

Spatial Strategy, Integration and Design Guidance and Housing Groups: Final Report 2018

Contents:

1. Members of the Group
2. Meetings
3. Narrative for Falmouth
4. Tasks undertaken
 - 4.1. Site assessment: potential for development
 - 4.2. Workshop
 - 4.3. Inputs to Cornwall Council DPD/Allocations
 - 4.4. Dropbox resource
5. Draft policies for framework and housing capacities
 - 5.1. Housing need in Falmouth
 - 5.2. Some notes on students in Falmouth
 - 5.3. Some notes on education in Falmouth
6. Sources
7. Appendices

1. Group members

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2. Meetings

The group met formally for the first time on 2nd October 2015, and had seven further meetings through to the end of June 2016. A draft Interim Report was prepared and circulated to the Group for comment on 10th May 2016, and revisions made. Contact was maintained throughout the process via email, through information posted on Dropbox, and through the exchange of comments.

Informal meetings were held with Cornwall County planners concerning the Allocations process, with AECOM who were commissioned to undertake a study of the town centre, and with the Universities. Contact was also made with developers interested in various sites in the centre of town.

3. Narrative for Falmouth

3.1. Falmouth's development¹

Falmouth's fine setting stems from its location on the South coast, its long complex ria system of the tidal *Fal River*, facing onto the *Carrick Roads*, one of the largest natural deep-water harbours in the world. It is surrounded by a very attractive landscape, much of it an AONB, and is bounded by a beautiful coastline.

The town's development has always been driven by its coastal location. From the 17th Century Falmouth was a strategic port, often the first call for returning Royal Navy ships, and home to the Packet Service carrying mail to and from Britain's embassies, colonies and outposts. In the nineteenth century major dock and ship repair facilities were developed to the south of the town, and after the opening of the Cornwall Railway extension in 1863 the town added also grew as a seaside resort.

As the town expanded, high ground to the north and south concentrated development into a band of commercial activity along the shoreline forming a linear 'main street'. Most of the waterfront was developed as private plots and marine businesses with narrow public routes to the waterfront, known locally as 'opes'. As a result, publicly accessible quays and wharves are limited.

Streets ran parallel to the waterfront, whilst the slopes were developed for artisan cottages. In the nineteenth century the town grew along the shoreline to the north, whilst genteel villas and formal terraces appeared on the plateau above the town. Later the seafront overlooking Falmouth Bay was developed, including the Falmouth Hotel and the Princess Pavilion, and several pleasant parks and gardens were created. A short distance west, the deep valley of Swan Vale, and the natural Swan Pool, became significant local amenities.

In the later nineteenth and twentieth century the town expanded beyond its tight confines up the surrounding hills, with several large housing areas meeting the needs of dockworkers, retirees, and commuters working in Truro and elsewhere. In more recent times a new University of Exeter campus was created at nearby Penryn, followed by the development of Falmouth University from its founding College of Art, both of which have had a significant social and economic impact on the town. It is still a small town, the 2011 Census showed a population of 21,797, with 9,509 households.

Today, Falmouth has a unique mix of strengths and weakness. On the positive side it has a beautiful coastal setting, a rich social and architectural heritage, a characterful town centre, the expanding Universities, a beautiful

¹ This section is based on text from: Falmouth Coastal Community Team (2016), *Falmouth 2030: Falmouth Coastal Economic Plan January 2016*, Falmouth Town Council.

river giving access to deep water, and top notch attractions. These give immense opportunities for prosperity through tourism growth, docks development, higher education expansion, and new maritime and other knowledge based industry.

But on the negative side there are challenges: the peninsula like location restricts the trading catchment and can cause transport problems, the town centre environment is conflicted between car and pedestrian, there are decaying buildings, significant levels of deprivation, a relatively low wage base, housing affordability issues, and Victorian Infrastructure, amongst other things, all of which threaten the town's future prosperity. The Neighbourhood plan aims to build on its strengths and tackle its weaknesses.

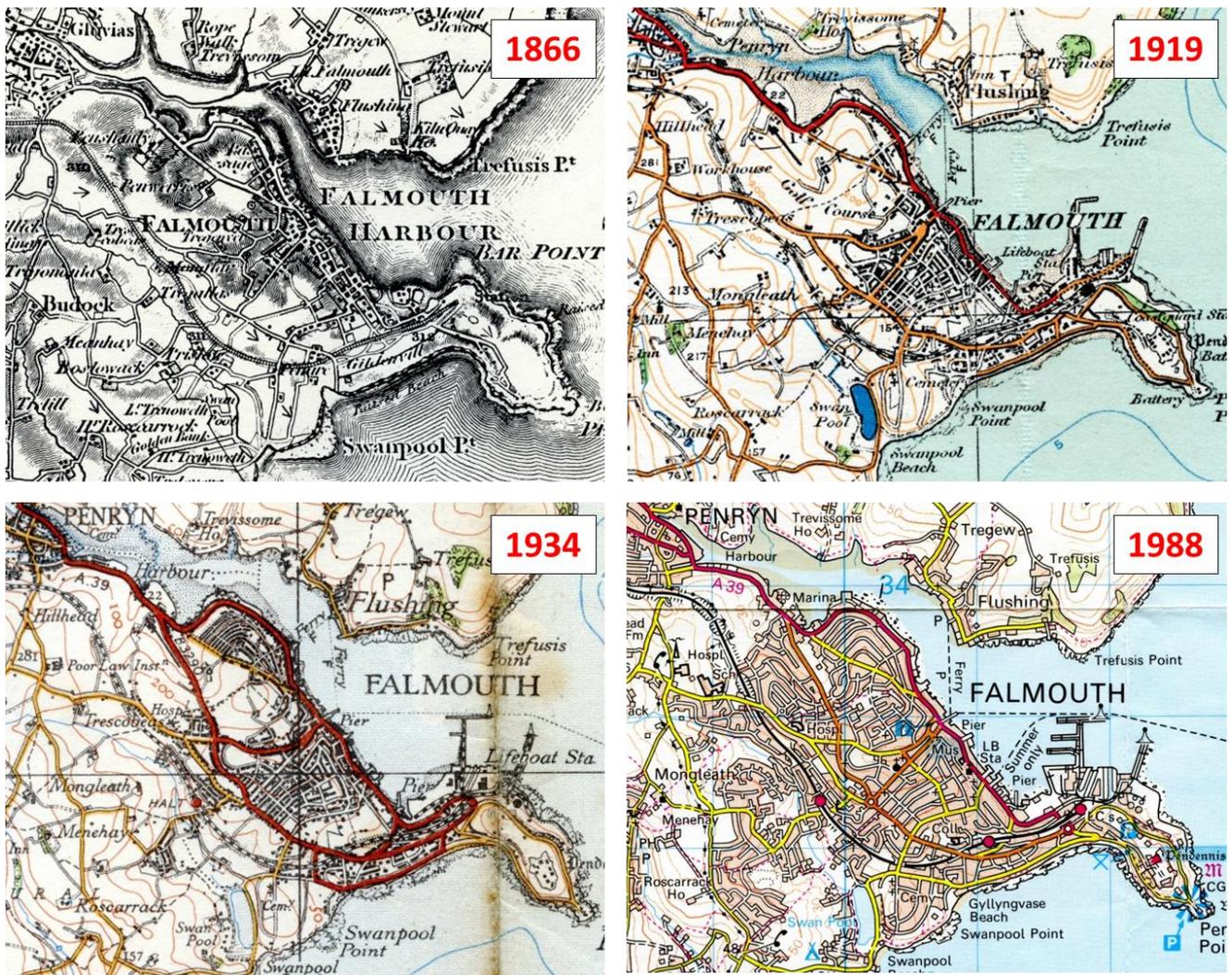


Fig. 1 Falmouth's growth, 19th – 20th centuries

3.2. A vision and narrative for Falmouth

Falmouth rightly has been voted as a very special place. It was rated by the Sunday Times in March 2014 as the 4th best place to live in the UK, and in March 2016 it was highlighted as the best place to live in the South West. Also, in 2013 it was one of the top three locations nationally identified as a 'Great Town' by the Academy of Urbanism.

The aim is to enhance the town and its special status, and maintain its excellent qualities over the period until 2030, and beyond.

In order to achieve this, the plan needs to be sustainable, and to balance the competing needs for growth and development with protection and enhancement. This fits closely with national planning policy and a presumption in favour of sustainable development, socially, economically and environmentally². These three pillars form the foundation for the Neighbourhood Plan.

a. Social: Ensuring a strong, healthy and just society

A key ambition is to achieve a balanced community across the town. At present the population, compared with Cornwall as a whole, is slightly under-represented by the youngest in society, but over-represented by the 18-23 year olds (nearly 16% of the total population). The proportion of working age people (24-65) is slightly less than Cornwall's and so too is the proportion of the over 65s³. There is a slight but not unmanageable imbalance, caused primarily by the influx of students.

The plan ensures that the capacity to provide family housing matches the growth target of 1,123 additional homes, and takes account of the growth predicted for the Universities in student numbers. The control of accommodation for students is through an Article 4 Direction to curb the spread of family homes being converted into HMOs. This is to be balanced by a positive distribution of some sites suitable for managed student accommodation, with a potential limit to the numbers to be catered for.

The targets set for the growth of housing to meet Falmouth's (and Penryn's) demand can be met on key sites around the town, in the form of urban extensions. The plan sets out a framework, guidance and policies to ensure that this growth creates sustainable communities that have the necessary infrastructure, facilities and connections to make them good places in which to live.

The plan has identified the educational, health, welfare and recreational facilities needed for a sustainable town, and earmarked opportunities for enabling development to fund improvements. The identification and protection of valued green and open spaces is also a fundamental element of the plan (see separate report).

² Department for Communities and Local Government (2012) *National Planning Policy Framework*, DCLG, London, (NPPF)

³ Office for National Statistics, *2011 Census*, <https://www.ons.gov.uk/census/2011census>

b. Economic: Achieving a sustainable economy

The plan endorses the economic plan prepared by the Falmouth Coastal Community Team⁴, which is:

To take Falmouth forward into the 21st Century through a strategy that builds on the town's unique and traditional sea-port character whilst providing exciting new opportunities for housing, retail, tourism, industry and bringing improved environment and facilities for its residents. To do so in a way that ensures that the town becomes a sustainable place to live, work, visit and learn in.

Support is set out for the dredging of the harbour, the Universities, some intensification of existing industrial sites, and policies of regeneration. The plan should enable policies to promote Falmouth's marine, digital, design and marketing industries, and to reinforce the bid to have the best broadband links to compensate for its peripheral geographic location.

A key part of the plan is to bring vitality and viability to the town centre, and to support the retention of a strong and engaged BID to maintain a strong, vibrant and diverse retail offer. This needs to have regard not only to the day-time economy, but also to the evening and night time economies, which are essential components in supporting a viable town centre.

c. Environmental: Living within environmental limits

The plan sets out policies for both the built and the natural environment.

For the built environment good design is encouraged and policies and guidance set out and/or good practice referred to. The plan sets policies to enable the regeneration of the centre of town through the creation of a desirable destination in the Church Street car park, by managing traffic and parking, by upgrading the streets, helping to provide living accommodation over shops, and through a combination of infill and new build, to add affordable housing for families, and some managed accommodation for students.

Where new development and sites are identified, they have been tested against sustainability criteria before being deemed suitable for development. The type of development, its associated facilities, the accessibility of facilities and public transport has been considered, and policies set out to achieve it. The importance of a site's history, setting, surrounding buildings and views to and from the sites are also part of the assessment. Some sites have been deemed unsuitable for development.

