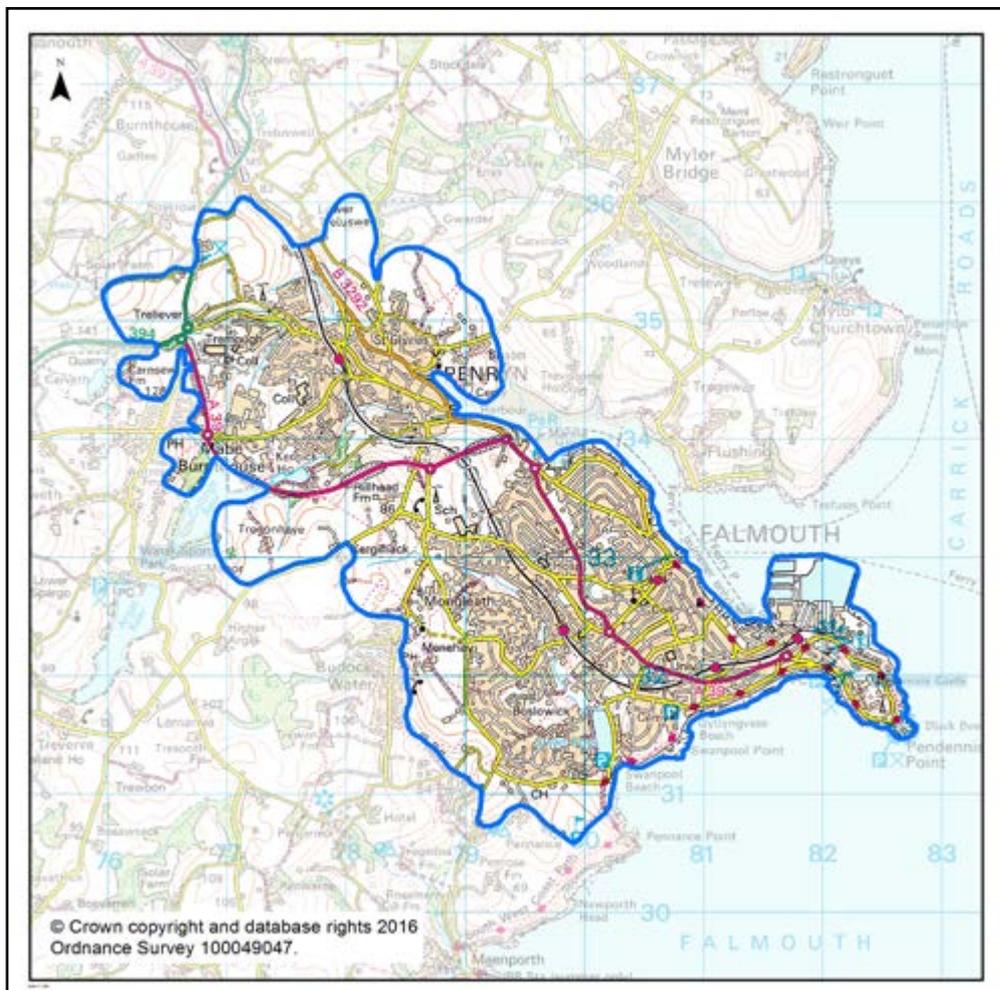


Figure 1: Main area covered by the Falmouth & Penryn Framework

## 1.2. Background to the area

1.2.1. Falmouth and Penryn sit within West Cornwall, approximately a 20 minute drive to the south of Truro along the A39, with onward links to the main A30. . The towns are situated immediately on the water at the entrance to the Fal Estuary that extends inland, culminating at the port of Truro. The Fal is one of the world's largest deep water harbours, providing important deep water moorings and facilities to the marine industry, including the strategic operations at the Falmouth docks, which are located beneath the Pendennis Headland and its historic castle.

1.2.2. Penryn sits at the head of the Penryn River and is the home of the Universities of Falmouth and Exeter in Cornwall at their Penryn Campus at Tremough.

1.2.3. Both towns benefit from four branch line stations serving the towns, with links to the Great Western main line at Truro with connections out of the County.

1.2.4. Falmouth and Penryn have strong and historic links with the water, marine environment and the associated industries that rely on these relationships, dating back to the Packet ships that used the port. The port has long provided opportunities for marine related businesses, including tourism, leisure and industry at Falmouth Docks.

1.2.5. The docks have worked hard to be as resilient as possible to the challenges of economic recession and the difficulties associated with large scale marine industry. The importance of the docks, a key employer locally, is amplified through the Port of Falmouth Master Plan, which seeks to regenerate and reinvigorate the operation of the main docks site into the future, including its associated and linked businesses through investment and growth of existing and new business opportunities within and associated with the docks site.

1.2.6. Additionally the towns also offer access to the coast and water, with the Carrick Roads, Falmouth Bay, and the beaches and coastal paths all forming a part of the success and life of the towns, with leisure and tourism contributing significantly to the economy and employment of the towns, benefiting substantially from the waterside and coastal location

1.2.7. At Penryn the Universities of Falmouth and Exeter have made significant progress and investment at the Penryn Campus at Tremough, which has delivered a World Class campus facility. Falmouth also maintains a strong presence at its Wood Lane Campus, having formed deep links within the town.

1.2.8. Now seen as an economic priority, both locally and wider within the County and South West region, significant work and investment has and continues to be directed towards Falmouth and Penryn, supporting the presence and operation of the Universities and also towards the Marine sector including the docks in delivering future opportunities for growth in the marine sector.

1.2.9. Falmouth and Penryn also have thriving tourism businesses which. Falmouth welcomes cruise liners who bring visitors to the region, although this has limitations from the growing size of ships, the depth limitations of the harbour and availability of suitable modern docking facilities within the docks. There are aspirations for improving the local infrastructure, , to enable this to continue and for such opportunities to be maximised.



*Falmouth Docks*

1.2.10. Falmouth and Penryn has a relatively diverse industrial base, and has an unemployment rate of 3.4%<sup>1</sup>, which is below national levels. A key economic challenge is to complement the current economic base with higher quality job opportunities. Whilst in recent years Falmouth and Penryn has been able to provide jobs for the vast majority of residents seeking employment; this work has generally been in lower skilled occupations and is subsequently lower paid. Currently, average wage levels in Falmouth and Penryn, at £445, are only 84% of the national average (£528)<sup>2</sup>.

1.2.11. In total there are 1,480 people in Falmouth and Penryn that are receiving health related benefits (6.9% of the working age population) compared with 7.4% nationally<sup>3</sup>.

1.2.12. These economic challenges, together with the national trend for rising house prices, have also resulted in a significant requirement for affordable housing. As at April 2014 there were just over 1500 families registered on the Council's Home Choice Register, who have a local connection to the Falmouth and Penryn area; whilst there are 1057 families on the register who have indicated Falmouth and Penryn would be a preferred location for them to live.

1.2.13. In looking forward, it is estimated that with the targeted growth in housing, Falmouth and Penryn's population will grow from approximately 29,000 to approx 33,000, an increase of approximately 14%. Whilst growth is expected to be seen in all age ranges, the most significant increases are anticipated in the over 65 age group.

1.2.14. Furthermore, due to social trends and people living longer it is resulting in a continued reduction in average household size; in particular the aging population is making a significant contribution to the number of under occupied and single person households. In 2001, the average household in Falmouth and Penryn contained 2.3 persons. By 2011 this had fallen to approx. 2.2 persons. This means that in the region of 500 homes will be needed in Falmouth and Penryn to just maintain the population at its current level.

1.2.15. However, considering the current economic base, transport links and the business activity linked to the Universities and the docks there are good opportunities for economic growth.

1.2.16. There are a number of key socio-economic issues which affect the performance of Falmouth and Penryn and which need to be addressed in order to deliver sustainable growth:



*Marine heritage*

1 Based upon working age population seeking Job Seekers Allowance (DWP, Feb\_2012)

2 Annual Survey of Hours and Earnings – workplace analysis, 2015: Full time gross weekly pay

3 Benefit Claimants – working age clients for small areas (Disability, ESA and Incapacity), DWP, Feb 2012(Nationally=England and Wales)

- High quality employment premises – the need to enable the continued success of the Port of Falmouth, as well as enhancing the growth and regeneration of the industrial estates to provide a range of different employment space to meet the growing demands especially around growth on space from new business with links to the Universities
- Skills – There is evidence that a lack of appropriate skills including employability and relevant vocational skills is preventing the local workforce from accessing new job opportunities, particularly those associated with growth sectors. The continued growth of the universities, and other educational bodies and their associated centres will help to address this skills gap.
- Transport – The routes to the centre of both Falmouth and Penryn often suffer from congestion with resultant impacts on air quality, particularly during the summer months.
- Town Centre Facilities – to strengthen the draw of Falmouth town centre, reducing the amount of traffic in the shopping centre whilst finding ways to manage car parking appropriately for the town. Opportunities for improving the connectivity between Penryn High Street, its main car parks and Commercial Road will help to improve the draw at Penryn.

1.2.17. Despite these challenges, the strategic relationship of the towns with the water and marine environment and the presence of the Universities represent a key opportunity for the future economic growth of Cornwall.

### 1.3. Understanding Falmouth and Penryn

1.3.1. In preparing a strategy for an area's future it is important to develop this in the knowledge of how it currently operates. Falmouth and Penryn is made up of many different neighbourhoods (see figure 2), and it is important to support them where possible when developing a strategy for the future. With regard to movement, there are two primary vehicular routes running through Falmouth and Penryn, which are the A39 and B3292; both of which accommodate significant volumes of traffic. The towns also have four branch line railway stations serving the towns, which link to the main line route at Truro.

1.3.2. Combined, Falmouth and Penryn represent one of Cornwall's larger urban settlements, with a population of approximately 29,000.

1.3.3. The area's industrial estates are located with good access to the A39 and they are predominately to the west of Falmouth at Bickland Water Road, and to the west of Penryn at Kernick Road. A Secondary school is located in each of the towns, as are a number of primary schools. Both of the towns have a relatively good distribution of health facilities however, some parts of the towns are not within easy walking distance of a facility, due to the topography of the towns and several are located close to the town centres.

1.3.4. A significant amount of local activity and employment revolves around the Port of Falmouth and the docks. Future opportunities at the docks are set out in the Port of Falmouth Master Plan, which has been adopted by Cornwall Council, as Council Policy. In addition, significant marine activity takes place along the waterfront of the towns. Some marine related businesses are situated at waterside sites, taking advantage of these locations to support marine employment and industry. Other waterside uses include those associated with the leisure and tourism related industries, and their close links to the water.

1.3.5. The two historic town centres represent their community's main retail and service centres, and are both Conservation Areas. Each town has large out of town retail warehouse and supermarket units, which each provide an individual draw for residents across the towns.

1.3.6. There are a number of important blue/green assets that are part of and surround the towns. The Fal Estuary, including the Penryn River and the Carrick Roads (and incorporating a Special Area of Conservation – SAC), is the primary marine route between the two towns and onto the English Channel.

The range of coastal paths and beaches also play an important role, forming the coastal setting to the Fal Estuary and the towns. The area surrounding Swanpool is a Site of Special Scientific Interest (SSSI), and the wooded valley that extends inland towards Bickland Water Road are important green spaces. For Penryn, there is the College and Kernick Valleys which extends to the North West from the periphery of Penryn Town Centre, and provides an important route from the town into the surrounding countryside and the reservoirs at College and Argal, both of which are important local features.

1.3.7. Finally, Falmouth and Penryn sit within an environment that includes the Historic Monument of Pendennis Castle overlooking the Fal Estuary, the town of Falmouth and Arwennack House. At Penryn are the remains of the historic Glasney College set within College Valley, which has formed an important part of the town's history and development. Both of these historic areas form important green spaces that complement the relationship with and use of the coast and the water.



*Sunset, Swan Pool*

1.3.8. Figure 2 below illustrates the outline structure of the town, its key neighbourhoods in terms of local communities with a service centre or local facility. It also sets out the locations of key areas of employment activity, local schools, and the main road and rail infrastructure that serve the towns.