Falmouth has a significant network of footpaths and pedestrian routes which help to reduce dependence on the car, and to encourage a healthier lifestyle. Policies will be put in place to strengthen and improve these, and to build on

⁴ Falmouth Coastal Community Team (2016), *Falmouth 2030: Falmouth Coastal Economic Plan January 2016*, Falmouth Town Council.

the existing network of cycle connections into the centre of town. In particular policies for footpaths, cycle routes and connections to the town will be key aspects of the infrastructure, and to obtaining permissions in developing the urban extensions around Falmouth.

It should also be noted that growth in housing that is not matched by a growth in infrastructure will lead to severe environmental issues. Sewerage is one case in point where significant investment will be required through South West Water to avoid the constant overflows and pollution in public space that has occurred in Falmouth, e.g. on the route of main sewer in Tregonigge Woodland and the Bickland Stream.

The protection and enhancement of natural environment, the open and green spaces and the maritime and coastal character are fundamental to the plan. The assessment of over 140 sites and associated policies are contained in a separate report.

4. Tasks undertaken

4.1. Site Assessments: Potential for Development

Following a review of sites within and around Falmouth, this section sets out the sites the Group has considered as having development potential of some significance and those sites that have been included in the SHLAA. The report on each site summarises the findings of the group, gives a brief assessment, and outlines the policies that will be developed in more detail for the sites with a high development potential.

While individual sites have been considered, it has been done in a strategic context noting the targets for the growth of housing and student numbers. The Group's work has closely paralleled that of the Town Framework and the Allocations DPD, and our findings and ideas have fed into it. The sites that are most suitable for managed and purpose built student accommodation were identified and are strongly promoted and selected because they are locations that integrate them well. Evidence of the issue of pressure on existing homes from student demand, the conversion to HMOs, where there may be hot spots will be obtained for the Article 4 process. The issues for delivery and the benefits that might accrue to the town from allocating such enabling development have been identified. The same process has been true of the housing sites, and also some facilities such as sports/recreation grounds.

The aim throughout has been to make the best and most efficient use of land, to identify the most appropriate sites, and to ensure that Falmouth benefits from any development.

Of particular concern has been the issue of housing development. The Group has been clear that it is not just a matter of housing numbers, but one of building sustainable communities, and of ensuring that Falmouth is enhanced by its urban extension, and not disbenefitted⁵. Issues of housing type, densities and connectivity, community and the facilities needed for sustainability have been taken into account in assessing each site. A workshop (reported in section 4.2) located Falmouth's communities, and potential communities that could potentially be strengthened through the growth in housing, provided the process of planning and design was right (see figs 1 & 2 below).

The Group intends to produce a framework and policies within which master planning of Falmouth's urban extension can be done. It is a key recommendation that such master planning involves stakeholders and communities to ensure the right facilities and need are met, and appropriate designs and connected communities are created. The two maps below show the communities in Falmouth, and the potential communities that could be formed with the expansion of development on the peripheries.

40 sites have been assessed, and they have been grouped as follows:

⁵ Much of the land for Falmouth's urban extension lies outside its boundaries in the Parishes of Penryn and Budock. But this growth in housing impacts directly on Falmouth and will draw almost entirely on Falmouth's infrastructure and facilities. As such, although outside the NDP boundary, the frameworks and suggested policies should form guidance for these sites.

- A.** Sites to North and East – housing expansion and creation of sustainable communities
- B.** Central town sites – regeneration, parking and residential infill
- C.** Scattered sites within boundary – enabling development, residential infill and community facilities
- D.** Coastal and waterside sites – protection from development

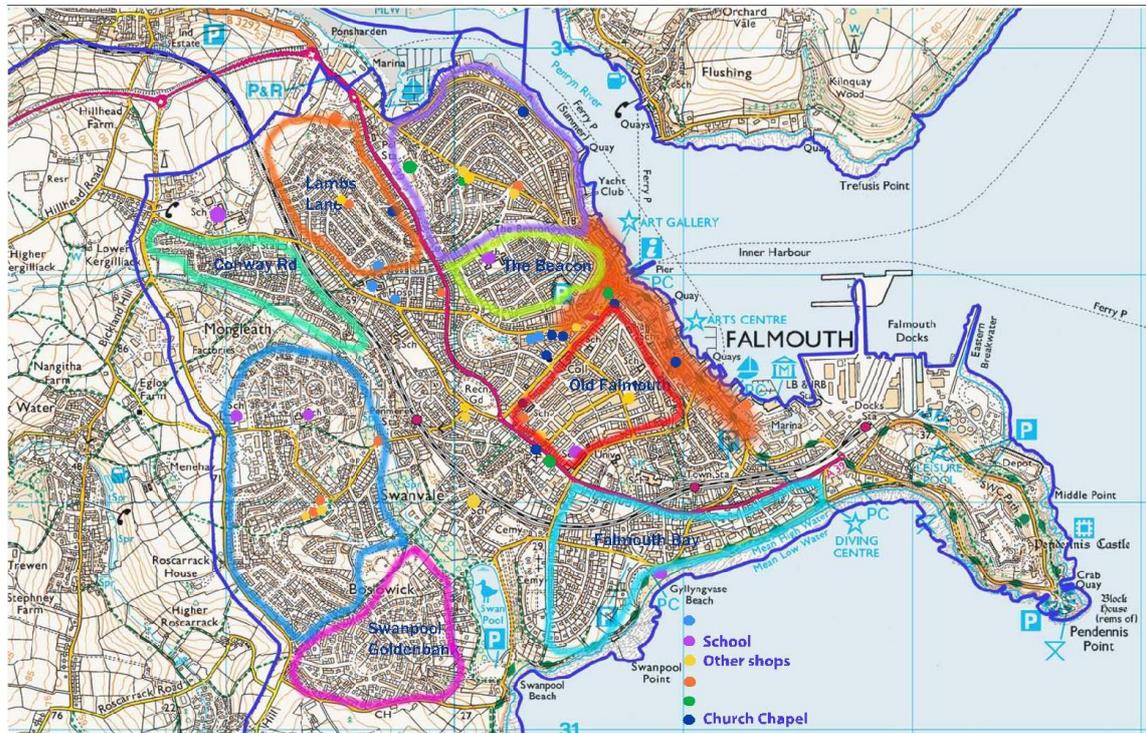


Fig 1: Identifying Communities

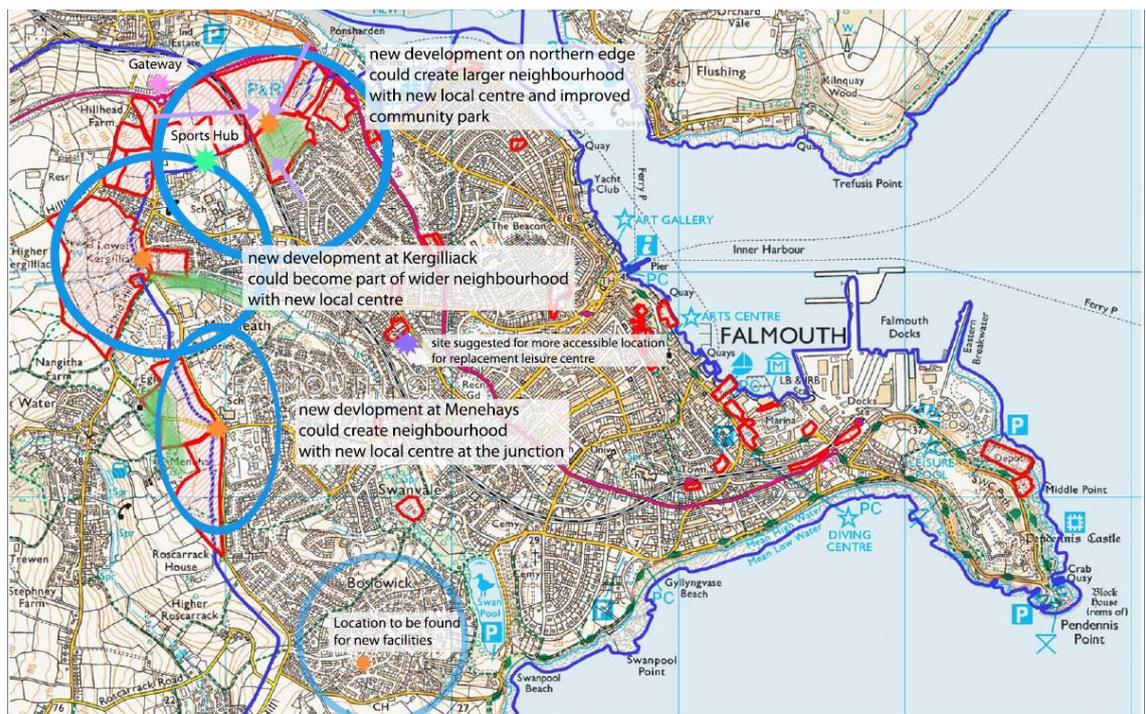


Fig 2: Strengthening Communities

4.2.1. Site Assessments: Location Map



4.2.2. Site Assessments⁶

a. Summary of development potential

Sites	Development potential	Type of development	Potential use
A.1 (LLC) Church Commissioners		New build	Housing, local centre
A.2 (LLC) Vospers/Sainsburys		New build	Mixed use, housing/students
A.3 (LLC) Sainsburys store		Intensification	Retail/industrial units
A.4 (LLC) Hillhead Farm		New build	Housing
A.5 (LKC) Falmouth AFC		New build	Housing, Local Centre
A.6 (LKC) Lower Kergilliack		New build	Housing
A.7 (MC) Menehay		New build	Housing, local centre
B.8 Quarry		New build	Housing/students, car park
B.9 Argos/Hine Downing		New build	Housing
B.10 Church Street car park		Regeneration	Flexible use, open space
B.11 Grove Place car park		New build	Car park, landscaped space
B.12 TA centre car park		New build	Housing/students, car park
B.13 Extension car park		New build	Housing/hostel
B.14 Water sports centre		Intensification	Water sports, housing over
B.15 Well Lane car park		n/a	Disabled car park
B.16 Backlands		New Infill	Houses
C.17 Falmouth Wharves		Regeneration	Marine industry & Arts
C.18 Coachworks		New build	Housing
C.19 Four Winds		New build	Housing or hotel
C.20 Depot		New build	Housing
C.21 Falmouth Hospital		Regeneration	Health/hospital
C.22 Health Centre		Regeneration	Health
C.23 Rosslyn Hotel		New build	Housing
C.24 Adult Education Centre		Enabling dev.	Education + some housing
C.25 Playing fields		New pitch	All-weather pitch
C.26 Falmouth RFC		Enabling dev.	Sport, infill opportunity
C.27 Garage, Boslowick		New Build	Houses
C.28 Pumping Station		n/a	Hard to develop

⁶ The assessments were based on the RTPi Planning Aid methodology and the National Planning Policy Framework, and informed by stakeholders, expertise and local knowledge within the Group.

C.29 Dell car park		n/a	Car park & transport hub
C.30 Dell garage backlands		New Infill	Houses/students
C.31 Melville Road sidings		New Build	Apartments or hotel
C.32 Adml. Nelson car park		New build	Apartments
C.33 NMMC rear		New build	NMMC boat building/repair
C.34 Ocean Bowl		New build	Students
C.35 Pitch & Putt		n/a	Open space
D.36 Old Oil depot, Pendennis		New build	35 apartments in process
D.37 Middle Point		Replace house	Single dwelling
D.38-39 Land, Ships & Castles		Protect	Open space
D.40 Horsefields, Swanpool		Protect	Open space

Key	
	Suitable for development
	Development possibilities
	No development, protect

(Appendix 7 includes diagrams showing the framework for the sustainable communities, and for the town centre sites. Also there are some indications of capacities for growth for housing).

A. Sites to North and East – housing expansion and creation of sustainable communities

These sites are the key locations for the provision of housing and Falmouth’s urban expansion. The creation of sustainable communities here is achievable with careful planning and design, a framework to ensure that there are connections for vehicles and pedestrians, the appropriate infrastructure and facilities. Development, particularly along Bickland Road, needs to go hand in hand with traffic calming and better public transport links to the town centre and Penryn, with bus stops and real time information.

Three potential communities have been identified that would make the growth sustainable, and not just the addition of just housing numbers. These have been named with working titles, but which should ideally be named with the help of the local community in the consultation stage.

The first incorporates the Church Commissioners land, the Sainsburys sites, the recreation ground and an under-provided existing housing area around Lambs Lane. It overlaps the Hillhead Farm land and Falmouth School. This could be named the **Lambs Lane Community** (LLC) – but could alternatively be named **Ashfield** because of Ashfield House and its interesting history.

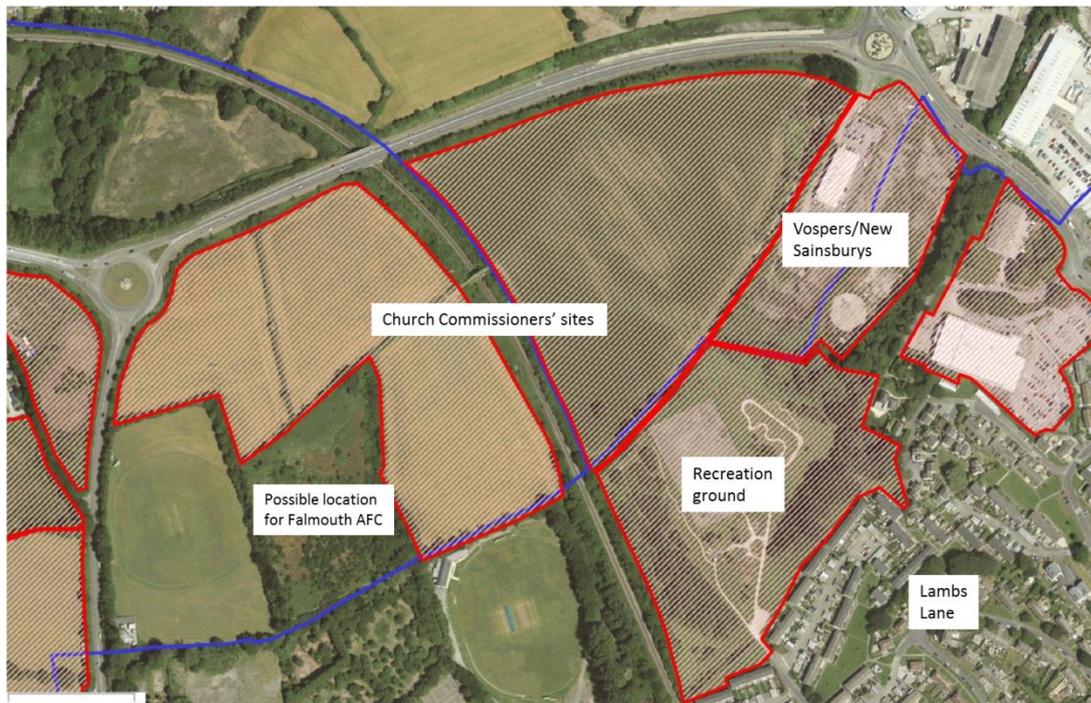
The second could be centred on Bickland Road where the approved housing scheme has identified a site for a local facility and is close to Falmouth Football club. If the traffic speed is lowered the existing road could become high street to link both sides of the community. The community embraces the land at Lower Kergilliack, and the existing housing bounded by Trescobeas Road and Tregonigie woods, and close to the industrial estates. It could form the **Lower Kergilliack Community (LKC)**.

The third is the land surrounding Menehay House and Farm, and embraces existing housing in Mongleath, a primary school and Falmouth Business Park. A local centre would be needed at the junction of Mongleath Road with Bickland Water Road. It could be named the **Menehay Community (MC)**.

The Lambs Lane Community (LLC)

A.1(LLC) Church Commissioners Land adjacent to A39:

OS grid ref, SW790337: Site area, approx. 13ha



The land is outside the Falmouth NDP boundary and is split between Budock and Penryn.

This is an important growth area for Falmouth and needs to be planned as such. The land will be included in the Site Allocations DPD.

The site should be integrated into the existing community bounded by Trescobeas Road, and should provide the facilities that are missing in the area to form a sustainable community. The population growth may justify a primary school, and this should be investigated.

The site is split by the railway, and a link for vehicles will need to be established. Vehicular access should be established between the Union Road

roundabout and the Vosper's site, potentially following the line of the existing track down to the roundabout. Links should also be established between this, the Vospers/new Sainsbury's site and the existing community. A new edge to Falmouth can be created on this boundary south of the bypass.

The western part of the site has sensitive landscape issues, and the green approach to Falmouth, and views down to the water be maintained. Any development should be positioned there with due regard to the views and the topography. The eastern part of the site is largely hidden from the by-pass and is suitable for high density housing. An 'urban' frontage onto the recreation ground should be planned.

The recreation ground is in need of upgrading, and must be included in the integrated plan for the area. This could become a centre or focal point for the new and existing development. The redundant sports pitch could be redesigned as a high quality public park with new development fronting onto it. There is also scope for some redevelopment or improvement of the existing housing on the south side to further contribute to this special place.

A significant improvement to make it better and more useable by the community may allow some trading to establish both pedestrian and a vehicular link along the line of the railway from Lambs Lane to the site. This would need to be subject to significant community engagement.

A development framework should be produced for this site and A2, A3 and the adjacent existing school and residential areas to ensure these are integrated as a sustainable community. This should be done before any individual planning applications are prepared.

Site potential, general assessment

Key characteristics and setting	Grassed fields with some hedges. Visible from the roundabout, but hidden by the bypass cutting down the hill. The green aspect and views over to the town and down the bypass to the water provide an important setting for this site.
Designations	None (but included in SHLAA)
Topography	Sloping from East to West with a 50m drop. The slope is steeper from the railway line down to the old quarry (Vospers site). However, the land rises slightly to the South when viewed from the roundabout.
Predominant land use	Agricultural
Economy/employment	Easy access to Commercial Road and some employment around Ponsharden. The industrial estates would be easily accessible if a link is made to Union Road
Education	A primary school may need to be built, as none are within 800m. Close proximity to secondary school.
History/heritage	See Heritage Assessment below.
Development potential	High. An important site for Falmouth's urban extension to cater for its housing growth targets. Its use should be for housing.

Protection requirements	The green aspect in the Eastern corner of the site adjacent to the roundabout, which could be combined with sensitive development within a quality landscape.
Policy outlines	
Community	The potential to create a community if linked to Lambs Lane, as well as Vospers/Sainsbury's to the West, and Falmouth School and Kergilliack to the East
Building type/design	Housing, mixed tenure, apartments, town houses and semi-detached, with 40% (more?) affordable
Densities/layout	Graded, from 70+dph adjoining the recreation ground to give an urban edge, and close to the Falmouth Road junction; 35-40dph for houses and some lower towards the protected Eastern edge
Facilities	Currently inadequate (apart from the School), there is a small convenience store on Acacia Road. A new local centre should be created within the high density area adjacent to the recreation ground.
Connections	Vehicular connections should be made at the East by the roundabout, the West to the Vospers site, and South to Lambs Lane. A new bridge across the railway line to be built to join the two sites.
Transport	A bus service will be required. In an ideal world, a train station would transform the area.
Open space	The recreation ground should be upgraded to create a public park at the heart of the new community (funded by the development). A green edge should be maintained on the northern and eastern boundaries which should be publicly accessible and be fronted onto by the new development. This should create a high quality and definitive edge to Falmouth and maintain some longer views. However, the land may need investigation as it may have been used as a Council tip, and need remediation, or restrict what can be developed.
Landscape	Screening on the Eastern edge of the site, and to a high standard throughout. Also to ensure exiting landscape, hedgerows and veteran trees are protected and well integrated into public space within the new development.

Heritage Assessment

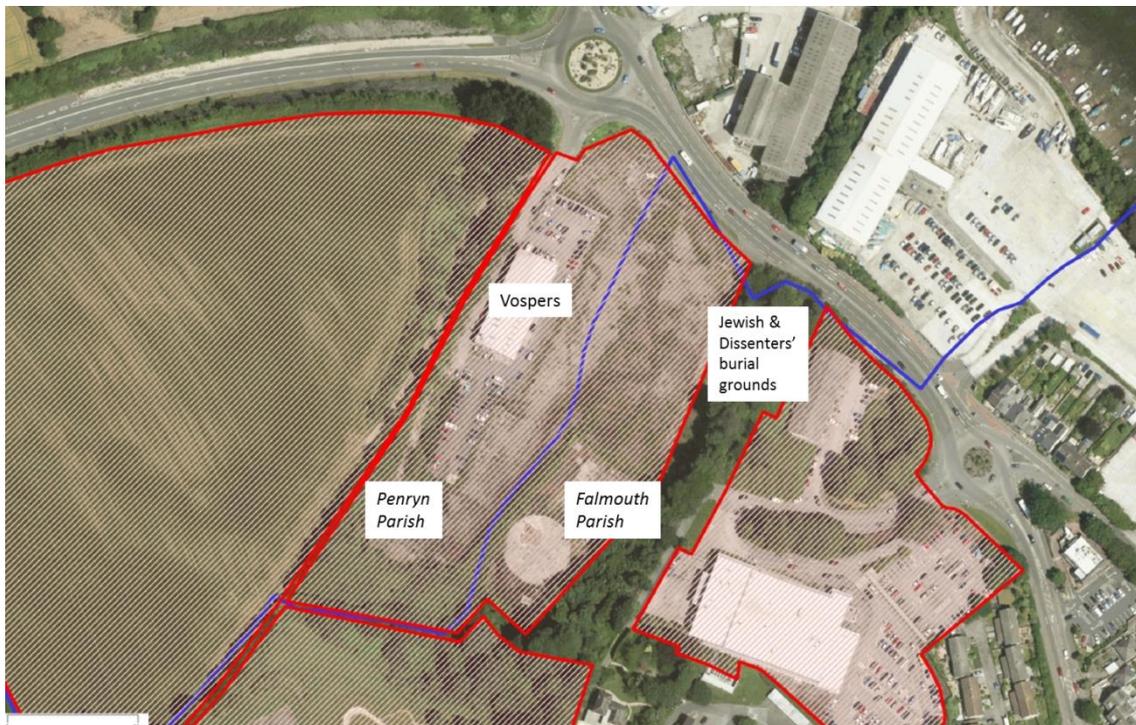
Site Ref: A1(LLC)	Lamb's Lane Community (LLC) DPD Name - Falmouth North (Policy FP-H2)
Onsite or Nearby Historic Environment Assets*	The closest Listed building (about 200m at its closest to the SE of the site) is the Grade II Listed Ashfield House (1702 and only remaining thatched cottage in Falmouth). Also to the SE and a similar distance away are the Jewish Burial Ground and Dissenter's Burial