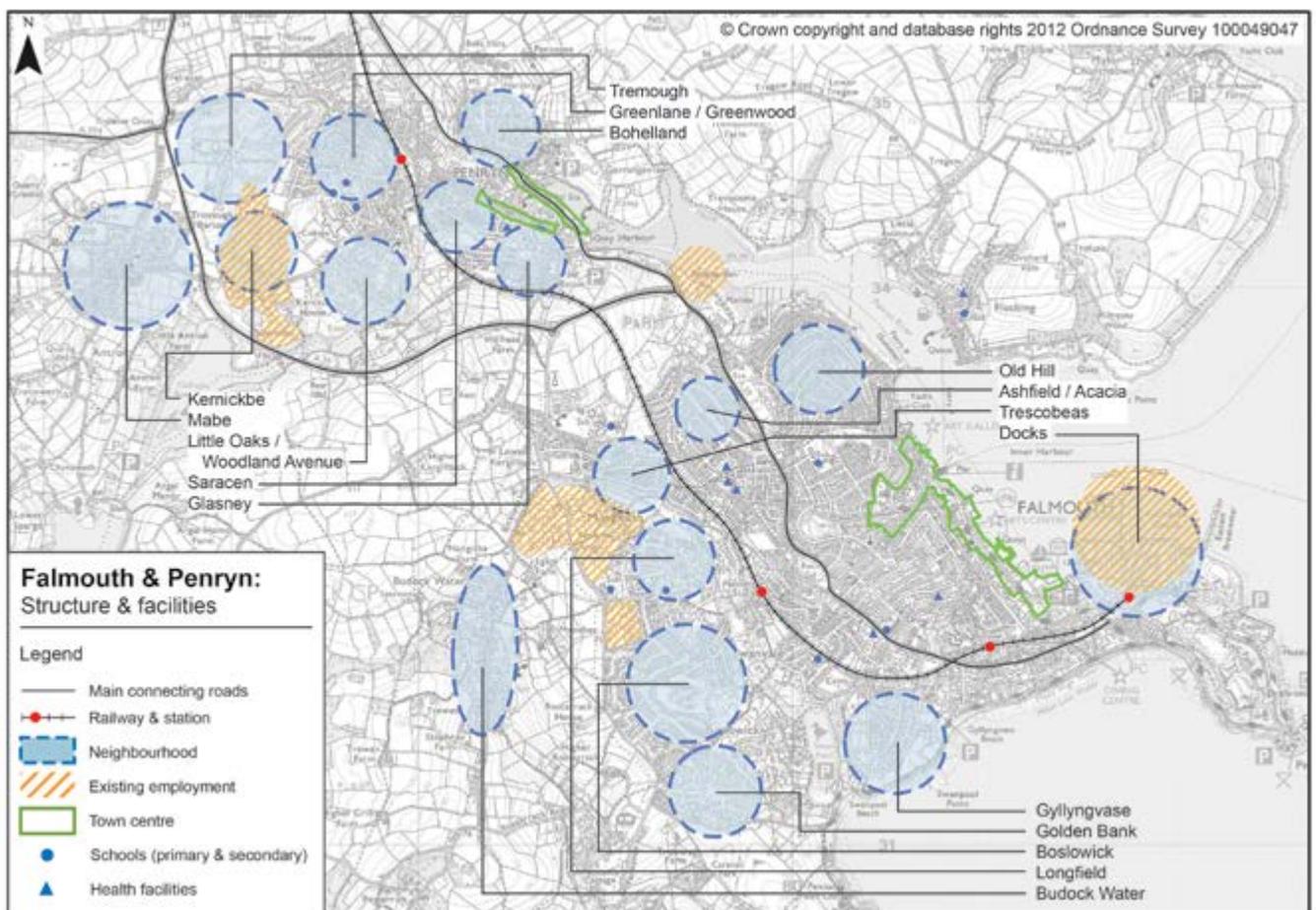


Figure 2: Outline structure, Neighbourhoods and Services for Falmouth and Penryn

## 2. Vision, Strategic Aims, Objectives & Targets

### 2.1. Vision

2.1.1. When defining the vision for Falmouth and Penryn the starting point is to recognise the overall vision for Cornwall, which is stated in the Sustainable Community Strategy, 'Future Cornwall':

*Cornwall in 2030 will be an industry leader in environmental technologies (land and marine) and at the centre of a global network of businesses. It will combine internationally recognised research with skills in environmental technologies across the workforce.*

2.1.2. In supporting these aspirations, Falmouth and Penryn's vision is:

***'The twin towns of Falmouth and Penryn will be distinctive in character and yet united in playing a key role in Cornwall with vibrant, socially-diverse, positive and welcoming communities supported by leisure facilities and services; employment based primarily on the marine, learning and tourism industries; set in attractive, well-maintained, sustainable and accessible historic, natural and urban environments.'***

### 2.2. Objectives

2.2.1. For Falmouth and Penryn to achieve this vision there are various strategic aims which have been articulated within Cornwall Council's Local Plan, for the Falmouth and Penryn Community Network Area, which are:

**Objective 1** – Housing Growth: Manage the location and distribution of housing growth and the delivery of an appropriate mix of housing over the Plan period (2010-2030) – including addressing issues associated with affordable housing and student accommodation. Development in the villages should primarily focus on meeting affordable housing needs.

**Objective 3** – Falmouth Town Centre: Maintain Falmouth as a strategic shopping centre and provide opportunities for retail development to secure the centre's ongoing vitality and viability and to strengthen the retail provision in the town centre. The town centre environment should be enhanced by considering pedestrian prioritisation, improved waterfront access and supporting public realm improvements.

**Objective 2** – Employment: Enable employment growth, particularly in relation to the Falmouth docks / Port of Falmouth, Penryn Harbour, the Universities, and tourism.

**Objective 4** – Community Services and Leisure: Improve community services and facilities to overcome current shortfalls within the existing community and to meet further demand resulting from growth, such as allotments, children's centre and education / community facilities to meet the needs of the expanding population.

**Objective 5 – Sport Leisure and Tourism:** Encourage the provision of appropriate sports and leisure facilities, and harness the full potential of the waterfront and its opportunities for employment, leisure and tourism

**Objective 6 – Transport Infrastructure:** Ensure that transport infrastructure, including essential car parking and sustainable transport modes, is adequate to support growth. This includes tackling issues of congestion such as at key junctions, improving accessibility to the waterfront, local services and facilities (e.g. better links to waterfront promoting cycling and walking).

**Objective 7 – Economic Development, Environment and Coast:** Provide a strategic framework to balance economic development, maritime industries, access to the coast and respecting the natural environment within the towns and the rest of the community network area. Address the relationship between Falmouth and Penryn, and around the villages within the community network area, to preserve their separate identities.

## 2.3. Aims

2.3.1. To complement these strategic aims, there are a series of localised objectives which cascade from the strategic aims, which are more place specific for the towns of Falmouth and Penryn.

1. **Manage Housing Growth:** Manage the location, distribution and integration of housing growth and the delivery of an appropriate mix of housing for the towns, including affordable housing and provision of quality student accommodation.
2. **Design Quality:** Development should deliver high quality design that shows how its mix of uses, scale, massing and architecture contributes to the distinctiveness of Falmouth and Penryn.
3. **The Natural Environment:** Respect and enhance the natural environment, including maintaining and enhancing areas of Green Infrastructure, which contribute towards and protect the local identity of the towns and surrounding rural settlements
4. **Invest in Technologies:** Embrace new technologies, opportunities surrounding Renewables, modern working and Information Technology, including:
- 5 **Support and retain young people:** Supporting opportunities surrounding the Universities in Falmouth and Penryn, in particular the Innovation Centre at Tremough, and the provision of incubator units and grow on space for new and innovative businesses.
- 6 **Support industries / business and maximise assets:** Maximise opportunities from the presence of the Universities at Falmouth and Penryn, and the wider Port / docks, including:

Identify and support provision of employment space to support industry, maximising the future potential of existing estates; Promote support and retain marine uses on waterside sites; enhance and strengthen the marine leisure and tourism industries; helping to strengthen the visitor / tourism economy to the towns; maintain Falmouth as a strategic shopping destination, including options to strengthen the town centre; and support improvements to the existing provision within Penryn town centre / Commercial Road through improving public realm and parking provision

7 Achieve a vibrant future for Port / Docks as part of healthy business infrastructure: Promote the delivery and realisation of the Port Master Plan, alongside the diversification of the marine sector to provide opportunities for 'new' marine businesses, opportunities surrounding Marine Renewables and marine leisure / tourism

8 Develop infrastructure initiatives to help secure a prosperous economy: Improve strategic access along the A39 corridor to improve links to and from Truro and onwards to the A30; and improve local transport infrastructure and facilities to facilitate growth, improve accessibility and access to employment within the towns.

## 2.4. Targets

The Cornwall Local Plan: Strategic Policies document has set the following targets for Falmouth and Penryn:

- To develop 2800 dwellings between 2010 and 2030<sup>4</sup>;
- The provision of bed spaces within purpose-built student accommodation commensurate with the scale of expansion of the university in Falmouth with Penryn
- To deliver around 25,750sqm of B1a office space and 21,667sqm of Industrial space within the Community Network Area between 2010 and 2030.

<sup>4</sup> The Local Plan has also set a target of delivering a further 600 dwellings within the wider Falmouth and Penryn Community Network Area; whilst this falls outside the area covered by the Falmouth Penryn Town Framework, it is recognised later in the document when considering the role that Falmouth and Penryn fulfil as a service centre for its wider hinterland.



*Employment, Bickland*



*Looking toward Pendennis Point*

## 3. The Spatial Strategy

### 3.1. Overarching Strategy and Concepts

3.1.1. The successful growth of Falmouth and Penryn will require a holistic approach; however built development will clearly play a critical role; from delivering higher design standards to new / enhanced services and facilities; and from more / better quality employment opportunities to a reinvigorated town centre offer.

3.1.2. A key principal of the Strategy for Falmouth and Penryn, is to focus on their assets, maximising the opportunities arising from: the docks and wider Port; the Universities; the distinct retail draw that Falmouth delivers and in particular how it differs from other retail destinations; and the outstanding natural and marine environment that surrounds the towns with the associated opportunities for both leisure and tourism, whilst maintaining their distinct identities and the complimentary relationship with each other.

3.1.3. The Strategy seeks to maximise these opportunities and to strengthen the supportive roles that the towns provide for one another.

3.1.4. There are two major thrusts in this respect:



3.1.5. Falmouth provides strategic resources for the wider communities of Falmouth and Penryn, and also to the surrounding settlements including those on the Lizard Peninsula. It also offers key employment opportunities around its docks, industrial and employment estates, and also within its town centre, a strategic retail centre that supports the primary retail centre of Truro.

3.1.6. The strategy seeks to maintain Falmouth and Penryn Town Centres as their communities' primary retail and service centres; however it is also recognised that the towns are particularly constrained such that there should be a focus on maximising opportunities arising from the existing offer.

3.1.7. There are some limited opportunities to strengthen the town centre in the following areas: Customs House Quay to Discovery Quay; Church Street Car Park. The development of any of these sites would require an appropriate Strategy for car parking to secure and maintain appropriate car parking for the existing and future requirements for the town. Falmouth town centre has a number of buildings which have retail businesses at ground floor level, but have limited or no active uses on upper floors. This presents the town with a distinct opportunity to develop these spaces for new and creative uses, including opportunities for new businesses such as creative digital media and art based opportunities stimulated by the presence of superfast broadband and the Universities within the town.



*Falmouth and Penryn form the air*

3.1.8. Penryn town centre provides an important role for the local residents of the town, and plays a key supporting role to the larger offer at Falmouth. It has limited opportunities for growth, and as such its main focus should be upon regenerating the Town Centre and Commercial Road area, delivering new pedestrian access between these and its car parks to improve accessibility for the town and its retail offer.

3.1.9. Due to the growth of internet shopping, it is recognised that if these centres are to flourish they need to develop a complementary mix of uses including creative business uses, high quality public realm and spaces, and leisure/tourism roles – providing a destination where the shops form part, albeit the most important part, of a wider experience. Falmouth in particular has opportunity to strengthen this wider and combined draw to consumers.

3.1.10. In addition to the town centre, new employment space will be provided to support the growth requirements of the docks and its associated industries; provide grow on space to support the presence of the Universities; and will seek to realise the regeneration and modern provision of employment space on existing and new sites. It will also seek to maximise the opportunities from empty or underused property, and other sites that could support and strengthen the town centre to deliver a creative mix of business and other

uses within the town centre in order to maintain the distinctive nature of the town and its strategic position within Cornwall. The strong potential for growth surrounding these, place Falmouth and Penryn in a robust position to maintain and enhance a strong economic centre for Cornwall as a whole.

3.1.11. Strategic growth opportunities revolve primarily around Falmouth, the wider Port and the docks, which is anticipated will deliver significant employment growth surrounding employment and industry within the marine environment.

3.1.12. This strategic growth will be supported by other employment opportunities around the urban extensions, including regeneration and expansion of existing employment areas such as Kernick and Commercial Road at Penryn and Bickland / Tregonigge industrial estates at Falmouth, where opportunities to utilise undeveloped and underutilised land and buildings in a more modern and efficient manner are available.



*Overlooking Swan Pool*

3.1.13. Sitting at the heart of the strategy is maintaining, enhancing and creating sustainable communities. Residential growth will form a key component of this strategy, whether in the form of helping to create new sustainable neighbourhoods or support existing neighbourhoods. In doing this, new development will be expected to offer necessary infrastructure, such as public open space, transport infrastructure and other facilities that will be of benefit for the new and existing community.

3.1.14. Focus should be placed on maximising the potential of delivering new residential development on appropriate sites within the existing urban area, to make best use of the existing facilities. This will help to support existing communities and enhance

the sustainability of the town centre. However, it is recognised that, to deliver the required level of housing growth, development on Greenfield land on the edge of the town will also be required.

3.1.15. In delivering the housing growth for the towns, focus should be given to delivering an appropriate mix of housing to address local housing need, and the need for student accommodation to meet identified needs. Whilst there are limited opportunities, every effort should be made to deliver good quality, managed student accommodation within the towns that provides an element of the required accommodation, and an appropriate mix of housing types. Such provision will help to reduce the reliance on existing housing stock in the community for use by students.

3.1.16. Four urban extensions have been highlighted, which offer the best opportunity to create sustainable neighbourhoods, but still relate well to the town's existing services and facilities. They also offer opportunities to fill any gaps in local facilities that exist within areas of some local communities within the towns. Importantly, this growth balances the need to protect Falmouth and Penryn's most important environmental assets.

3.1.17. Fundamental to the delivery of the strategy will be the enhancement of Falmouth and Penryn's infrastructure, including improved healthcare and academic facilities; strategic and localised investment in the area's utilities; plus the delivery of Transportation and Green Infrastructure Strategies.

3.1.18. Falmouth and Penryn are often constrained by congestion on their highway infrastructure, and its growth could be inhibited without the delivery of the Transport Strategy for the towns. The strategy identifies a number of location specific transport interventions, which development proposals would be expected to contribute towards. There are also various sustainable transport measures that are required to help mitigate highway impacts and in turn promote more environmentally friendly means of travel.

3.1.19. Finally, the green infrastructure strategy (GI), seeks to improve walking and cycling links between existing and new residential areas and the town centre and key employment hubs, as well as improve connections to other 'green assets', e.g. green spaces and woodland. There should be a strong sense of connection between the historic urban core of Falmouth and Penryn and the attractive coast and countryside which surrounds the towns. The strategy will also seek to maintain and enhance the quantity, quality and access to a range of public open spaces.

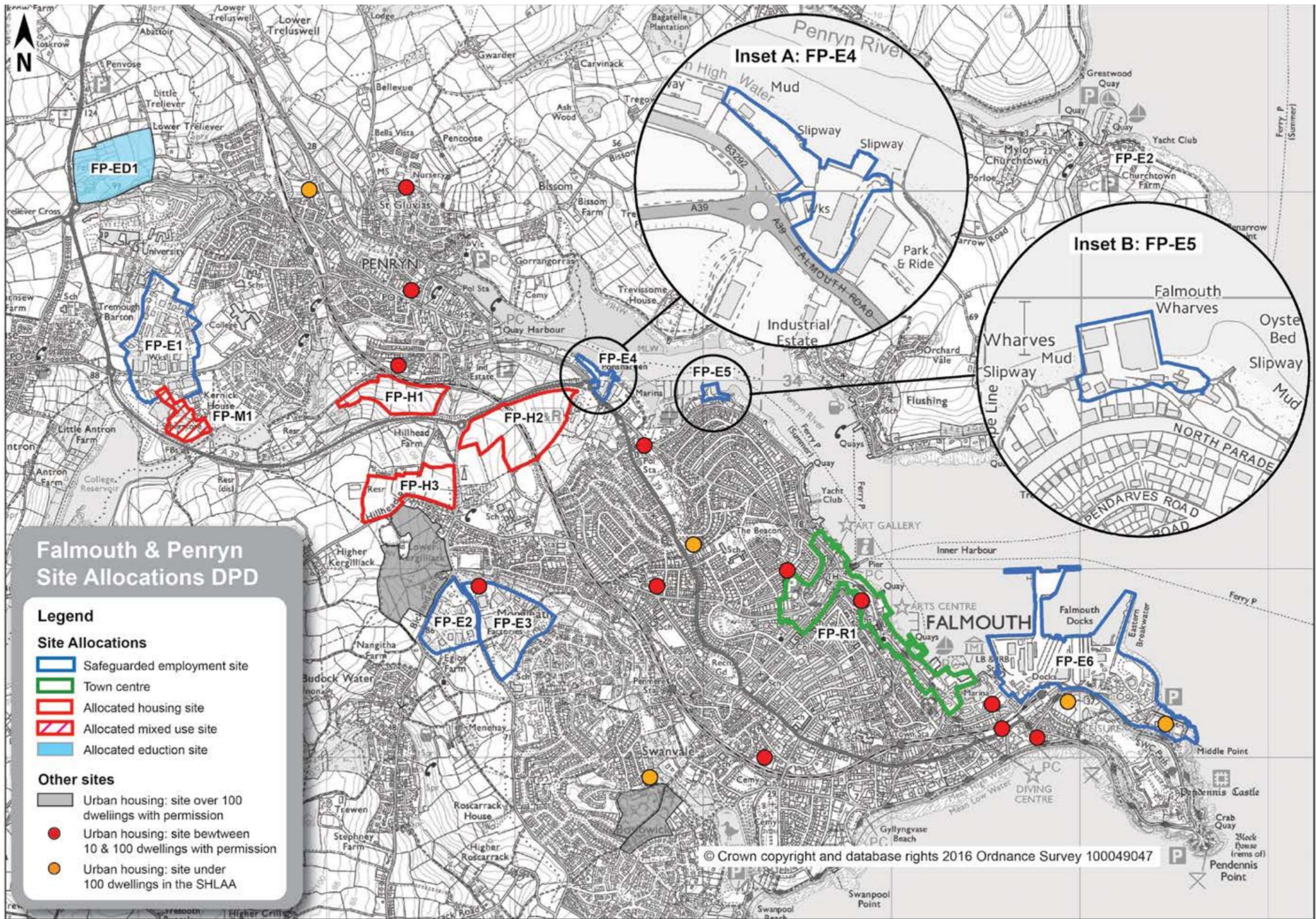


Figure 3: Falmouth and Penryn Spatial Strategy

## 3.2. Economic Strategy

3.2.1. Falmouth and Penryn have a strategic role to play in helping to stimulate economic growth locally and across Cornwall. The unique position of the towns in relation to the water, the presence of the docks and wider port, and of the Universities, presents the towns with a significant opportunity for industrial employment and economic growth.

3.2.2. Industry and business associated with the marine sector has represented a significant employer for Falmouth, and offers a strategic growth opportunity, but also a risk to the town, being a sector that has been strongly impacted by the economic climate and recession. However, the docks and wider port are ideally situated to react to opportunities arising within the marine sector in particular around renewables, manufacturing, tourism and leisure. As a result ensuring land is available, and retained to support these opportunities within the marine sector consequently form a key element of this strategy.



*Tremough Innovation Centre, Penryn -  
photo by Aedas, Bristol [bristol@aedas.com](mailto:bristol@aedas.com)*

3.2.3. The established presence of the Universities within the towns, most notably at the Penryn campus at Tremough, is also a key economic driver for Falmouth and Penryn, and Cornwall as a whole. This presence supports the delivery of opportunities to improve education and skill levels locally, which will help to stimulate employment opportunities and drive economic well-being through improved skills and labour generation, facilitating employment and business creation. Opportunities to maintain enhance and expand the provisions of the Universities at Falmouth and Penryn is therefore an important part of the strategy.

3.2.4. The delivery of Grow on Space within the towns, can support the Tremough Innovation centre and Academy of Innovation and Research, and will help to secure the longer term success of new and growing business in the area, and add to the economic well-being of the towns.

3.2.5. In particular the communities are committed to supporting investment in key elements that will promote economic success in new technologies; young people graduating from apprenticeships, further and Higher Education; in maritime assets; infrastructure provision; leisure and tourism; the towns unique location; and in micro businesses and other traditional small businesses within the communities.

3.2.6. There are also opportunities for the towns arising from their relationship with the

water, coast and countryside through a strong and resilient leisure and tourism industry. These currently play a dominant role in the local economy. However, there are opportunities to strengthen this role further, as an important component of the future economic success of Falmouth and Penryn will be to ensure it has a strong and relatively diverse economic base, so that the towns do not overly suffer from downturns in any particular industries. Retail, tourism, the public sector and manufacturing all represent important sectors that the town can continue to support and enhance. This strategic growth would be supported by other employment opportunities around the urban extensions, including the regeneration and expansion and of existing employment areas.

3.2.7. In supporting the delivery of these economic aspirations, various actions are required. Firstly, to deliver on the aspiration to continue the growth of its industrial and office based employment, it is estimated that sites to deliver at least 25,750sqm of B1a office space and 21,667sqm of Industrial space need to be provided<sup>5</sup>. With the significance that the port of Falmouth plays both regionally and nationally and the opportunities for growth that have been identified within its adopted master plan, together with the presence of the universities and a number of larger industrial estates, it is felt Falmouth and Penryn will play an important role in the economic growth of Cornwall. This strategy will seek to support proposals throughout these key sites that could deliver these targets. This will ensure every opportunity is given to delivering the economic ambitions, as well as ensuring a range of sites are available to cater for the differing needs of industry.

### 3.2.8. Industrial / Light & Storage/ Manufacturing

– the existing industrial estates at Kernick (FP-E1), Bickland (FP-E2) and Tregonigie (FP-E3) present some limited opportunities for regeneration and expansion in some instances, for industrial uses having good access on to the A39. Potential exists, particular at Kernick (FP-E1), for modernisation and delivering a more efficient use of employment space, and will contribute to delivering the economic growth for the towns. The main provision of additional industrial space would be realised from the growth within the Falmouth Docks (FP-E6) which could deliver in the region of 24,000 sq m of Industrial space.

3.2.9. Office – Firstly, in line with national policy, office development will be supported within the town centres, and as set out below within FR-1 and FR2 below. Opportunities for new office space in central locations of the town, in close proximity to a range of other uses including residential and retail, can help to help deliver an attractive centre with a vibrant mix of employment generating uses. However, despite the clear advantages that this would have for the town centre, it is recognised that the challenging nature of town

centre sites mean that alternative locations should also be highlighted to ensure that delivery is not constrained. As a result, the Tremough phase II land (FP-Ed1) should be prioritised to make provision for office space within any mixed use development incorporating expansion of the adjacent University campus at Penryn. This provision would be in addition to the potential for 800 sq.m of office space potential within the Falmouth docks (FP-E6).



Office space at Tremough Innovation Centre, Penryn - photo by Aedas, Bristol [bristol@aedas.com](mailto:bristol@aedas.com)

### 3.3. Retail Strategy

3.3.1. A good quality retail offer can provide many advantages beyond just offering residents' daily essentials. Vibrant, welcoming retail centres can provide a leisure offer; a focal point for the community; an important employment base; as well as helping to stimulate other development within the town.

3.3.2. Falmouth town centre is an important local retail centre of strategic importance within Cornwall, attracting a wide catchment from the surrounding rural towns and villages. It provides a primary supporting role to the main retail centre at Truro, and is part of the main retail hierarchy for the County.

3.3.3. Penryn offers a more local shopping experience for its immediate community within its High Street. At Commercial Road, the offer is more varied, with a mix of larger premises operating, including marine related and 'comparison' businesses which trade at a more strategic level. There is a need however to improve connectivity and linkages between these two parts of Penryn and with the car parks that serve the town, to maximise the opportunities that Penryn can realise.

3.3.4. Falmouth Town Centre provides a valuable retail offer, comprising both quality independent and national providers, and is highlighted by their national ranking of 366th (out of 2000)<sup>6</sup>. The growth of out of centre convenience stores has put pressure on shopping within the town centre. Despite these pressures, Falmouth has developed a thriving cluster of restaurants and cafés giving it one of the highest proportions of traditional retail to restaurants in the county, and is seen as a significant strength for the town.

3.3.5. Retail units are typically small with few units large enough to attract major retailers. This leads to a more diverse mix of outlets and better prospect for start-ups or niche retailers. There is an identified need to reduce the number of vacant units in the town, and to seek opportunities for the provision of more modern floorspace / premises to attract and retain business.

3.3.6. Key issues that will need to be addressed to improve the offer within the towns, including:

- Minimising vacancy of units and strengthening the town centres,
- Creating a pedestrian priority within Falmouth town centre – securing a safe place



*Falmouth Town Centre*

<sup>6</sup> VenueScore data (taken from the Cornwall Retail Study 2010)

- for pedestrians to move and experience the town centres and its facilities will help to improve the experience within the town centre
- Town centre car parking: If the retail centre is to flourish, a good quality parking provision is required.
- Improved public realm – tidying up elements of the town and improving the public realm, surfacing and street furniture will help to improve the experience of visiting the town centre.
- For Penryn it is about improving connections between the High Street and Commercial Road, and providing improved public realm along Commercial Road that provides opportunities to stop and park to visit the shops there.

**3.3.7.Future Convenience (food) Shopping:** Studies into shopping patterns and future demand for retail floorspace, resulting in part from the estimated increase in population, suggest that Falmouth is well served by convenience (food) retailing out of centre, at Asda Penryn and the Sainsbury store on the outskirts of Falmouth. Indeed, even with the likely increase in population, it is suggested that there is not an immediate identified capacity for additional convenience shopping floorspace generally throughout the plan period. There would however be benefits in rebalancing the provision of out of town space back to town centre space.

**3.3.8.Future Comparison (non-food) Shopping:** The same studies also indicate that there is minimal capacity for additional comparison retail floorspace, plus this is not generated until the end of the plan period.

3.3.9. Falmouth has a rising number of creative businesses generated by the presence of the Universities. Opportunities for Falmouth and Penryn to take a greater advantage of these creative assets should be encouraged and that the potential for a mix of creative business / office uses such as digital media and creative digital technologies would be supported in appropriate locations within the town centres. The development of this sector can provide both more people seeking to access the town centre; as well as developing a niche attraction relating to such emerging businesses / activities.

3.3.10. Falmouth town centre is constrained by its built and historic form and has limited numbers of available / deliverable development options within the town centre or on the edge of the centres to accommodate growth and new provision. Opportunities to strengthen Falmouth and provide new and modern retail premises could surround one or more of the following options:

- Church Street Car Park: A waterside site accessed via the main road through Falmouth's town centre, this large site could deliver new public space to strengthen the town centre with the attraction of a waterside location. It is constrained however by its history with ground contamination potentially limiting built development potential as well as a constrained access route through the town centre, where vehicular movement is managed to provide priority to pedestrians.
- Regeneration opportunities from Customs House Quay to Discovery Quay (including the Grove Place car park) – large areas of car parking central to this area provide some opportunity for strengthening the offer in Falmouth, although the need to maintain appropriate parking provision for the towns at these sites could be an overriding constraint in the potential to develop these sites.

3.3.11. Any economically led regeneration of these options that either brings more traffic to the town, or reduces parking provision, should be accompanied by a town centre car parking and traffic management strategy that demonstrates and delivers an appropriate parking provision to meet the needs and requirements of the town centre.

## Service Shopping – including restaurant and café uses

3.3.12. The modern way in which people shop has been influenced by internet shopping and the more destination approach to the population's retail activities. Cafes and restaurants now play an important role to maintaining the towns as local destinations where consumers seek a different shopping experience, where they can relax, socialise and shop in the same visit to a single destination.

3.3.13. Falmouth has a high proportion of cafes and restaurants, with approximately 20% of units within the town being used for such uses. These businesses will continue to play an important role for the town by providing a complimentary local provision that supports the more traditional shops and businesses operating within the town. This places Falmouth ahead of many other local centres.