	<p>Ground, both of which form a Scheduled Monument. Both the Listed building and Scheduled Monument are entirely hidden by both topography and landscaping. The SW corner of the site is adjacent to a tree preservation area and some TPO points. The Penryn Conservation Area is some distance to the north, and the AONB is across the river to the east.</p> <p>The earliest records, and up to the present day show the land as undeveloped fields. In the 18C the land was in the Bishopric of Exeter, and is now owned by the Church Commissioners.</p>
Setting and Significance	<p>The northern boundary is next to the A39 cutting, and has hedgerows and trees that form a visual 'green' separation from Penryn. The SW boundary is formed by hedgerows and is adjacent to the Vospers/Sainsburys (Falmouth Road DPD FP-H4) site, the Lamb's Lane/Tresobeas recreation Ground, and Falmouth School's grounds (with TPOs) and playing fields. The west borders Union Road, NW corner the Union Road Roundabout. The site is cut in half by the railway line.</p> <p>The NW corner, and approach from the A39 give significant views of Falmouth and the Penryn River and opposite AONB, and also the NW portion of the site. This is an important entrance or 'gateway' into Falmouth.</p> <p>Opposite the NE corner is a boatyard and area both safeguarded for marine related employment (policy FP-E4). Also in view is a 'Pets at Home' store and a Lidl supermarket. The Penryn River is only glimpsed from ground level.</p> <p>Views into the site are limited. The rising ground of the west of site can be seen from the AONB and tree protection area, and the paths, tracks and fields around Trevisson Farm, Cottage and Court on the opposite side of the Penryn River. It is possible that some areas of the site may be distantly visible from the Penryn Conservation</p>
Assessment of Impact & Harm	<p>The impact and potential harm concerns the NW of the site, and the 'gateway' to Falmouth, where care is needed to maintain the views, and of views into the site from the AONB. For other views from outside the site, development is likely to be of negligible harm.</p>
Rating of Impact	
Possible Mitigations	<p>Careful design of the entrance to the site from the Union Road Roundabout, with design to provide a fitting visual gateway to Falmouth, while respecting the distant views into the town. Careful design at NE corner, also a Falmouth gateway, and to link to the adjacent Falmouth Road site. Landscaping on the</p>

	boundaries, particularly the northern 'separation' and symbolic green area.
Notes	<p>There is the potential to design dense residential development of a high quality to the NE to provide a high quality visual gateway into Falmouth, and adjacent to the recreation ground where community facilities should be built.</p> <p>The site is allocated for approximately 300 dwellings (Policy FP-H2)</p>

A.2(LLC) Vosper's/New Sainsbury site:

OS Grid ref: SW793338: Site area, approx. 2.75ha



This is a large enclosed site and could provide good opportunity for considerable growth. The boundaries of Falmouth and Penryn divide the site into two, so part of the site is outside the NDP area.

The key issue relates to availability and potential for Sainsbury to release site if they do not intend to develop a new store. Also it is linked with the future of the existing store site next door. The retail requirements for Falmouth as a whole mean that one of these sites would be needed to be retained for retail provision for town.

If the site is released, then it is likely to be sold at a premium given that it is likely that Sainsburys who own all the sites around their existing store including the Ponsharden industrial estate have heavily invested in land assembly including the existing store.

It is essential that this site is developed as part of the wider community and a wider framework is established before detailed applications are prepared. This will ensure that critically important connections between the sites, and the right balance of uses and facilities, can be delivered.

The potential for the site is for mixed use, and is suitable for student accommodation and high density housing, especially social and affordable accommodation in the form of apartments for rent. It could be designed as an urban village as it would require some local facilities to make it sustainable. It would need to be connected, and links should be made between this and the Church Commissioners land and the existing store site.

The adjoining Dissenters and Jewish Cemeteries are a Scheduled Monument and Listed, and therefore are protected. Funding was to be provided by Sainsbury's if a store was to be built, and it may still be possible if the value of the development would support it.

Site potential, general assessment

Key characteristics and setting	Currently partly used by Vospers car sales, otherwise some redundant structures and overgrown, being part of Sainsbury's land bank and not yet developed. Planning consent is granted for a new 'superstore' with car parking and a petrol station – this consent has a year to run. The setting of this former quarry is bounded by trees and hedges. To the East are fields, and to the West a steeply sloping 'cliff', heavily vegetated. The key sensitivity is the Scheduled Monument at the NW of the site.
Designations	None within the boundary
Topography	Predominantly level, but with a moderate slope W to E of some 15m rising to the back end of the site.
Predominant land use	Commercial
Economy/employment	Easy access to Commercial Road and some employment around Ponsharden.
Education	A primary school may need to be built, as none are within 800m. Close proximity to secondary school.
History/heritage	See Heritage Assessment below.
Development potential	High, a significant growth area, potentially for students and affordable homes at high density, with supporting facilities
Protection requirements	The green edges, and the setting of the Jewish and Dissenters' burial grounds.
Policy outlines	
Community	Potentially part of the community linked to the Church Commissioners' land
Building type/design	Mixed use - 5/6 storey affordable apartments and student rooms
Densities/layout	100+dph
Facilities	Convenience store? Pub?

Connections	To the Church Commissioners' land to the East, and if possible to the existing Sainsbury's site to the West.
Transport	Good existing bus links to Falmouth, Penry and the Universities. Close to Park & Float
Open space	Courtyard spaces/squares appropriate given the high densities
Landscape	The green edges of the site should be retained and improved.

Heritage Assessment

Site Ref: A2(LLC)	Vospers/New Sainsbury site DPD name - Falmouth Road (Policy FP-H4)
Onsite or Nearby Historic Environment Assets*	<p>The NE end of the site has a boundary with the Jewish Burial Ground and adjacent Dissenter's Burial Ground, both of which form a Scheduled Monument. To the SE end of the site, but hidden by trees and rising ground is the Grade II Listed Ashfield House (1702 and only remaining thatched cottage in Falmouth). The site has a Parish boundary running lengthways down the centre of the site, the SE being Falmouth and NW being Penryn.</p> <p>The 'central' boundary followed the line of a small stream, and the boundary has remained unchanged for centuries. It is identifiable in a map of 1797 and an 1814 map and survey. The SE half was in the then Barton of Penwerris, and the NW was church land in the Bishopric of Exeter, but the whole site at that time was called the 'Barton of Penwerris Brook'.</p> <p>1880 and 1906 maps still show the site as undeveloped fields. Some development occurred in 1932 when Dales Garage was built on the NW end of the site with two buildings, which by 1946 had expanded into a group of 5 buildings and a separate dwelling. The business, with various buildings remained, becoming Vospers garage until around 2015. The SW end of the site was developed with a gasholder probably in the 1950s, seemingly remaining in use up to the early 1970s.</p>
Setting and Significance	<p>The western boundary is a steeply sloping 'cliff' that is heavily landscaped, and both the topography and trees protect the Scheduled Monument (burial grounds) and Grade II listed Ashfield House from view. The northern boundary is adjacent to the main A39 from the Ponsharden Roundabout and along the Falmouth Road. This is an important entrance or 'gateway' into Falmouth. The site is allocated for 210 C3 residential homes (policy FP-H4).</p> <p>Opposite the northern boundary is a boatyard and</p>

	<p>area both safeguarded for marine related employment (policy FP-E4). Also in view is a 'Pets at Home' store and a Lidl supermarket. The Penryn River is only glimpsed from ground level.</p> <p>Views into the site are limited. The site can be looked down on and glimpsed through the trees from the Scheduled Monument. Development of, perhaps, more than two storeys may be visible from the other side of the river, from the AONB and tree protection area, and the paths, tracks and fields around Trevisson Farm, Cottage and Court.</p>
Assessment of Impact & Harm	The impact and potential harm concerns the boundary with the Scheduled Monument, which although separated by steep topography, is also protected by dense landscaping of trees and shrubs. Here, there is a moderate impact and potential for harm. For other views from outside the site, development is likely to be of negligible harm.
Rating of Impact	
Possible Mitigations	The protection and enhancement of the landscaping on the northern boundary. A CIL/106 contribution to the upkeep and restoration work on the Scheduled Monument.
Notes	There is the potential to design dense residential development of a high quality along the roadside to provide a high quality visual gateway into Falmouth. The previous proposal when Sainsburys was going to develop the site of a petrol station, or of recent developer interest in providing commercial 'out of town sheds' should be avoided.

A.3(LLC). Sainsbury existing store site:

OS Grid ref: SW794337: Site area, approx. 2ha.



If the Vospers/New Sainsburys site is developed for student/social/affordable housing, then the retail function should be maintained, plus, perhaps an intensification of employment usage. If not, then it is a suitable site for housing, and similar issues pertain.

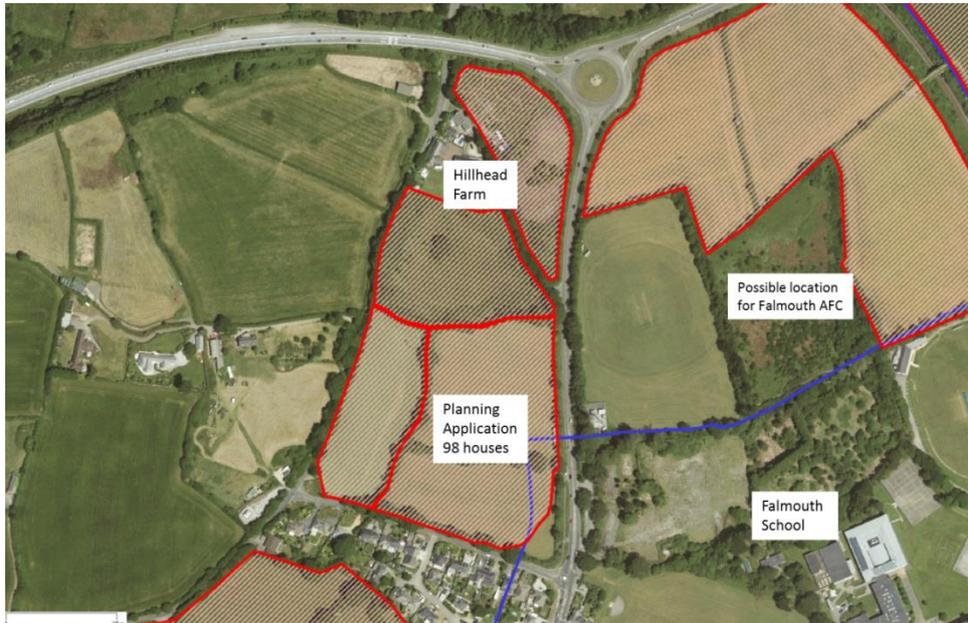
Site potential, general assessment

<p>Key characteristics and setting</p>	<p>Dominated by car parking, a supermarket shed, and a row of small industrial units. Its western border is tree lined and there is access to the Dissenters’ burial ground. The NW end of the boundary is next to the burial grounds, and is sensitive.</p> <p>The SW boundary comprises a high retaining wall (there is housing above, which cannot be seen). A pedestrian route gives access to housing at the SE. The main road and Ponsharden roundabout dominate the northern edges of the site.</p> <p>The site is split in two by the access road from the roundabout.</p>
<p>Designations</p>	<p>None within the boundary. Adjacent to the Dissenters and Jewish Burial Grounds, a Scheduled Monument.</p>
<p>Topography</p>	<p>Consists of two fairly flat levels – the industrial units and lower car park, and some 5-10m above the supermarket and car park.</p>

Predominant land use	Commercial and industrial
Economy/employment	Some employment on site.
Education	A primary school may need to be built, as none are within 800m. Secondary school accessible by car, not on foot.
History/heritage	<p>Adjacent to Ashfield House (thatched and 1702 origin), owned by Tregelles and then Stephens families. It was the site of a major ropeworks from the early 19th century, the buildings being taken over by the Falmouth Transport Company in the 1940s. The supermarket (Leo's/Co-op) was built in 1985 replacing the derelict buildings of the transport company.</p> <p>Adjacent to the Scheduled Monument (Dissenters and Jewish Burial Grounds), and it shares a boundary at the NW end of the site.</p>
Development potential	Contingent on the Vospers/New Sainsburys site. If retail retained, some potential for intensification of use on the industrial area of the site.
Protection requirements	<p>Western landscape and access to Dissenters and Jewish burial grounds. There is moderate impact and the potential for harm if any development, refurbishment or intensification on the site. See also A2 Heritage Assessment above.</p> <p>Protection of the trees bordering the access road, adjacent to Ponsharden roundabout, and between the access road and car park.</p>
Policy outlines	
Community	An important community retail facility
Building type/design	Small industrial units
Densities/layout	n/a
Facilities	Retail and industrial units, and potential starter units.
Connections	To adjoining sites, though level make this problematic.
Transport	Good existing bus service to Falmouth and Penryn
Open space	Consideration to existing treed areas, and improved but secure access to the burial grounds
Landscape	Important to retain most of the tree cover, and in particular the western edge separating it from the Vospers site.