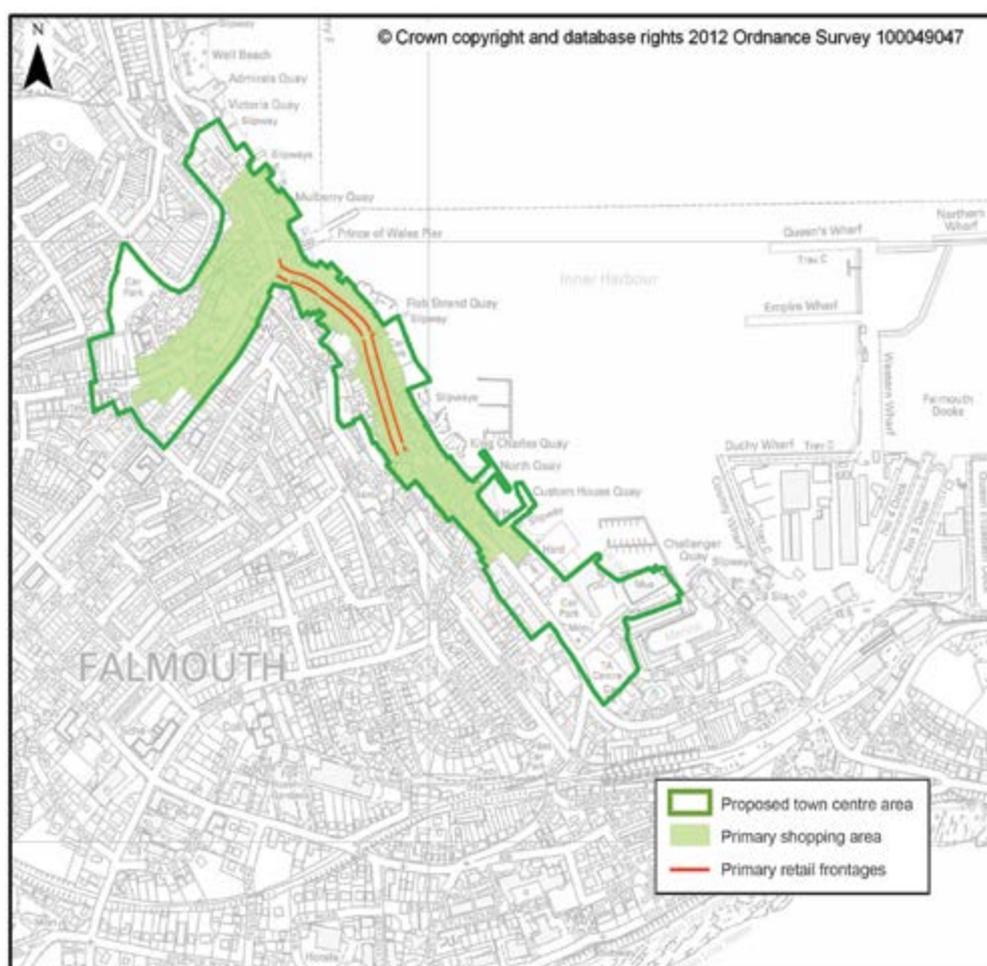


Figure 4: Falmouth Town Centre

3.3.14. Such uses also play a key role in strengthening and expanding the night time economy of the town, and drawing people into the town centre to eat, drink and relax, responding to the needs of residents, tourists and students.

3.3.15. In line with Policy 4 of the Cornwall Local Plan: Strategic Policies Document, any development within the Primary Shopping Area should maintain, or preferably add to the vitality and viability of the centre and not reduce the predominance of retail and other town centre uses.

3.3.16. In line with national policy, support will be given to retail uses within or on the edge of the town centre, with no restrictions on the scale of such development, subject to appropriate design quality and heritage impacts being appropriately addressed.

3.3.17. In addition, proposals for change of use or redevelopment will only be permitted on the Primary Shopping Frontage or within the Primary Shopping Area, if the proposal adds to the attractiveness of the centre and does not reduce the predominance of shops, cafes and restaurants within the town. Furthermore, the use of disused or underutilised premises above shops for retail, employment or residential uses will be encouraged

### Penryn Retail Approach

3.3.18. Penryn's neighbourhood centre provides an important role for the local residents of the town, and plays a key supporting role to the larger offer at Falmouth. It has limited opportunities for growth because of its constrained nature and its historic built environment. As such its main focus should be upon regenerating the centre and Commercial Road area, delivering an improved public realm and transport improvements at Commercial Road, new pedestrian access between the main street and its car parks to improve accessibility for the town and its current and future retail offer. The Strategy includes maximising the re-use of and improvements to vacant and underused premises, reducing the number of vacant units within the town and maximising the opportunities arising along Commercial Road.

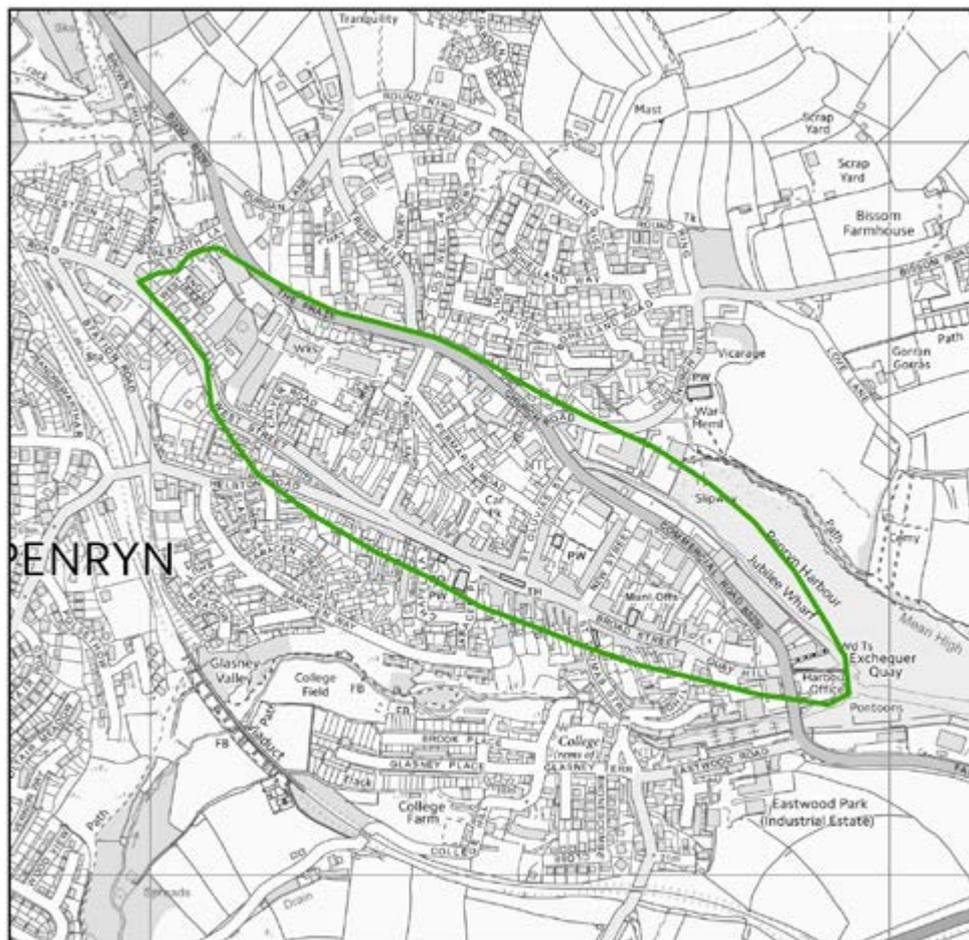


Figure 5: Penryn Neighbourhood Centre

## 3.4. Housing

3.4.1. The delivery of good quality and appropriate housing that meets future demand forms a key strand of the overall strategy for Falmouth and Penryn. There is an aspiration to provide for a good mix of housing, providing for the affordable housing needs, high quality student accommodation development, right through to larger scale high quality housing, to seek to retain the well paid, skilled employees that the economic strategy is seeking to attract. Furthermore, the Council is seeking the delivery of economic and housing growth in a complementary manner. Moreover, improving access to good quality, appropriate accommodation can help to reduce health inequalities.

### Housing Targets

3.4.2. Falmouth and Penryn have been targeted to deliver 2800 dwellings between 2010 and 2030<sup>7</sup>. This target was set reflecting upon a number of factors, including: the scale of affordable housing need within the area; the additional demand for affordable housing over the plan period; to support the area's economic ambitions; which in turn will assist in delivering the town's regeneration agenda.

3.4.3. At the time of writing, there had been 630 dwellings completed and further permitted developments for approximately 983 dwellings<sup>8</sup>. It is estimated that a further 150 dwellings could come forward within the urban area, which is a priority before seeking to make use of greenfield sites. Completions, permissions and other urban capacity will not cater alone for the proposed level of growth; so sites on the edge of the existing urban area will be needed to cater for at least 731 dwellings within the Plan period

### Affordable Housing

3.4.4. Low wage levels and relatively high housing prices result in many people struggling to get a foothold onto the housing ladder. At the time of writing there are 1508 families on the Council's Home Choice Register that have a local connection to Falmouth and Penryn; plus 1057 families on the Homechoice Register that wish to live in Falmouth and Penryn<sup>9</sup>.

3.4.5. As a result, all new housing schemes, including mixed use schemes, delivering a net increase of 2 units or will be expected to demonstrate an appropriate provision of affordable housing to meet identified needs in accordance with affordable housing policies set out within the Cornwall Local Plan: Strategic Policies document and Affordable Housing SPD.

### Housing Mix

3.4.6. In line with Policy 6 of the Local Plan Strategic policies, larger developments of 10 units or more should provide a mix of housing sizes to reflect the needs of the local community; in doing so addressing affordable housing need and housing demand; Contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists; as well as respond to the requirements of a changing population. The mix of housing should include at least 5% self and/or custom build dwellings; at least 25% of the dwellings should be provided as 'accessible homes'; plus some of the dwellings should be specialised housing (including extra care housing)

7 Cornwall Local Plan: Strategic Policies document

8 Figures correct at 31 March 2015

9 Figures correct as at January 2016. These are individuals or families that either can't get onto the housing ladder because they can't afford to pay the market value for a house; or they are in inappropriate private accommodation (e.g. too small for the size of their family) due to not being able to pay market values for the type of housing that their circumstances would normally dictate.

## Locations of housing development

3.4.7. The search for housing sites started with identifying appropriate sites within the existing urban area, (i.e. determining the capacity of the urban area), before searching for greenfield Urban Extension sites. This seeks to reduce the need to develop on greenfield land, due to its importance as an agricultural resource and its amenity and landscape value.

### Urban Sites

3.4.8. The assessment of 'appropriate' sites has indicated that Falmouth and Penryn urban area has the ability to deliver up to approximately 2069 dwellings within the plan period, which is predominately made up of a selection of sites that either have permission or have been identified through the Strategic Housing Land Availability Assessment. It should also be noted that this urban capacity figure also includes dwellings that have already been completed since the start of the plan period (630 dwellings from 2010-11 to 2014-15).

The main development sites that are reflected within this urban capacity figure are:

**Lower Kergilliack, Falmouth:** the site has planning permission to deliver 300 dwellings

**Gabbons Nursery, Penryn:** the site has delivered 100 new dwellings

**Land at Trenoweth Road Falmouth (former oil tank site):** the site has permission for circa 160 dwellings and is currently under construction

### Urban Extensions

3.4.9. As a result of the assessment of Falmouth and Penryn's urban capacity potential, locations for at least 731 dwellings would need to be accommodated on greenfield sites, to achieve the Council's preferred overall target of 2,800 dwellings.

3.4.10. In assessing the appropriateness of all land immediately surrounding Falmouth and Penryn's urban area, 4 urban extension sites have been identified:

- **FP-UE1:** College / Hillhead Penryn
- **FP-UE2:** Falmouth North
- **FP-UE3:** Lower Kergilliack, Falmouth
- **FP-M1:** Kernick (as part of a mixed use expansion)

3.4.11. Whilst the combination of the urban extensions and the urban capacity would collectively deliver in excess of the 2,800 target, all of the identified sites will be required to ensure the housing target is met by 2030. Finally, it would be expected that applications that sit within any of the urban extension sites will be accompanied by a master plan for the entire site to ensure that an appropriate form of development is delivered to respond accordingly to the location and needs of the towns and local communities, maximising opportunities for connections and linkages to local services and facilities and addressing any shortfall in facilities locally in order to support the creation of sustainable local communities across the towns.

## Requirement for wider master planning

3.4.12. The Union Corner junction improvements identified within the Transport Strategy have now been delivered, providing key improvements to the highway infrastructure, including pedestrian and cycle linkages and connections.

3.4.13. The need to deliver these improvements, and to ensure that the infrastructure is planned appropriately, is potentially impacted on by three of the proposed urban extensions: Lower Kergilliack, Falmouth North and College / Hillhead, all of which have a direct relationship with this junction. They also provide opportunities to deliver connections from the developments to the towns, and routes between the two towns. The Falmouth School campus incorporating the former hospital site are also related to and informed these improvements.

3.4.14. To ensure an integrated delivery of these networks and infrastructure provision, a key part of the strategy requires that development are brought forward following appropriate masterplanning both of the individual sites, but also in the wider context considering each of the urban extensions and the wider surrounding area. This will ensure that developments are complimentary of each other and with the surrounding communities, ensuring that they support and do not prejudice the opportunities to provide new and improved connections associated with this infrastructure.

3.4.15. It is through such masterplanning processes that necessary and required infrastructure and connections can be planned, and ultimately delivered in an appropriate manner. The Spatial, Housing and Transport Strategies identify these sites as critical in delivering and realising the improvements set out above.



*South Harbour, Penryn*

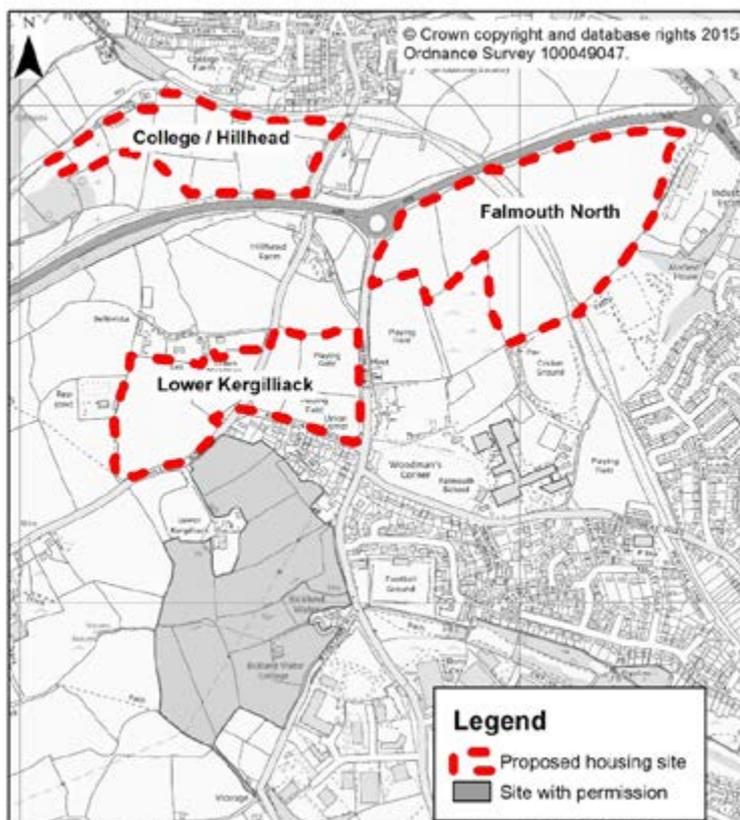


Figure 6: *Proposed housing*

### FP-H1: College / Hillhead, Penryn

3.4.16. This site could deliver in the region of 210 dwellings estimated at an average density of approximately 35 dwellings per hectare.

3.4.17. Creating good quality pedestrian and cycle links from College Valley back into the town should represent an important principle of any development of this site. Whilst the site is located close to the town centre, the railway line, topography and existing transport infrastructure could create a barrier to its accessing local services within the town centre. However, by providing a pedestrian and cycle link from the north-east of the site it would provide good access to the town centre.

3.4.18. The College Valley provides an important green open space for the local community, and connects it to the open space and countryside beyond Kernick and Argal reservoir to the west. This open space also fulfils an important ecological and flood zone function for the local environment. Any development of this site should appropriately plan to retain and where possible enhance this local provision, and should not adversely impinge on the more sensitive areas. There are also opportunities for enhancing ecological and green routes through the site as set out within the GI Strategy.

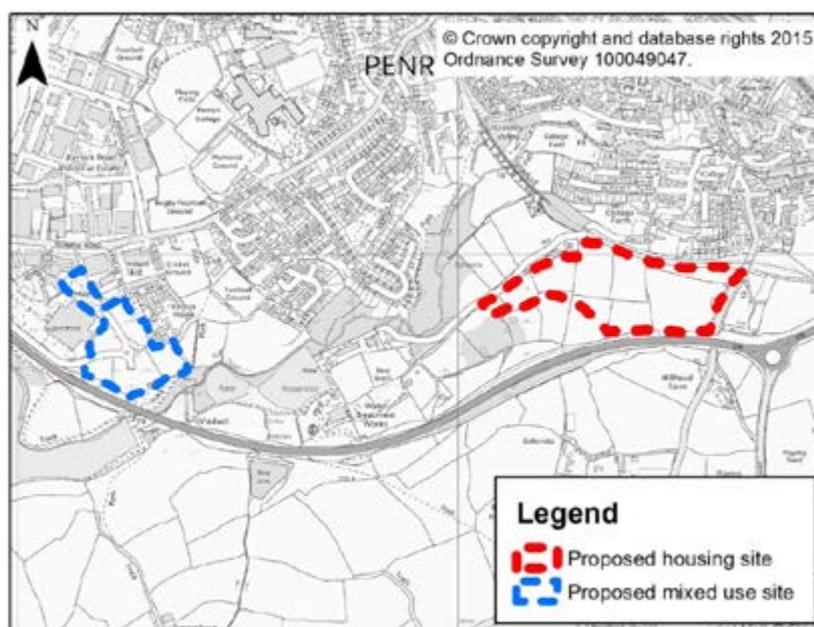


Figure 7: College / Hill head, Penryn

3.4.19. The site sits prominently within the rising landscape to the south, towards the A39. Any development of the site would need to demonstrate that the scale and massing of development would not dominate the landscape, and through, a masterplan approach, ensure that an appropriate separation of Falmouth and Penryn is maintained, when also taking into consideration the other site allocations in proximity to this site.

3.4.20. To enable this, development on the southern edge of the site should sit beneath the ridge line and provide a strong green planted buffer to the southern boundary, which extends above the height of the buildings. This will also contribute towards the retention of a green buffer that can act as a habitat corridor, linking green spaces to the east and west of the site.

3.4.21. Further, development should look to maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs of both existing and new residents.

3.4.22. In accordance with the requirements of the GI Strategy (see section 4.5, development of the College Valley / Glasney site will be required to provide new strategic open space incorporating SUDS drainage within any recreational space. This site provides opportunities for green links through the site and beyond as set out within the GI Strategy, and should include the provision of a children's play area of neighbourhood significance (LEAP / FiT). Any development of this site would be expected to contribute towards improvements to the teenage / youth facilities at College Field.

### FP-M1: Kernick Penryn (as part of a mixed use expansion)

3.4.23. Kernick sits alongside existing residential, light industry and retail uses. The adjoining land to the north has a planning permission for employment uses including a vets and office accommodation. The remaining land incorporating this particular site has to perform two functions. The first is enabling the delivery of office employment space, considering its proximity to the A39, the University campus, and also to the towns of Penryn and Falmouth. In total, it would be expected that this site could deliver in the region of 2000 sq.m. of office space (including the permission referred to above).

3.4.24. Beyond the employment space, the urban extension should deliver an extension to the existing neighbourhood around Kernick, which would accommodate in the region of 100 additional dwellings as part of a mixed use of the site.

3.4.25. Much of the road infrastructure has already been provided for part of the extension land at Kernick, immediately to the east of the Asda store.

3.4.26. Contributing to the creation of good quality pedestrian and cycle links from the site back into the town should represent an important principle of any development of this site.

3.4.27. The land is prominent within the landscape when viewed from the adjacent A39, and as such, development in this location will need to demonstrate a high quality of design, that addresses this landscape prominence and which responds appropriately in terms of building scale and quality of design.

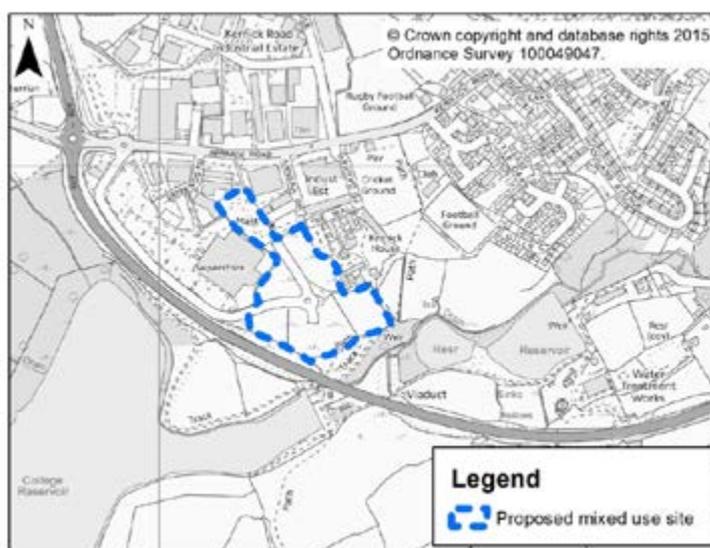


Figure 8: Kernick Penryn

3.4.28. The land is situated immediately above the Kernick Valley, leading to a system of other valleys further to the east. Within this valley is a watercourse and reservoir, and there will be a need for development to provide appropriate sustainable drainage to serve any development in order to manage surface water and minimise the potential for flood risk elsewhere, and in particular within these valley systems.

3.4.29. Finally, it would be expected that the site would provide off-site contributions towards education and the wider transportation strategy for Falmouth and Penryn, which should include improved pedestrian links between the site and the town centre. These contributions will be through a s106 agreement or the Community Infrastructure Levy, if in place at the time of an application being submitted.

### FP-H2: Falmouth North

3.4.30. The Falmouth North Urban Extension could deliver approximately 300 dwellings. This scale of development is based upon an average density of approximately 35 dwellings per hectare.

3.4.31. This urban extension is situated on high ground to the north of Falmouth, and is prominently located at the periphery of the town, and is currently part of the 'gap' that separates Falmouth and Penryn. The A39 to the north of the site forms a prominent landscape feature that separates the two towns and which also forms a distinct physical boundary to contain growth in this part of Falmouth. Maintaining the identities of both towns is a priority and any development should provide a detailed master plan that clearly defines how these

identities are maintained through both urban design and layout, but also through appropriate landscaping and use of green buffers in particular to the northern edge of the site.

3.4.32. The barrier of the railway line separates the two parcels of land that form this urban extension. This potentially divorces one part from the other, with limited connections between them via an old bridge and onto the local surrounding community. It is of paramount importance therefore that any development of this extension addresses these barriers and makes provision for appropriate connections for vehicular, pedestrian and cycles throughout the site to link both parcels and to connect with the surrounding community.

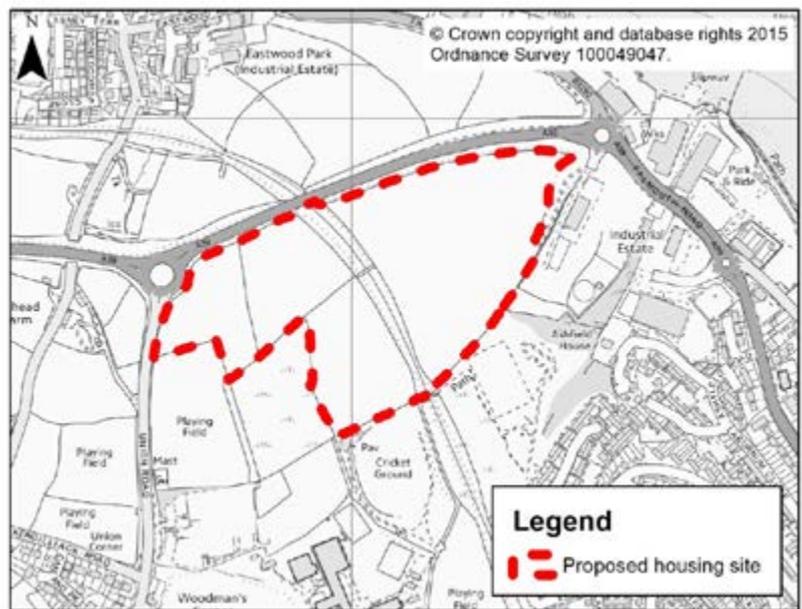


Figure 9: Falmouth North

3.4.33. The site is located in close proximity to the Union Corner Junction, a double mini roundabout, where a highway improvement has now been delivered, in order to address congestion and capacity issues that existed and which would have been exacerbated with further growth.

3.4.34. The delivery of growth at this site should not prejudice these critical infrastructure improvements, and any development should be suitably master-planned to incorporate itself with and compliment these necessary improvements.

3.4.35. It is important that good vehicular, pedestrian and cycle connections are established between the site and the wider town of Falmouth and that those opportunities are maximised to provide similar linkages towards Penryn. To this end, the relationship of this site with other Urban Extension at Lower Kergilliack and College / Hillhead requires careful consideration, to ensure that appropriate linkages and connections are provided.

3.4.36. The Trescobeas open space area is identified within the GI Strategy as providing the required open space needs for the development of this site, but that additional investment would be required to improve the quality of the provision and facilities for all residents. Any development of this urban extension would be required to contribute appropriately towards such improved provision at Trescobeas, as set out within the GI Strategy. The relationship of the site with this area of open space presents a real opportunity to directly relate development within the site to the area of open space. Development of the land should consider providing appropriate frontage onto the open space area, and maximising the opportunities for connections through this space to the existing adjoining residential communities. It should also take advantage of the ability to connect to the other development site to the east (FP-St2) which has been highlighted as an opportunity to deliver student accommodation and other supporting infrastructure. Additionally, development should look to maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs of both existing and new residents.

3.4.37. Finally, it would be expected that the site would provide off-site contributions towards education and the wider transportation strategy for Falmouth and Penryn, which should include improved pedestrian links between the site and the town centre. These contributions will be through a s106 agreement or the Community Infrastructure Levy, if in place at the time of an application being submitted.

### FP-H3: Lower Kergilliack Urban Extension, Falmouth

3.4.38. Lower Kergilliack has been highlighted to deliver approximately 200 dwellings, based upon an average net density of 35 dwellings per hectare. The land immediately to the south has recently been granted planning permission to deliver 300 dwellings.

3.4.39. Part of this site is currently used as School playing fields. However, Cornwall Council and the school have identified a long term need to consolidate the school estate onto one campus which would release these playing fields for development and enable its own future expansion and provide flexibility to accommodate new secondary intake arising from additional growth within Falmouth and Penryn. This consolidation required the acquisition of the former Budock Hospital that adjoins the main school campus, and which has now been realised. This is addressed further at Section 4: Infrastructure, below.