A.4(LLC) Sites around Hillhead Farm, off Union Road:

OS Grid ref: SW785335: Site area (4 sites), approx. 6.1ha.



One site has a planning application in for 98 dwellings with a stub road 'leading' to the adjacent site which would extend the housing provision. The two sites to the north are also suitable for housing development. As with all the sites in this area which have planning applications in or plans for development, they are disconnected cul-de-sac forms that segregate rather than integrate into a properly planned development as a whole. Most are also low density, so have no urban form, do not address the street, and are bereft of the facilities needed to build a community. Added to the lack of facilities in the existing surrounding development this would add to Falmouth's problems and provide only housing numbers, but no viable or vital community.

The neighbourhood plan or allocations process needs to ensure this development does not happen cumulatively, but is properly planned with clear urban design codes, and the requirement for facilities to support a sustainable community. These sites taken together could, if well-designed with a higher density core, deliver around 300 houses and apartments.

Site potential, general assessment

Key characteristics and setting	Fields enclosed with hedgerows. The land is visible from the roundabout and approach to Falmouth. Busy road to the west, and bypass to the north. Western boundary is an important hedgerow with many trees. The lane to the south is bounded with trees, and housing opposite
Designations	None (but part to SW included in SHLAA)
Topography	The northern site is lower than the roundabout, so visible. The land rises from N to S by about 30m
Predominant land use	Agricultural
Economy/employment	Close to industrial estates
Education	Close to secondary school, and within 800m from

	primary schools
History/heritage	See Heritage Assessment below.
Development potential	High
Protection requirements	The hedgerows, and the green space visible from the roundabout
Policy outlines	
Community	Situated between/overlapping the potential communities of the Church Commissioner's land and one on a local centre at Falmouth AFC (if developed). The roads act as a barrier.
Building type/design	Mixed tenure, ranging from higher density town houses to semi-detached and detached
Densities/layout	70 – 35/40 dph
Facilities	In adjoining 'new' communities
Connections	To both communities where practical
Transport	Poorly served by public transport?
Open space	To conform to Cornwall County guidance on open space per dwelling
Landscape	To be a part of the framework, and master planning with stakeholders.

Heritage Assessment

Site Ref: A4(LLC)	Sites around Hillhead Farm, off Union Road DPD Name - Kergilliack phase 2 (Policy FP-H3) includes land to the west of A4
Onsite or Nearby Historic Environment Assets*	The only heritage assets close by to the SE are the TPOs opposite on the site of the former 19C Falmouth Union Workhouse, then early 20C the Public Assistance Institution, then a hospital, now cleared. The TPOs and setting have been compromised by a large new roundabout, changing the character to a traffic-dominated corner. The land to the west (SW boundary) is within 250m of the Grade II Listed 18/19C Lower Kergilliack Farmhouse – it is not visible from the site. The environmental assets rest on the existing hedgerows and trees.
Setting and Significance	The site is greenfield with the land at the west stretching into the countryside, a potential for out of character urban sprawl.
Assessment of Impact & Harm	There is a minor impact of less than substantial harm to the heritage assets. The harm is likely to be to the character and setting of the surrounding countryside of the westerly half of the site.
Rating of Impact	
Possible Mitigations	Mitigation is possible if the site follows the Guidance Notes HR 1 and HR 2, and the 'Kergilliack Framework' set out in the NDP.
Notes	The triangle of land identified in A4 to the NE of Hillhead Farm is to be excluded. The site is allocated in the DPD, policy FP-H3.

The Lower Kergilliack Community (LKC)

A.5(LKC) Falmouth AFC:

OS Grid ref: SW787330: Site area, approx. 1.85ha.



The site sits on the periphery of the urban area, and could contribute to delivery of housing if available. Its peripheral location and the distance to the town centre or other more local facilities suggests the need to provide a local facility or centre for any new development and the importance of delivering it for new and existing communities. The AFC site provides an opportunity to address the relationship between each side of the main road. However the site is in an existing ownership and use, providing a community facility. This might give rise to issues from Sport England in terms of loss of local provision.

However, Falmouth School have earmarked a site for Falmouth AFC to move to (adjacent to the western part of the Church Commissioners site). There does not seem much reason to this, but if it did happen, then the release of this site would be a considerable asset to Falmouth. It could either be suitable as a neighbourhood centre with retail, and some housing, or with high density apartment development of around 150 homes plus some facilities. The aim would be to turn that part of the main road into a street that connects to Bickland Water, and to sites for housing development at Lower Kergilliack, (which could include the local centre) and to the site opposite the School off Union Road. Again the aim should be to create a sustainable community that integrates into the town.

Site potential, general assessment

Key characteristics and setting	The AFC site is bounded by Tregoniggie Woods to the south, by housing to the north and east, and Bickland
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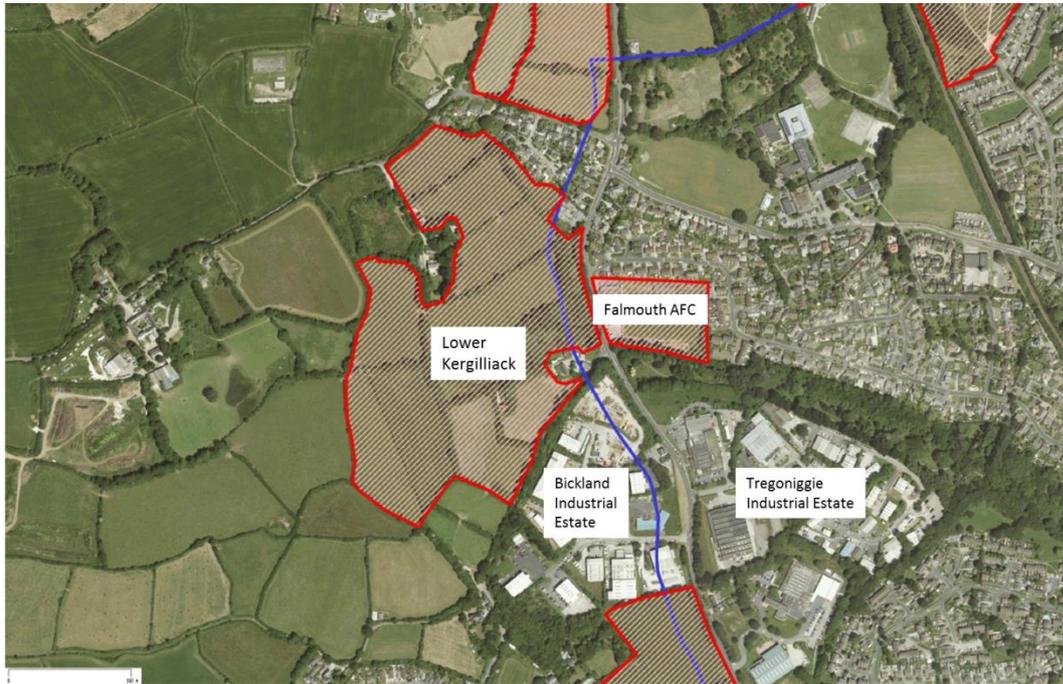
	Water Road to the west. The site itself is undistinguished. The Hillhead Farm sites comprise open fields, bounded by roads to the east and bypass to the north, including the major roundabout. The west boundary is a significant hedgerow with trees. Lower Kergilliack is rural at the edge of Falmouth, bounded by an industrial estate and main road.
Designations	None
Topography	The AFC is flat, the other sites on rising ground, and a valley in the Lower Kergilliack site with stream flowing into Tregonigge Woods
Predominant land use	Leisure and agricultural
Economy/employment	Close to industrial estates
Education	Close to secondary school, and within 800m from primary schools
History/heritage	See Heritage Assessment below.
Development potential	AFC contingent on a move; if moved the potential is high, and significant in creating a local centre for Falmouth's urban extension. The Hillhead and Lower Kergilliack sites have high potential and are within the DPD allocations. It is vital that these are planned within a framework that will achieve a sustainable community supported by a local centre.
Protection requirements	The Tregonigge Wood boundary to the AFC. The western hedgerow to the Hillhead site, and the boundaries to woodland at the north west end of the Lower Kergilliack site. And the rural edges.
Policy outlines	
Community	The potential to create a sustainable community around the AFC site exists.
Building type/design	Housing; including mixed tenure, apartments, town houses and semi-detached, with 40% (more?) affordable
Densities/layout	On the AFC site 100+dph, on the other sites graded densities with around 70dph apartments and townhouses, and 35-40dph detached and semi-detached, and low density homes with landscaped gardens at the rural edge.
Facilities	Local centre and retail
Connections	Within and across the sites to create interconnected streets rather than culs-de-sac. The AFC local centre (if developed) should be integrated across Bickland Water Road. This should be traffic calmed so that it becomes a street that is possible to cross – perhaps a shared space.
Transport	Poor bus connections
Open space	To conform to Cornwall County guidance on open space per dwelling
Landscape	To be a part of the framework, and master planning with stakeholders.

Heritage Assessment

Site Ref: A5(LKC)	Falmouth AFC
Onsite or Nearby Historic Environment Assets*	<p>The TPO Area of Tregonnigie Woods is close to the south boundary. The only listed building (Grade II), Lower Kergilliack Farmhouse and wall is some 400m away, and screened by trees and hidden by the topography.</p> <p>The land belonged to Trescobeas Farm, and the fields concerned were, in 1690, called 'The Beef Parke in 3 parts' and 'The More under' with a stream running through. These were named the Long Field and Higher and Lower Moor by the mid 19C. In 1946, the fields were cultivated, but the 'Lower Moor' was left uncultivated. The football ground, called Bickland Park, was developed and opened in 1957. The 1970/80s saw the extension and development of Conway Road housing against the east and north boundaries of the site.</p>
Setting and Significance	<p>The South of the football ground adjoins Tregonnigie Wood, separated by the stream. The view to the wood is open, and the grounds and stand can be seen from the wood through the trees. The west is made up of a carpark next to the Bickland Water Road – opposite being thick hedgerows and a view up Bickland Hill. Suburban development surrounds the north and east boundaries.</p>
Assessment of Impact & Harm	<p>Development, should the football ground relocate, would result in minor impacts and less than substantial harm.</p>
Rating of Impact	
Possible Mitigations	<p>Care to landscape the bank of the stream and screen development from Tregonnigie Woods</p>
Notes	<p>NDP Policy HR4 should apply, and the Design Policies in the NDP</p>

A.6(LKC) Lower Kergilliack sites:

OS Grid ref: SW784330: Site area, approx. 15.3ha.



This site has planning permission for 300 homes. The same issues as above (Hillhead Farm) apply to this site. It needs to be planned in an integrated way in order to ensure it helps create a sustainable community, and not become yet another disconnected housing area. There will be significant landscape and open space issues, and a need to protect and respect the rural edge to the west. To the east is the road and industrial estate so there is a need to design the transition from rural to urban across the site. More homes could be delivered on this site if properly designed, and the use of standard house types at relatively low density minimised.

A framework/master plan and design codes are needed for this site to integrate it into its surroundings in Falmouth and the town. Either this site, or the AFC site, should contain a local centre.

Heritage Assessment

Site Ref: A6(LKC)	Lower Kergilliack
Onsite or Nearby Historic Environment Assets*	<p>The Site surrounds the Grade II Listed 18/19C Lower Kergilliack Farmhouse – it is surrounded by trees and landscaping. There is no TPO, but the Listing should offer some protection. Grade II Listed 19C Higher Kergilliack Farmhouse is approximately 500m from the west boundary of the site, and is not visible from it. A TPO covers the landscaping and hedgerow to the SW of the site that screens the Bickland Water Industrial estate.</p> <p>Three other listed buildings are to the south of the</p>

	<p>site, but separated by around 500m or more and by topography and landscaping. These are the Grade II listed 17/18C Nangitha Farmhouse, 19C Elgos Farmhouse, and the Grade II* St Budock Church and its Grade II listed tombs, walls, railings lychgate and Vestry.</p> <p>The environmental assets rest with the existing hedgerows and trees.</p>
Setting and Significance	A sensitive site, very close to Budock Water, and the historic environment close to the Church. The dense hedgerows and trees lining Bickland Hill and Bickland Water Road, and the existing hedgerows in the fields determine the character of the environment.
Assessment of Impact & Harm	Harm will result from badly designed, 'standard' developers houses and insensitive and disconnected layouts.
Rating of Impact	
Possible Mitigations	There are moderate impacts and potential harm to the heritage assets. Mitigation is possible if the site follows the Guidance Notes HR 1 and HR 3, and the 'Kergilliack Framework' set out in the NDP.
Notes	There is planning permission for 300 homes on this site. Changes to the designs should be required to follow the mitigation suggested above.

The Menehay Community (MC)

A.7(MC) Sites around Menehay House and Farm:

OS Grid ref: SW789322: Site area, approx. 13.9ha.



Included in the SHLAA, and identified in the workshop as a potential area for Falmouth's urban extension and the creation of a community with a local centre at the junction of Bickland Water and Mongleath Roads. However, this is a very sensitive site given its proximity to Budock, its terrain and landscape, and for views over the fields to Budock Church. It is not included in the Town Framework, as target numbers for housing growth have been catered for in the peripheral sites to the north. If it was ever to be needed for development, then it would need a rigorous set of design codes and a well-designed master plan.

Site potential, general assessment

Key characteristics and setting	Fields divided by hedgerows, bounded by Bickland Water Road to the east, housing, a school and industrial buildings. To the west wooded and green fields with significant views to Budock Church.
Designations	None (but included in SHLAA)
Topography	Rising to the east and undulating.
Predominant land use	Agricultural
Economy/employment	Close to industrial estates
Education	Close to secondary school, and within 800m from primary schools
History/heritage	See Heritage Assessment below.
Development potential	Currently none, but with future potential
Protection requirements	Landscape and trees to the west, views of Budock Church, and proper separation between any development and Budock
Policy outlines	
Community	Potential provided local centre is provided.
Building type/design	Dependent on master plan and design codes
Densities/layout	Dependent on master plan and design codes
Facilities	Local centre
Connections	Dependent on master plan and design codes
Transport	Poorly served by public transport
Open space	Dependent on master plan and design codes
Landscape	Dependent on master plan and design codes

Heritage Assessment

Site Ref: A7(MC)	Sites around Menehay House and Farm
Onsite or Nearby Historic Environment Assets*	Grade II* St Budock Church and its Grade II listed tombs, walls, railings lychgate and Vestry is close by, within 100-200m of the NW boundary of the site. The site surrounds the Grade II Menehay House dating from 18/19C, built on land originally called 'Menehy' in the 14C. Grade II Listed Roscarrack House (1870s) is within 100-200m to the south of the site. The grounds of Menehay House, and all the site boundaries are covered by TPO areas. The AONB is 400-500m to the south.
Setting and	This is a very sensitive site, The land is at the eastern

Significance	<p>edge of Falmouth along the Bickland Water Road. The boundaries to the west are separated from the village of Budock Water across fields by about 0.5km. The presence of Menehay House, and close proximity of the Church and Roscarrack House make the site's setting significant. Its landscape and the TPO areas are of importance, as are views to and from the site. The suburban development and business park on the other side of Bickland Water Road are well screened with trees and hedgerows.</p> <p>Two developments detract from the site, one being the Menehay caravan park, and the other a recent suburban development (Roscarrack Gardens) in the adjacent grounds of Roscarrack House.</p>
Assessment of Impact & Harm	Development on this site will have high impacts and cause substantial harm to the setting of Menehay House, and views towards St Budock Church. Harm could also be caused to the landscape, particularly trees and hedgerows.
Rating of Impact	
Possible Mitigations	Avoiding development close to the boundaries of Menehay House, and maintaining its open view to the East. Maintaining open views to St Budock Church. Presrving the trees and hedgerows in the TPO area. Maintianing the footpaths and track through the site and to Budock Water. Development should follow Guidance Notes HR 1 and HR 3, and some mitigation could result from the principles set out in the 'Falmouth West Framework' in the NDP
Notes	The outcome of the refusal of the planning application for over 200 houses (PA16/08236) and subsequent lodging of an appeal (APP/D0840/W/17/3177201) is not known.

B. Central town sites – regeneration, parking and residential infill

These sites are crucial to the regeneration of the centre of Falmouth. One of the key ambitions to this is the partial closure of the Church Street car park in order to create an attractive destination for shoppers, visitors and tourists, with a promenade, facilities, views and connections to the harbour and ferries. In order to achieve this, the car parking spaces displaced will need to be accommodated at the sites at either end of the main shopping area, and these to be connected with an improved shuttle bus service. In addition to the deliveries, needs for parking of residents will need to be managed and accommodated. The main routes through (Market, Church and Arwennack Streets) will need upgrading and potentially turned into shared spaces.

The important sites, the Quarry, Maritime and TA car parks, and the Church Street car park are to an extent inter-dependant. If displaced parking cannot be accommodated, then either parking spaces in Church Street will be lost, or its regeneration rendered unviable. Given the importance of these sites, the improvements and opportunities they could deliver to enhance the town, a special group to further develop the thinking and design should be set up.

B.8 Quarry Car park:

OS Grid ref: SW804329 : Site area, approx. 0.7ha.



This site is important strategically to the centre of Falmouth with 281 spaces, and needs to be considered in relation to the Church Street car park, and the former TA site at the other end of the main route through the town. The aim is to decant most of the parking in Church Street in order to regenerate it as

a desirable destination for visitors and residents, and to share the displaced parking spaces between the Quarry and TA sites.

It is a central site well related to the town centre and close to public the transport hub at the Moor. Access to the site is constrained via a steep hill. It is surrounded by dense student development, and contained within steep quarry sides to the N and NE.

It provides an excellent opportunity for dense housing development –ideally for student use in light of proximity to other student accommodation adjacent to it. The numbers of students in this location would enable effective management, and on-site management should be a planning condition. The car park, although often underutilised, is important provision and its retention is important. Potentially it could accommodate a multi-storey development with increased car parking to take some displaced spaces from Church Street, with apartments or student rooms surrounding and above. Overall it is an excellent opportunity for a dense development within the town centre.

The site has been considered by developers who have produced a sketch scheme with over 400 student beds plus a multi-storey car park for around 360 cars which, if financially viable, could be implemented. To an extent, its topography would shield the surrounding homes from noise. There is, however, disquiet amongst the public and some councillors at the number of students which could be a problem, despite the advantages of them being there.

If/when the County place the site on the market, its viability for housing may be ruled out and student accommodation remain the only economic option.

B.9 Adjacent land at rear of Hine Downing and Argos: These are not currently available, but might be and offer some potential for housing and retail. It is possible that these adjacent sites could provide a less steep access to the Quarry, and maybe a lift accessed via a retail store.

Also, a less steep pedestrian route via Webber Hill is possible if improved.

Site potential, general assessment

Key characteristics and setting	Former quarry used as car park. An elevated position, bounded on two sides to north and northwest by quarry face covered in shrubs, scrub and trees
Designations	None
Topography	Steeply sloping access rising some 15m from the Moor. The top of the quarry is some 20m above the car park surface.
Predominant land use	Car park
Economy/employment	Very close to the main shopping area, and to the Moor, Library, Council Offices and new facilities in the old Post Office.
Education	Within 800m of primary schools, distant from secondary school. Direct bus links to the Universities at Tremough. Hilly walk to University departments in Wood Lane

History/heritage	See Heritage Assessment below.
Development potential	High. Dense development with multi-storey car park
Protection requirements	The greenery at the top of the N and NW side of the site, which offer some screening and a good backdrop
Policy outlines	
Community	Controversial if used for student accommodation, as numbers concentrated in area could cause an imbalance. However, also would yield considerable benefits to the evening economy and facilities in the town – provided the accommodation is well-managed
Building type/design	High density apartments/ rooms, single aspect surrounding car park, and multi-storey above. Good contemporary style
Densities/layout	Very high
Facilities	None needed, apart from car parking
Connections	The steep topography makes pedestrian access difficult and fairly inaccessible for those with disabilities
Transport	Excellent for public transport as close to transport hub.
Open space	Limited, possible terraces on various levels of development
Landscape	Existing trees and shrubs on boundary

Heritage Assessment

Site Ref	B8 The Quarry
Onsite or Nearby Historic Environment Assets*	<p>Partially adjacent to the Conservation Area: half of the NE boundary comprising Tresawna Terrace, four Victorian artisan dwellings, all with upvc replacement windows and of little architectural merit. Also to the east, cutting into the site, is the old Falmouth Ambulance Station. This is an Art Deco building, now a private dwelling. The south-facing façade is of architectural merit, but the side has a modern extension and the rear (backing on to the site) is of poor quality. The façade faces away from the Quarry and development there will have little or no impact on this asset.</p> <p>Other buildings surrounding the site are of little architectural or historic merit. It is contained in the CSUS character area 4 'The Cliff'.</p>
Setting and Significance	<p>The setting is close to, but almost entirely hidden from the historic core of Falmouth.</p> <p>The site comprised a series of fields in the 18C, but may have begun to be quarried when the development of the Moor commenced in 1812 – there is evidence of the quarry in the 1827 Richard Thomas map. By 1880 the quarry was half its current size, with fields</p>

	<p>remaining to the north. By 1933 it is shown on the OS map as its current size. Aerial photos taken by the RAF in 1946 show the site fully covered by pitched roof 'industrial' buildings. By 1968 all but two of these buildings had been demolished and it was shown as a car park. The quarry has been used as a car park since, and all the buildings removed.</p> <p>The quarry was owned by Lord Wodehouse and sold to the Council in 1923, with the stipulation that it should be used as a children's playground.</p> <p>The quarry face rises some 15-20m above ground level, is steeply sloping and covered in shrubs, scrub and trees. The top of the Quarry can be glimpsed between houses from the roads opposite such as Clare Terrace, or from Lister Street/Merrill Place.</p>
Assessment of Impact & Harm	<p>The site only becomes visible from the top of Quarry Hill, and a few homes at the top of the Quarry in Trevethan Road, Berkeley Path and Flint's Court. Otherwise the site is hardly visible from elsewhere in Falmouth. Intensive development of this site would have minimal impact and cause virtually no harm to the surrounding dwellings, Conservation Area or to any Listed Buildings. However, harm would be caused if any development exceeded the height of the line of the existing quarry</p>
Rating of Impact	
Possible Mitigations	<p>Require that development does not go higher than the height of the quarry, and that the green edge is maintained</p>
Notes	<p>The Policies TC2 regarding development on this site are contained in the main document in the Town Centre chapter. Few cues can be drawn from CSUS Character Area 4 'The Cliff', other than to note regeneration possibilities.</p>

B.10 Church Street car park:

OS Grid ref: SW809328: Site area, approx. 0.46ha.