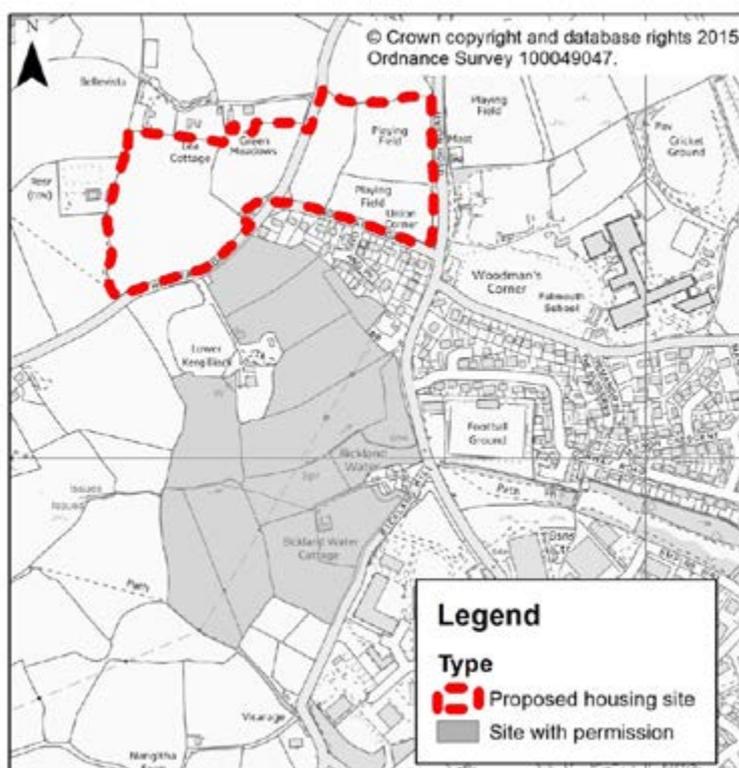


Figure 10: Falmouth North

3.4.40. Lower Kergilliack is located immediately adjacent to the Union Corner double mini roundabout, which has recently been upgraded in line with The Transport Strategy (informed by a range of transport models) discussed at Section 4.8 below. Development of the site should respect its relationship with Union road and the improved road junction providing high quality development with appropriate quality frontage to the road and access to the site,

3.4.41. There is a shortage of local community facilities within easy walking distance of the site and the wider Kergilliack area. There is a need for additional provision to be provided within this wider area; as part of a neighbourhood centre to meet the future requirements of existing and new communities around Lower Kergilliack. Planning permission has already been granted for 300 dwellings on land immediately to the south of this site which identified the potential for a small local centre and which could make provision for local facilities. Development should look to maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs of both existing and new residents., and any development of this site should demonstrate how such a facility has already been provided elsewhere, or could be provided within any development proposal.

3.4.42. Furthermore, the wider urban expansion around lower Kergilliack should deliver a strategic public open space, in line with the Green Infrastructure Strategy, including the use of Sustainable Urban Drainage Systems (SUDS) within a green link through the site to the countryside beyond. The provision of a new children's play area of neighbourhood significance, combining teenage and youth provision should also be incorporated. Development of this site should demonstrate how the requirement for this space has been delivered either in full or part on or off site, considering its proximity to the approved development for 300 dwellings on the adjacent land to the south.

3.4.43. The design and delivery of the south-western edge of the site must be

implemented sensitively to ensure the visual impact of the development on the wider countryside and rural village of Budock Water is minimised.

3.4.44. Finally, it would be expected that the site would provide off-site contributions towards education and the wider transportation strategy for Falmouth and Penryn, which should include improved pedestrian links between the site and the town centre. These contributions will be through either an s106 agreement or the Community Infrastructure Levy, if in place at the time of an application being submitted.

### **Multiple Occupancy Accommodation**

3.4.45. The current housing stock within the towns is being used in a range of different tenures. The towns have witnessed increasing numbers of properties that are in multiple occupancy and others conversely that are under occupied. This has occurred as a result of a wide range of social and economic factors, including changes in occupancy trends, specific demand for rented housing, lower incomes, migrant workers, a lack of care home facilities, local housing market prices / affordability and an increase in student numbers within the towns.

3.4.46. Appropriate provision of student accommodation could be provided within the urban extension options discussed above, as part of a wider housing proposal, and through the delivery of an appropriate mix of housing types. In order to provide an attractive alternative to HMO accommodation, any new student development should ensure that an appropriate assessment of demand and housing type supports any proposals, to ensure that the correct type and size accommodation is being proposed.

3.4.47. However, evidence attained from the Student Union indicates that students having been housed on campus for year one, prefer to be located within the towns (Falmouth in particular), and preferably within shared accommodation in groups of 4-6 people. Students were clear that the traditional one bedroom units with communal living facilities were much less desirable to them beyond year one, although managed accommodation was felt to be a positive factor. This provides some explanation, in part, for the increased demand for HMO type accommodation where groups of this size can readily live together and interact with one another, effectively as a social unit, and where they can take full advantage of local services and facilities; take on temporary employment opportunities and interact within the local community socially and for leisure.

3.4.48. Falmouth Town Council has formally designated a Neighbourhood Plan for the town, in order to manage the dispersion and concentration of homes used in multiple occupation within the community. It is seeking to establish a range of policies to manage potential over saturation of HMO locations where larger concentrations of HMO already exist in order to balance the housing provision within those communities, and meet the needs of the wider community.

3.4.49. At the time of writing Cornwall Council were preparing an Article 4 Direction, which would limit the delivery of further HMO's. As a result, any further growth of the Universities and their student population would need to be catered for primarily through bespoke accommodation.

3.4.50. The Neighbourhood Plan will also have the opportunity to consider identifying sites in addition to the urban extensions that might directly meet the demand for student accommodation within the central parts of the town, in order to facilitate an enabling approach to managing the demand for student accommodation.

## Student Accommodation

3.4.51. The current housing stock within Falmouth and Penryn are being used in a range of different ways and the towns have witnessed increasing numbers of properties that are in multiple occupancy. This has occurred as a result of a wide range of social and economic factors, but a significant contributor to this trend is the growth of the Universities and its student population.

3.4.52.

3.4.53. Falmouth and Exeter Universities have ambitions to expand their provision within Falmouth and Penryn to accommodate a further 2,500 students. With only 5% to 8% expected to live at home, it is anticipated that accommodation to house approximately 2,300 students will be needed.

3.4.54.

3.4.55. Plans are already being progressed to deliver an additional 1,000 units on the University's existing Tremough Campus, which means allocations for a further 1,300 bed spaces are required. The delivery of additional bed spaces on the existing Penryn campus should provide for all additional first year students, but it is understood that the majority of year 2+ students prefer accommodation located within the towns. Recognising the scale of growth and the nature of the demand, 5 sites have been identified that could deliver purpose built student accommodation. Allocating specific sites for student accommodation, provides some certainty to the market to deliver the accommodation; releases pressures on accommodation within the private rental sector, and also releases other urban sites to deliver additional capacity for family, social and affordable housing, contributing towards a more balanced community.:

The five sites include:

**Quarry Carpark (FP-St1):** This site is central within Falmouth and provides key parking provision for the town. Its highly sustainable location central within the town places it in a highly accessible position close to both bus and rail links to the Penryn campus and wider destinations, and local services and facilities within the town. Its position within a former quarry provides real opportunity to deliver development over multiple levels. This lends itself to high density development such as student accommodation. The site could deliver in the region of 300 bed spaces, however this should also ensure that there is no net loss of car parking provision to serve the town at the quarry site.

**Ponshardon Road (FP-St2):** This large site sits at the outskirts of Falmouth and Penryn, within a large quarry area. The site formerly accommodated a gas storage tank, and a large car dealership. More recent proposals for a large superstore have not been delivered in light of significant changes within the retail sector nationally. The site is well suited to accommodating a high density of development such as student accommodation. Whilst the site is on the main route to the town centre it would be appropriate in light of the distances to the centres and the likely scale of any development at the site, to provide additional services and facilities also. The site adjoins the main bus route between Falmouth and Penryn, as well as the wider area, and has good connections into the main towns of both Falmouth and Penryn. It is expected that the main pedestrian and vehicular access to the site would be via the main roundabout at Ponshardon. The site is large enough to accommodate in

the region of 800 bed spaces along with some additional facilities to support the creation of a sustainable neighbourhood alongside the urban extension to the west (FP-H2), and where it would be important to enable links and connections between these sites so that combined the development of both sites complement one another. Any development of the site would be expected to have proper regard in terms of layout, scale and massing, to the historic environment and in particular the Scheduled Jewish and Congregationalist Cemeteries at Ponshardon which adjoins the site.

**Arwennack Street (FP-St3):** The former TA centre car park is situated at the south western end of the town centre. It serves as an important parking provision for the town and for visitors to the National Maritime Museum. The site is within easy walking distance of the facilities within the town, its rail halt at the Dell with links to Penryn, Truro, and also to the Falmouth campus at Wood lane. The site has long been earmarked for development; however with changing economic circumstances within retail and development sectors, the site has never been brought forward. The potential of this site for student accommodation could provide for approximately 150 bed spaces, whilst retaining at least the same level of parking provision through a decked facility thereby retaining the key parking for the town, maritime museum and local businesses. Development of this site would need to have careful consideration to the historic environment and particularly the designated assets in close proximity to the site including Arwennack House and Manor and the Kiligrew Monument

**Ocean Bowl (FP-St4):** This site is situated adjacent to the docks a short distance outside of the town. It is adjacent to the existing student accommodation at Maritime Apartments and could accommodate in the region of 200 bed spaces. The site is short walk for the facilities within the town and immediately adjoins the rail station at the docks, with links to Penryn (including its campus) and Truro. It is also close to the main bus routes to and from Falmouth. Development of the site would also require the provision of some facilities in light of the loss of smaller local shops within that immediate community, and would support both existing and new developments. Any development of this site should address the proximity with the docks, the various uses that operate within it, and should incorporate any necessary measures or mitigation, in light of this relationship, within the design and layout of any development.

**Tremough Expansion (FP-Ed1):** as set out in more detail below, this land has been identified to support future opportunities related to the University campus at Penryn. This mixed use opportunity would be likely to include a range of uses including academic space, employment space associated with the University and Innovation Centre and also an opportunity to provide for student accommodation needs of arising from any expansion. The site is ideally located to local transport infrastructure, and to the existing facilities that exist on the main campus. It is anticipated that any mixed use development of this site could accommodate in the region of 200 bed spaces, however any development would need to carefully balance landscape, ecology topographic constraints, whilst also enabling access between the site and the main campus.

3.4.56. Any proposed development relating to student accommodation, including change of use, should also have due regard to the Falmouth Neighbourhood Plan, which will address issues of student accommodation within the town.

## 4. Infrastructure

### 4.1. Introduction

4.1.1. When planning for the long-term growth of Falmouth and Penryn, it is vital that new development is supported by the appropriate infrastructure. The capacity, quality and accessibility of services and facilities are all vital factors in ensuring that people can enjoy living, working and visiting the area.

4.1.2. Whilst the number of homes within Falmouth and Penryn will rise by approximately 2800 by 2030, a rise of 19%, the population is estimated to increase at a slightly lower rate (approximately 14%), as a result of falling household size; creating a population of approximately 33,000 by 2030. This increase in population will put pressure on the area's infrastructure, unless measures are taken to improve capacity. In addition, anticipated changes in demographics indicate that the growth in population will be more limited in the younger age ranges, but significant increases in the older age groups.



*Housing under construction*

4.1.3. The level of growth, together with the nature of the age groups that it will affect, have all been taken into consideration in the impact of Falmouth and Penryn's growth on its infrastructure. Furthermore, the Council has been working closely with service providers to identify the impact that growth would have on the area and setting it within the context of Cornwall's wider growth aspirations.

4.1.4. The results of the work with the infrastructure providers are summarised in the remainder of this section. In addition, further information can be accessed from the Falmouth and Penryn Infrastructure Delivery Plan and the Local Plan Infrastructure Delivery Plan, both of which are available on the Cornwall Council website.

### 4.2. Education

4.2.1. Primary – There are currently 6 primary schools within the Falmouth & Penryn urban area, which cater for approximately 1600 pupils. It is anticipated that they will have a

collective capacity to accommodate a further 120 students by 2017, although this is as a result of a surplus at Falmouth Primary, with most other schools operating over capacity. It is estimated that the proposed growth will generate the demand for approximately 240 additional primary school age children. It is expected that this additional demand will be catered for through the expansion of the towns' existing schools, with Penryn Academy and Falmouth School targeted.

4.2.2. Secondary – There are two secondary schools within the area, one in each of the towns. Collectively these schools have the capacity to accommodate just under 2400 students, and by 2017 they are anticipated to accommodate approximately 2040 students, but with Penryn operating over capacity. As a result of the area's growth over the Plan period, it is anticipated that the schools will have to cater for approximately 280 additional students. It is estimated that growth within Falmouth can be accommodated by Falmouth School; however with Penryn School already operating at capacity, a small expansion in the medium term might be required to cater for its growth. With the consolidation of the Falmouth campus onto one larger site, incorporating the former Budock Hospital, it is anticipated that sufficient capacity exists to accommodate that growth.

4.2.3. Universities – the presence of the Universities of Falmouth and Exeter in Falmouth and the Penryn Campus provide significant further education facilities for both the County as a whole, and in particular for the towns of Falmouth and Penryn.



*Tremough Campus, rear terraces.  
Photo by Aedas, Bristol - bristol@aedas.com*

4.2.4. The existing campus at Penryn is undergoing significant expansion with the development of key new academic facilities for both Universities. These new facilities enhances and provides a central role for the local provision of further education.

4.2.5. The Wood Lane campus at Falmouth also offers important educational facilities and should be protected for such uses into the future. Appropriate expansion at this campus would be supported to maintain the provision of these facilities within the town in the longer term.

4.2.6. The existing campus at Tremough will in the longer term become more constrained with additional growth, and the universities have indicated a need to identify and secure

future opportunities for the provision of any additional expansion or facilities.

4.2.7. Land has been identified immediately to the north of the existing Penryn campus (FP-Ed1) that could provide longer term opportunities for expansion of the Universities at Penryn to meet any academic, business related and any additional accommodation requirements or needs into the future. Such provision would ensure the growth of the Universities are not inappropriately constrained, whilst taking advantage of the facilities and linkages to the existing campus.

4.2.8. Expansion in this area should avoid higher ground and any potential significant wider landscape impacts it would need to address the issues of this land surrounding ecology and flooding, plus ensure that appropriate access and connectivity is delivered to both the main campus and to the town, where shared facilities and services could be provided for both local and campus communities.

## 4.3. Utilities

**4.3.1. Drainage** – Falmouth and Penryn both have areas that are identified as drainage Catchment areas, and which can impact on surface water flooding. The Council will seek to promote the use of Sustainable drainage systems (SUDS), where appropriate, in order to maintain surface water on the surface and return it to the watercourse in a controlled manner. This will help ensure development does not exacerbate flooding issues, whilst in some instances reducing the risk of flooding further downstream. The delivery of these systems will also help create capacity in the foul system. These requirements are addressed further in the GI Strategy below.

**4.3.2. Water Supply** – There will be a need for reinforcement of the local distribution network for each development, to ensure that pressure and security of supply to existing households is maintained. Further enhancement of trunk mains or associated pumping stations will depend on timing of future development and interaction with other developments in the area, etc. As a result Cornwall Council will continue to work with South West Water to evaluate future needs and the capacity of the strategic system, to ensure any necessary upgrades are implemented in a timely manner.

**4.3.3. Electricity** – Four electricity sub-stations currently serve Falmouth & Penryn, and these are connected to the larger substation at Rame which is on the main ring circuit below Indian Queens. This ring circuit is recognised as requiring replacement and upgrade to 400kV within the next ten years.

## 4.4. Healthcare

4.4.1. As a result of the emerging trend towards an aging plus the large and increasing number of students within both towns highlights the continuing importance that healthcare will have for the local communities of Falmouth and Penryn.

4.4.2. Falmouth and Penryn currently have five GP surgeries, as well as a community hospital at Falmouth. These five surgeries provide for over 43,000 residents from within the towns and surrounding villages, including the student population. However, the facilities are considered to be undersized when compared to the Premises Size Guidance. When factoring in the proposed growth for the towns it is estimated that there will be a need for approximately 1800sqm of new healthcare space, of which 370sqm is generated by the proposed growth. Furthermore, the proposed growth will generate the need for approximately 2.5 additional FTE GPs.

4.4.3. The Health and Care system is looking at new ways of delivering care, with a shared ambition to achieve integration of provision across health, social care and the voluntary/community sector. This goal seeks to support people to live well within the community and to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the “bottom up” development of local care communities. While this transformation approach seeks to reduce pressure within the system, the solution is dependent on effective care provision delivered within the community. It is expected that Primary Care will sit at the heart of this new way of working. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. The Falmouth and Penryn Locality is looking at a number of initiatives for the future, including: Securing GP involvement in the planning of nursing teams and addressing resilience issues; Working with Royal Cornwall Hospital Truro to pursue opportunities for the provision of ‘infusions’ from Falmouth Community Hospital; and Supporting work to develop a more integrated model for adult social care provision.

4.4.4. At the time of writing Westover Surgery was developing plans to significantly increase the size of its surgery; whilst Penryn Surgery was seeking grants to improve their facilities. Proposals coming forward by a developer at Kernick are also proposing a health facility. Furthermore, with the expansion of the Tremough campus, the University are seeking to improve the facilities and services it provides for its students, which is likely to include healthcare; in doing so the University are keen to explore how these facilities could also benefit the wider community. Cornwall Council will continue to work with NHS Kernow and NHS England to ensure sufficient healthcare provision is in place to accommodate the proposed growth.

## 4.5. Infrastructure Supporting Falmouth Docks (FP-E6) and Marine Employment:

4.5.1. The Falmouth docks and wider Port play an important economic role to the future of the towns, as the Port Master Plan and its range of projects are delivered.

4.5.2. A range of infrastructure projects are identified within the Infrastructure Delivery Plan (IDP) that supports the delivery of the Port of Falmouth Master Plan and its regeneration and growth.

4.5.3. In addition, the Penryn Estuary Study has identified a range of sites that support the current and future operations of the Port, including the docks, which provide access to deep water, wharfage, mooring facilities, and associated business and industrial units. Such sites play an important role for the businesses that require access to the water (other than at Falmouth docks itself), supporting operations at the docks, and the wide range of supporting businesses that supply and support the docks. Such sites also provide opportunities for future business



*Falmouth Docks*

development and growth of existing businesses associated with the marine industries.

4.5.4. Important to the future operation of the wider Port and the main docks in terms of its long term protection for marine employment and access to the water, is the existing site and slipway infrastructure at Ponsharden (identified in this Framework as site FP - E4, and other similar sites that provide access and wharfage to deep water such as the Falmouth Wharves (FP – E5).

4.5.5. Such sites play an important role and are key infrastructure in providing access to the water, and should be retained for marine related operations and business to provide access to the water, and critical support to the operation of the wider port as a whole and the main docks site at Falmouth.

## **4.6. Community Buildings and Facilities**

4.6.1. Community halls/resource centres provide important facilities for communities; offering bases from which various outreach services can be delivered, as well as offering a resource to help bring communities together. There are a number of community halls within Falmouth and Penryn; but in many instances their sustainability and quality are of concern. As a result, in most instances developments would be expected to provide either contributions to the maintenance and improvement of existing facilities or to create new provisions within any larger development proposals. There is an identified need for the youth centre facility within Penryn, which is no longer fit for purpose.

4.6.2. As highlighted at Section 3 above, many existing residential communities within the towns have minimal local facilities to support their daily needs. This might include a small convenience store; local shop or even a small cluster of community uses. The provision of urban extensions in areas where these 'gaps' in local facilities have been identified should look to identify and address shortfalls to serve both existing new residents for the benefit of all, and promotes the creation of sustainable communities.

4.6.3. There is also a locally identified need within 2010-2030 for a new Cemetery to serve Falmouth, as the current facilities will reach capacity within the period of this Plan.

4.6.4. There is a local requirement to provide allotments to support the demands from the community of Penryn, where there is currently very limited provision / opportunity. Notwithstanding the current provision, there is also an additional demand still within Falmouth.

4.6.5. These are highlighted within the Green Infrastructure Strategy at Section 4.9 below that supports this Framework, and is highlighted further below.



*Passmore Edwards building*



*Jacob's Ladder*

## 4.7. Transportation Strategy

4.7.1. In delivering a transport strategy for Falmouth and Penryn, it sits within the context of Cornwall Council's overarching transport strategy Connecting Cornwall. Connecting Cornwall is the third Local Transport Plan for Cornwall and sets out a 20 year transport vision which supports economic prosperity and a move towards more sustainable travel, with less reliance on the private car: the intention being to encourage vibrant, accessible and safe town environments providing strong links between communities, both in Cornwall and beyond.

4.7.2. The focus for transport investment, to support the growth, is targeted in three key strands:

- Minimising congestion on the strategic road network;
- Encouraging inter-urban and long distance trips by rail; and
- Supporting the switch to bus, walking and cycling for more local trips

4.7.3. The aim is to increase the use of sustainable modes of travel across all towns (for instance, walking, cycling and public transport) and to encourage higher use of sustainable modes of transport by occupants of new development (where the opportunities to encourage take up of sustainable travel from the outset of occupation are considered to be greater than encouraging a change in travel behaviour amongst existing residents).

4.7.4. Sustainable transport improvements will be supported by 'Smarter Choices'[1] initiatives that promote the use and benefits of sustainable travel, particularly within new developments. 'Smarter Choice' initiatives could include public transport timetables, information on car clubs and car share schemes and personalised travel plans. Travel planning advice will also be available to developers and employers.

4.7.5. The Council will seek to support the delivery of the critical elements of the transport strategy, but collection of proportional contributions from developers towards their delivery will be critical, to ensure appropriate mitigation is put in place to overcome the cumulative impact of new developments across the town. This will ensure that the developer will be paying a fair and proportional contribution to strategic transport measures and that a share of the costs of the strategy will be spread across all new developments, alongside any public funding that may be available.

### Falmouth and Penryn's Transport Issues

4.7.6. Falmouth and Penryn are peripheral to the trunk road network in Cornwall and are further constrained by their peninsula location. The key access point to the towns is Treluswell roundabout, which is located at the crossroads of the A39 and A393 routes from Falmouth/Penryn to Truro and Camborne, Pool and Redruth respectively (two major economic centres for Cornwall). It also lies



Union Corner roundabout

on the A394 corridor to Helston and the Lizard Peninsula. Treluswell is already operating over capacity and as a result of its strategic location within the network, together with the proposed residential and commercial growth, additional pressure will be created on the junction which could restrict growth unless improvements are implemented.

4.7.7. Despite a high number of people living and working within the town (66%) a significant proportion still undertake their journey to work by car (61%). Sustainable transport modes represent 16% by foot, 2.5% by cycle, 2.5% by train and 3% by bus. Due to the high number of trips from the town staying within the town and the future growth of the University, it is recognised that there are good opportunities to promote walking and cycling. The town also benefits from having a half hourly branch line rail service between Falmouth and Truro. This has seen significant increase in usage following the delivery of the passing loop at Penryn which has enabled a doubling of the service frequency. Future capacity and frequency improvements proposed could see passenger numbers rise further.

### **The strategy**

4.7.8. The main highway priority is the delivery of the Treluswell roundabout improvement. This is a significant improvement to the key gateway access for the towns and will unlock the area for the planned housing and employment development. This project has secured the necessary funding and should be implemented by 2017. It will facilitate freer flowing traffic movement along the A39 towards the University, Falmouth Docks and key future housing and employment sites. The other key network constraint is at Union Corner which is currently programmed for delivery in 2015 with funding secured through the Department for Transport's Local Pinch Point fund.

4.7.9. Falmouth and Penryn has a number of other junctions (see transport strategy map) that will be over capacity and suffer congestion if the proposed development comes forward without highway improvements, so it will be necessary to increase capacity at these junctions in order to limit congestion in the future. Junction improvements could include replacement of mini roundabouts, lane re-allocation, signalling improvements or widening.

4.7.10. In addition to the highway infrastructure improvements, the delivery of complementary sustainable measures also plays a vital role in managing the network. These improvements include enhancements to create a comprehensive cycle and pedestrian network in line with national best practice from the Cycling Demonstration Towns pilots. During 2014/15 significant improvements will be carried out to the towns walking and cycling network, with the aim of developing a 'cycling culture' within the towns. These improvements will link the development sites with key destinations such as employment and service centres. A second phase of enhancements is proposed, which will deliver additional links when funding is secured.

4.7.11. Improvements to bus services, stops and passenger information will help facilitate both internal trips and external trips to key towns such as Truro and CPR and allow residents and visitors to access cheaper forms of travel to the private car. This will also have associated environmental and health benefits by encouraging people to walk or cycle to access public transport services. In light of this, investment will also be focused on improving pedestrian/cycle links to encourage high levels of modal switch for both local trip and inter urban trips. The aim is to increase the use of sustainable modes of travel in the town by 20% on existing levels recorded in the 2001 census for cycle and walking and 50% by bus and rail, while seeking higher levels of switch from new development where the opportunities to encourage sustainable travel from the outset are greater.

4.7.12. Falmouth is one of Cornwall's key visitor destinations and as such experiences an influx of tourists to the town during the holiday season. These visitors will also benefit from the range of improvements included in this strategy, which will in turn help manage the significant pressure on the transport network during the summer months.

4.7.13. A combination of infrastructure improvements coupled with softer measures

aimed to encourage and increase the use of sustainable Falmouth and Penryn are proposed. The transport improvements are identified in transport strategy map and listed below in the table below.

<b>Falmouth &amp; Penryn Transport Strategy Measures</b>	
Junction improvements	a) Phase 1 East West link road (completed)
	Union Corner double mini roundabout (Project completed)
	A39 North Parade Roundabout
	Treluswell Roundabout
	Kimberley Park Road/Dracaena Avenue
	Quay Hill/Commercial Road signalled junction
Bus Improvements	Improved bus frequency and bus priority measures
	Bus Access off A390
	Real Time Passenger Information and improved shelters
	Safeguarding of land for future Park & Ride
	Phase 1 - Cycle Demonstration town network, including pedestrian crossing and footway enhancements (Project being implemented)
	Phase 2 - Cycle Demonstration town network – provision of key link along Bickland Water Road
Rail Improvements	Provision of an additional passing loop(s) – leads to improved capacity and frequency
Publicity and Promotion (Smarter Choices Initiatives)	Public transport timetables, information on car clubs and car share schemes and personalised travel plans

Table 1: *Housing Delivery*

4.7.14. The strategy measures identified above are as a consequence of the cumulative impact of all development and cannot be isolated to specific sites. Therefore all measure will need to be delivered to ensure future resilience of the towns' transport network and contributions will be sought from developers on this basis. In addition to this, and in line with current practice, developers will still be expected to assess the impacts of their proposal on the network as part of their planning application; which might identify additional detailed site specific improvements that may be required in addition to the schemes highlighted.