A significant town centre site used as car park (168 spaces) to serve the central core for the main street in Falmouth. It is in a very sensitive location, with significant concerns about its use. It appears to provide a good opportunity for development however the site is not straightforward and potential costs of development would be likely to significantly limit development potential.

While it serves a useful function as a car park, it is a poor quality public space at the heart of this historic town. The site is perhaps Falmouth's greatest underused asset with huge potential to bring long term benefits for maritime activity, as a visitor attraction, community events, and commercial uses. With its regeneration and its central location and position on the water it would be a key destination and attraction within the centre of the town.

The particular difficulty is the role that the site plays as a car park in the centre of town, (in conjunction with Well Lane car park), and where there has previously been significant concerns from many in the wider community (business community included) over the impacts that would occur to access, parking and trade generally if the car park was lost. Parking capacity would need to be maintained on other sites. But, the reduction in parking at Church Street, if coupled with enhanced parking at the northern and southern ends of the town opens up the long desired potential of enhancing the main street and limiting vehicle access to bring huge benefits for pedestrian use, disabled access, air quality and in the long term, commercial success.

The sensitivity and difficulty in developing the site, its unstable substructure, and therefore the limited scope for achieving financial viability is recognised. Nevertheless, its importance as a key site makes vital that it is regenerated.

There could be a dual role for this site to play, where some essential parking could be retained for immediate residents or disabled users but where a high quality public space is provided to create a destination next to the water for views and access to water transport to other drop off destinations along Falmouth's frontage. Vehicle access should be retained to properties backing on to the site, and perhaps some parking limited to residents.

Alongside a high quality open space and possible ferry destination, new uses need to be encouraged which could include some pop-up or temporary businesses or events, and a well-designed development that respects its surroundings and scale with functions that do not compete with the main street, but add to it. Consideration could be given to some sensitive development along the back and in some pavilion style structures closer to the harbour edge to help enliven the area and provide a much needed boost to the viability of any scheme. Any regeneration of this site must be integrated with the main street from the Moor to the NMMC. Its surface treatment, plans for pedestrianisation and management of deliveries and some access, the shuttle bus service, and use of upper floors, all need a plan or code. AECOM undertook a study (unapproved) but it does provide a basis for debate.

Site potential, general assessment

Key characteristics and setting	Town centre, waterfront site, with water on three sides, and backs of properties on the western boundary. Restricted access; one way down a narrow street, and egress through a covered passageway emerging into the main street (with limited visibility)
Designations	Conservation Area. Backs on to a number of Listed Buildings (II* & II)
Topography	Flat, but on two levels, the lower level at the southern part of the site
Predominant land use	Car park. It was formerly a gas works, and so the land is contaminated and the substructure poor
Economy/employment	A potential draw and hub that could enhance local shops and businesses
Education	n/a
History/heritage	See Heritage Assessment below.
Development potential	Significant regeneration potential
Protection requirements	Water edge and views
Policy outlines	
Community	Important open space for the wider community and tourists
Building type/design	Sensitive development at the rear of the site, along with lightweight, 'transparent' pavilions closer to the water, pop-up functions
Densities/layout	n/a

Facilities	Marine-related businesses, restaurant/food outlets, events and pop-up retail
Connections	Pedestrian to the mains street and town shopping area
Transport	Shuttle bus and potential for ferry
Open space	High quality waterfront space and promenade
Landscape	Suitable hard landscaping for a marine site

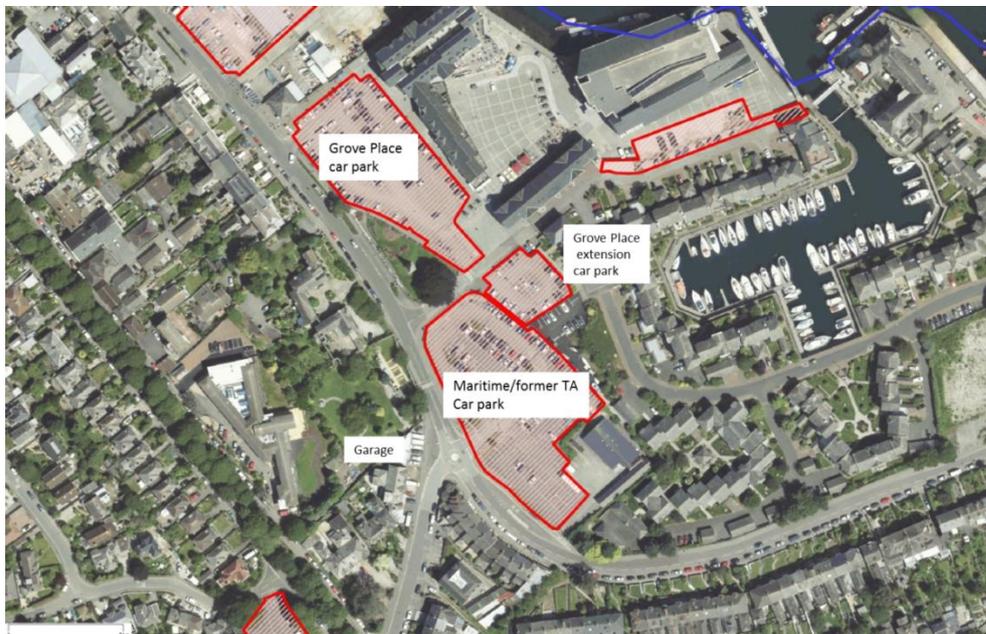
Heritage Assessment

Site Ref: B10	Church Street Car Park
Onsite or Nearby Historic Environment Assets*	<p>The site is in the Conservation area, and is bordered by backs of one Grade II* and six Grade II buildings, and Grade II listed quay walls dating from 17C and 1871. The site flanks the south foreshore of the Penryn River and is part of the Fal Estuary Special Area of Conservation (SAC). It is in CSUS Character Area 3 'Waterfront'.</p> <p>The gas works was first established in March 1819 by James Wynn, proprietor of the Royal Hotel, on land behind the hotel, but soon moved. The site was developed as a gas works in the 1820s behind two dwellings and shops at 25 and 27 Church Street (street numbers from 1848), and subsequently enlarged with reclaimed land out into the harbour. The gas works ceased operation in the 1950s, and was demolished in the 1960s. The land extended southwards to form the lower level of a car park.</p> <p>The whole site is currently used as a car park. The former gas works land is highly polluted (Cornwall Council, EPA Section 78B, 2010)</p>
Setting and Significance	<p>The setting in the heart of the town, facing the harbour and views of the Fal Estuary is spectacular and one of Falmouth's most important unrealised assets. The West of the site is bounded by the backs of buildings, and garden walls to the rear of nos 50-54 Church Street. These walls are in poor condition but worth repairing. The backs of the houses, some Listed, have some merit in their upper storeys, but at ground level are characterised by some low quality extensions and changes that detracts from their historic character.</p> <p>The significance of the site stems from the historic quay walls, and it was there that the news of Trafalgar and Nelson's death first arrived with official despatches carried by Lieutenant Lapenotiaire of HMS Pickle – a plaque marks the spot.</p>
Assessment of Impact & Harm	Development of this site is difficult due to the polluted ground and reclaimed ground with uncertain stability for foundations. Past proposals for intensive

	development on this site for housing, retail etc. (e.g. Terrence O'Rourke, 2005) might not have been physically possible given the ground conditions, and the size and layout of such proposals would have caused considerable harm to the buildings behind. At the same time, such development would create considerable private benefit to residents enjoying the spectacular harbour views, while detracting from the public benefit.
Rating of Impact	
Possible Mitigations	Sensitive and small-scale development that maintains views to and from the site, and maintaining a high level of good quality public access, and development that promoted activity on the site would respect the character of the surroundings and enhance the environment of the site. This is set out in Policy TC1, sketches and a framework shows how such development might be achieved.
Notes	

B.11 Grove Place; B.12 Maritime/former TA Centre; B.13 extension car parks:

OS Grid ref: SW809328, SW812322, SW813323:
 Site areas, approx. 0.37ha, 0.49ha, 0.09ha.



These sites form one of the strategic car park provisions for the town. Grove Place has 168 spaces, and Maritime/TA has 150 spaces.

The **Grove Place** site could offer some potential for limited enabling development. A key factor is the relationship of this site with the adjoining Conservation area, the important listed Grade II* Arwennack Manor and the

Grade II Kiligrew Monument, which have been key material (often overriding) factors on previous planning decisions in this area. This would be likely to have significant effects on development potential (if any, or limiting) in addition to issues such as type, scale and form. Most of the parking should be retained. The diagonal line passing the Arwenack Monument needs to be kept, as it represents the original shore line, and it could be enhanced. The space between the Monument and the entrance to Events Square should (by removing some parking) be landscaped and the entrance celebrated. This would also provide a better setting for Arwenack Manor.

The **Maritime/TA site** is suitable for development, much along the lines suggested by a study by Terrence O'Rourke in 200?. It could involve an increase in parking using a multi-storey structure taking around half of the Church Street parking numbers. A mixture of housing and/or retail, or student housing incorporated or surrounding it should be considered in order to enable the development to be viable, and to 'mend' the urban structure.

The **Grove Place Extension Car Park** has been subject to planning applications for a Premier Inn and a student housing scheme of 99 rooms. There appears to be a restrictive covenant in the Land Registry stating that it 'shall not be developed for student housing'. Another use will need to be found, if not for students' maybe then for other groups that would otherwise occupy HMOs. Ideally it should integrate with the former TA site.

It is important to understand the potential role and location with the town centre and how any development of these sites might offer an enhancement to the town centre and its retail draw. A wider parking strategy is critical in this regard given the length of the High Street and the need for provision at this end of the main street. A general policy is outlined in a study by Falmouth Civic Society which is a basis for debate and is appended.

Note: The garage opposite the Maritime/TA car park is a site that should be considered for redevelopment if it became vacant, as at the moment it is clearly an eyesore. It is a good opportunity for housing/apartments or other residential uses.