4.7.15. The transport strategy plan below identifies the high level transport strategy measures that will be required both on and off site to enable the sites to come forward. However, it should be noted that due to the cumulative impact of development across the town the whole strategy will need to be delivered to ensure future resilience of the town's transport network. Therefore contributions will be sought from developers for the wider town strategy. In addition to this and in line with current practice, developers will also be expected to produce comprehensive travel plans as part of their planning application. These will identify the specific, detailed on site improvements that may also be required as a result of more detailed transport modelling.

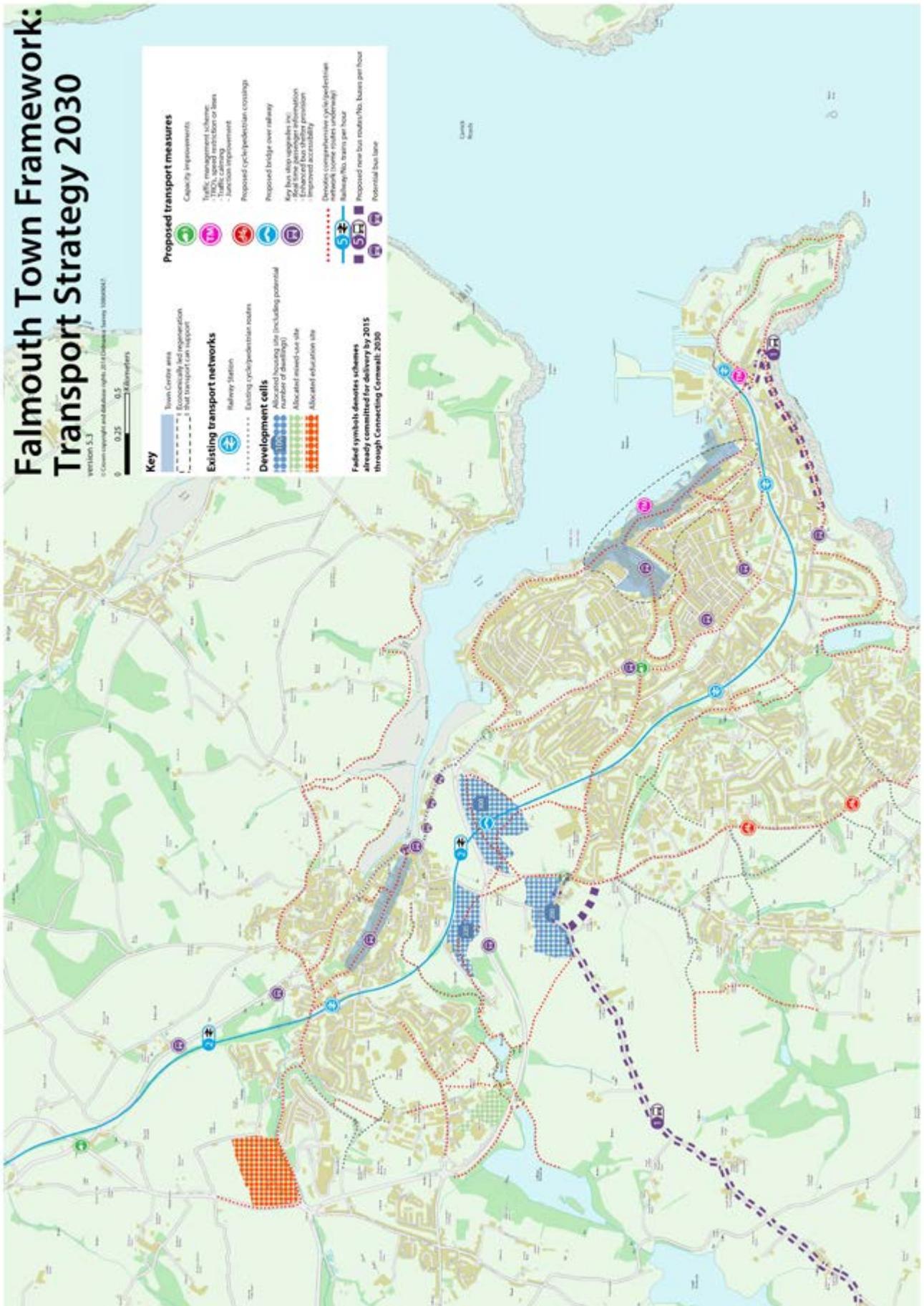


Figure 11: Falmouth Town Framework Transport Strategy 2030

## 4.8. Green Infrastructure Strategy

4.8.1. Falmouth and Penryn's Green Infrastructure Strategy, takes a lead from the Cornwall-wide strategy, and seeks to provide a positive and proactive approach to the management and enhancement of the town's network of green assets; in doing so delivering to three main principles of quality, quantity and accessibility. Green infrastructure can cover many different areas, but this strategy focuses on four key elements:

1. Public open space
2. Green links – Pedestrian and cyclist connectivity and ecological corridors
3. Flood attenuation
4. Biodiversity

4.8.2. The overriding principle of the Green Infrastructure (GI) strategy is multi-functionality. Delivering multiple functions from GI assets will ensure: better usage; become more financially viable to deliver; are easier and cheaper to maintain, which in turn means they can be maintained to a higher standard. Plus it represents a better use of our valuable land assets. As a result, whilst the strategy is articulated within each of the 4 elements, their successful delivery will be through their integration.

### Public Open Space

4.8.3. Falmouth and Penryn has a lower than average provision of publically accessible open space. To ensure that a good provision of open space is secured, new development is expected to provide for the demands generated by their development. In addition, improved access to the town's natural green space is required. Where strategic housing sites are identified within this document, it is expected that they will enable quality open spaces that perform various roles.

4.8.4. Whilst there are a number of categories of open spaces, most highlighted below, the principles of multi-functionality will be sought, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role. Studies of existing provision and future growth proposals indicate:

**Parks & Gardens:** Falmouth and Penryn has an existing above average provision of parks and gardens for the existing population; however new development should provide for the additional population that will be generated (at approx. 11sqm per dwelling)

**Natural & Semi-natural green spaces:** Whilst there is a lower than average provision of natural space for Falmouth and Penryn, there is in actuality an above median provision for the towns. The average provision is skewed by those towns with access to large coastal spaces. Improved access to existing facilities is proposed, which is picked up in the following section on Green Links. New development would be expected to deliver approximately 10.5sqm of natural space (either on site or through an off-site contribution).

**Formal Sports Pitches:** Whilst there is a lower than average provision of publically accessible sports facilities, when excluding tennis and golf facilities, the towns have a provision that is close to the national average. New development would be expected to contribute towards this by approximately 25sqm per dwelling.

**Children's play spaces:** Whilst there is a good distribution of sites through the towns, these tend to be relatively small in scale and hence there is a lower than average provision by area for the existing communities. Future development should focus on improving the quality of facilities in the existing built area; whilst larger residential development proposals should incorporate play space into their schemes at approx. 1.5sqm per dwelling, which are also easily accessible to the existing communities in appropriate areas.

**Teenagers' equipped spaces:** In contrast to children's space, there is currently a higher than average provision of facilities for teenagers (e.g. multi-use games areas); although these are unevenly distributed. Future provision will need to redress the balance of distribution to an appropriate level with new development contributing approx 0.3sqm per dwelling.

**Allotments:** Whilst the existing provision for the towns is above average, there is clearly a disproportionate supply that is not meeting the growing demand for allotment space. It would be expected that 2.9sqm of allotment space per dwelling be provided from new development

**Cemeteries:** there are acknowledged issues in terms of capacity and hence a need for a new site(s) to be provided to serve the immediate and future needs of the towns. Development would be expected to contribute to this need by approximately 7sqm of space per dwelling.

## Green Links

4.8.5. In line with the Transportation Strategy, the maintenance, upgrade and expansion of the area's green links (i.e. pedestrian and cycle links) forms an important part of the overall strategy for the area. As well as the benefits relating to reduced congestion that were highlighted previously, the improved network will provide an important recreational resources, whilst also supporting the Framework's objective of promoting the historic character of the area, through the linking a number of Falmouth and Penryn's historic assets.

## Sustainable Urban Drainage

4.8.6. Due to local topography and drainage catchment areas surrounding the towns, and the potential for wider impacts of surface water run-off and flooding, developments need to address the drainage of land and developments in a sustainable manner that will not

adversely impact in terms of surface water flooding and drainage. The Council promotes the use of Sustainable Urban Drainage schemes in appropriate locations to reduce the potential in the future for flooding.

4.8.7.

### **Biodiversity**

4.8.8. The protection and enhancements, where possible, of biodiversity opportunities is a key principle of good green infrastructure. Assets such as the Fal and Helford SAC and the wooded valleys of Swanvale / Swanpool (SSSI), Penryn / Treluswell and Budock provide high ecological value. In addition to these, the Glasney Valley (College Valley) links the three reservoirs of Glasney, College and Argal, which are sites of high ecological value. All of these should be given careful and appropriate consideration in order to maintain and enhance the opportunities for biodiversity for the towns and their immediate surroundings.

4.8.9. Links out into the surrounding area should be enhanced where possible. These include links to Falmouth Reservoirs, Budock Water, Swanpool Beach and Swanpool, Maenporth Valley, Roskcrow Wood, Treliever Quarry screening woodland, Horneywink Wood and Bagatelle Plantation. The key habitat corridors identified on the accompanying map have been designed to link these main habitat areas. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.



*Foxhill Rosehill Gardens*

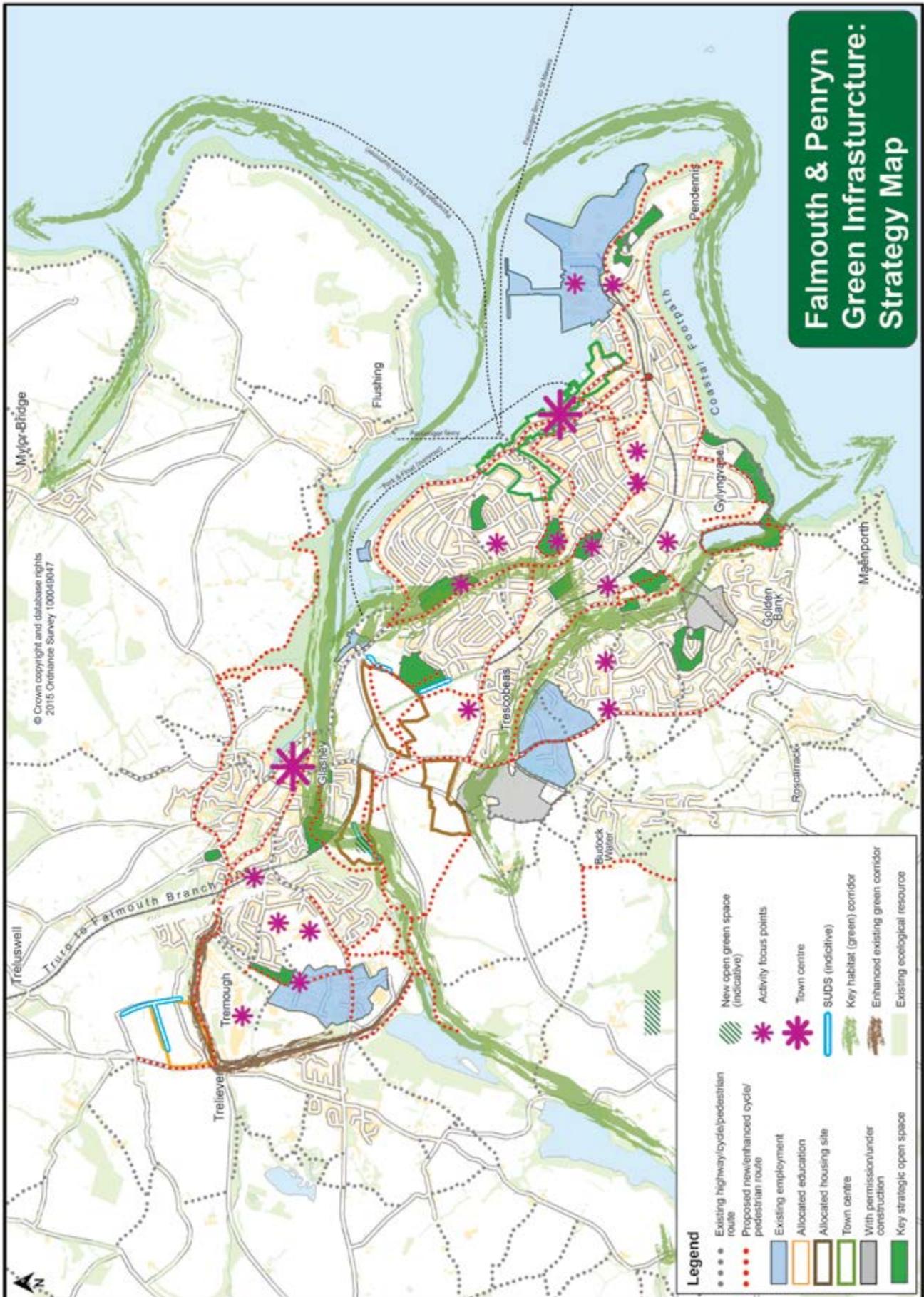


Figure 12: Falmouth and Penryn Green Infrastructure Strategy

If you would like this information  
in another format please contact:

Cornwall Council  
County Hall  
Treyew Road  
Truro TR1 3AY

Telephone: **0300 1234 100**  
Email: **[enquiries@cornwall.gov.uk](mailto:enquiries@cornwall.gov.uk)**  
**[www.cornwall.gov.uk](http://www.cornwall.gov.uk)**