Site potential, general assessment

Key characteristics and setting	Grove Place is sited between Event Square and Arwenack Manor, and has the opportunity to improve and link the two with landscaping. The Maritime/TA site could accommodate a multi storey car park with development surrounding it to improve the urban character of the corner. The extension car park has residential development potential and could integrate with Event Square and the development that might surround the TA car park. Note that the income from Grove Place goes to the NMMC and the TA to Cornwall Council
Designations	None, but adjacent to Listed buildings (II* & II) and Conservation Area
Topography	Flat
Predominant land use	Car Parks
Economy/employment	Close to shops, restaurants, museum and events,

	and provides key parking for the main shopping area
Education	n/a
History/heritage	See Heritage Assessment below.
Development potential	High
Protection requirements	Net car parking numbers, and an increase displaced from Church Street
Policy outlines	
Community	Important resource for cultural activities and food.
Building type/design	Multi storey car park, surrounded by enabling development
Densities/layout	High
Facilities	n/a other than parking
Connections	Essential link to the main shopping area and cultural facilities
Transport	On bus route and shuttle service.
Open space	Important around Killigrew Monument.
Landscape	Potential to improve and link between Event Square and Arwenack Manor

Heritage Assessment

Site Ref B.11-13	Grove Place, Maritime and Extension car parks
Onsite or Nearby Historic Environment Assets*	<p>Opposite these sites are a number of Listed buildings. The most important is Grade II* Arwenack Manor (remains of which date from 1385; it was converted to apartments in 1978) and its associated Grade II Listed wall to the SE. To the NW is a row of seven large Grade II four-storey terraces from the 1840s.</p> <p>Immediately across the road is the Grade II Listed Killigrew Monument, originating in 1737 and repositioned in 1871. The Killigrew monument is set in a green garden, and its diagonal eastern boundary follows the old shoreline. There are two significant trees, a large copper beech and a pine tree.</p> <p>The sites are bounded on the West side by the Conservation Area. It is also in CSUS character area 3 'Waterfront'.</p>
Setting and Significance	<p>The setting of Arwenack Manor has changed significantly over the years. Originally on the shoreline; this existed until 1880s with a road (The Bank) and late 18C and early 19C terraces and dwellings developed along the road, and opposite the late 1880s Submarine Pier just by the Killigrew Monument.</p> <p>The TA site (Maritime car park) was a former Royal Engineers barracks built in 1892 and demolished in 2005. To the East was the Bar Pool with Mills, and</p>

	<p>small ship-builders. This was reclaimed in the 1930s. The land opposite Arwenack Manor and the Bar was extensively reclaimed at the end of the 1980s after permission had been given in 1987 to build Port Pendennis (a marina and gated development). And in 1996 a competition was won to build the National Maritime Museum Cornwall, completed at the end of 2002.</p> <p>The setting of Arwenack Manor and its wall and including the Killigrew Monument is significant, but largely bounded by Arwenack Street, and is largely hidden behind trees and hedges. It faces car parks and the shops and flats forming part of the NMMC development. The views from the Manor are no longer of significance, and the views of it are preserved within the boundary of the Conservation Area. The same is true of the row of seven terraced houses.</p>
Assessment of Impact & Harm	<p>New development could impact on the setting, particularly that of the Killigrew Monument. The road and distance back of the Manor gives sufficient space to keep its character, but harm could be done if any major development on the Grove Place car park was any closer than the existing line of the shops and flats enclosing Event Square to the west.</p>
Rating of Impact	
Possible Mitigations	<p>B.11; Grove Place - reduce the parking to the NW to free area in front of the Killigrew Monument Garden for a better quality space and hard landscaping to link to the entrance of Event Square. To make Arwenack Street, at least for the length of the boundary of Arwenack Manor a 'shared space', and the same treatment for the spur road of Cambeltown Way.</p> <p>B.12; Maritime/former TA centre - development should follow the guidance in the framework, especially the cut back on the corner of Cambeltown Way and Arwenack Street. Some stylistic cues can be taken from the row of terraces of Marine Crescent opposite.</p> <p>B.13; Extension car park - development should link the shops/flats of Events Square to B.12, as shown on the framework.</p>
Notes	<p>Currently (November 2017) B.13 has a planning application for a Premier Inn on the site PA17/01608.</p>

B.14 Water sports centre:

OS Grid ref: SW812324: Site area, approx. 0.50ha.



Another very important central site. Critically, it provides access to the water and storage for vessels throughout the winter. The building itself does not contribute to the street scene or add quality to the built environment at this end of the town. The site could offer potentially better built form through regeneration, however the location and uses as a water sports centre and point of access to the must be retained, as it contributes significantly to the town and wider activities in Falmouth. While keeping those functions the site is suitable for regeneration. A redeveloped water sports centre could be sited to improve views to the harbour, and could perhaps incorporate the harbour master's workshop which lies in the way of such views at present (e.g. see sketch in appendix 7.2). It is possible that an upper storey or two could be created for some residential accommodation. The waterfront side of the site could be used for an improved boat storage facility. The street design from the TA car park to Trago's and Custom House Quay should be improved.

Site potential, general assessment

Key characteristics and setting	Marine function provides interest to the scene, and views of the harbour past the slipway are important. Access into the site for vehicles and trailers is needed
Designations	Adjacent to Conservation Area and Grade II listed terrace
Topography	Flat, apart from sloping slipway
Predominant land use	Maritime
Economy/employment	Some jobs related to the Centre and marine activity
Education	n/a
History/heritage	See Heritage Assessment below.
Development potential	Some regeneration and new build

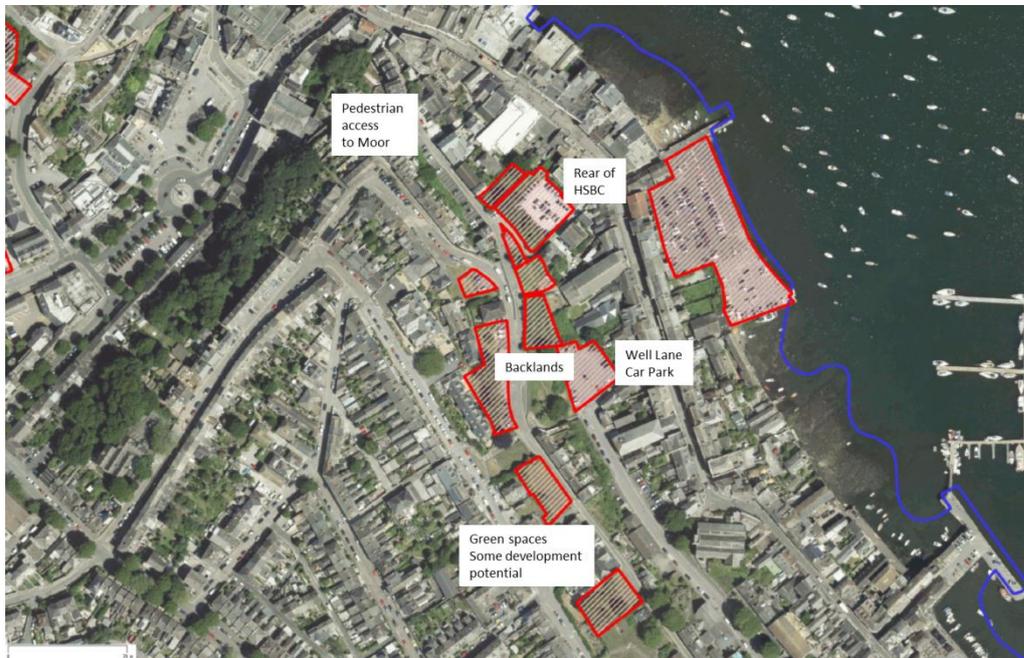
Protection requirements	The slipway, boat storage facility and marine activities
Policy outlines	
Community	A useful community facility
Building type/design	Three storey, with Watersports Centre at ground level, maybe raised balcony, and residential above
Densities/layout	Provide active street frontage
Facilities	Water sports, restaurant, boat storage
Connections	Close proximity to NMMC
Transport	Shuttle bus service, ferry at Custom House Quay
Open space	For boat storage
Landscape	n/a

Heritage Assessment

Site Ref B.14	Water sports centre
Onsite or Nearby Historic Environment Assets*	Faced by a row of three Grade II* listed terraces, built of brick in the 1770s; and Grade II buildings - Bank House, built in 1788, and rebuilt in 1868 after a fire; row of seven large four storey terraces from the 1840s. Arwenack Street formed the shoreline, but some development was opposite the Grade II* buildings in the 1880s (a bonded store) and then a warehouse in the 1930s. Land in front of Bank House was reclaimed in the 1950s and small buildings erected. The site was extended substantially to the NE in around 1990. The site is bounded on the West by the Conservation Area. It is also in CSUS character area 3 'Waterfront'.
Setting and Significance	The SW side of Arwenack Street has the line of 3-4 storey listed buildings. The water sports site is fenced, with boat storage and a two storey shed-like building containing the centre, club and restaurant. There is an entrance leading to the slipway, with some undistinguished storage buildings. The Trago Mills store (a converted 1950s warehouse) is on the NW site boundary. The setting has the feeling of an uncompleted street, although there are some glimpses of the harbour worth retaining. Views from the harbour are important to preserve.
Assessment of Impact & Harm	Development, if unsympathetic, could cause harm to the setting, but if designed well could improve both setting and environment.
Rating of Impact	
Possible Mitigations	Development to be in scale and in keeping with the buildings opposite. Improvements to the road surface, which could be a shared space as part of the pedestrianisation of the main street through Falmouth.
Notes	The site is not currently available for development or improvement, but would be suitable for a regenerated water sports centre with some residential enabling development.

B.15 Well Lane Car Park; B.16a Fish Strand Hill, and; B.16 Backlands:

OS Grid ref: SW808327 (Well Lane): Site area, approx. 0.91ha: plus various small sites.



Well Lane B.15: This small car park (37 spaces) is central within the town centre and delivers a complimentary role along with that of Church Street car park. Clearly its central location offers a potential to provide additional development capacity where residential development could be sustainably located in close proximity to the services and transport opportunities offered within the town centre. Access to the site is constrained by at times narrow and tortuous roads through residential areas which restrict development opportunities and use. Development potential on this small site is thus limited. If parking in the Quarry and Maritime/TA sites is to be increased, then this site should be retained for parking, especially for disabled access, and perhaps for free use in the evenings.

Heritage Assessment

Site Ref B.15	Well Lane Car Park
Onsite or Nearby Historic Environment Assets*	<p>The site is at the rear of a large concentration of early 19C Grade II Listed Buildings and three Grade II* buildings along Church Street. The Grade II* buildings are a pair of shops, the Royal Cornwall Polytechnic Society (RCPS) and the Church of King Charles the Martyr (17C). The site is within the conservation area.</p> <p>The site formed the backyard of the early 19C dwellings facing Church Street, and by the mid 19C contained two dwellings and at least 8 tenements, stables and yards. This intense development was served by a small lane leading off Porhan Street (now New Street). By the late 19C the development had intensified, with a row of dwellings or tenements (Rose Cottages) and an alley</p>

	<p>leading to Leverton's Court, also tenements. Most were demolished under the Slum Clearance Programme in the late 1930s. Porhan Street was extended to the site in the 1950s/60s and renamed New Street.</p> <p>The site was then used as a car park which is its current function. A proposal was made in the Terrence O'Rourke study of 2005 to enlarge it and turn it into a multi-storey car park. This was not implemented due to strong public opposition.</p>
Setting and Significance	<p>The NE boundary faces the backs of buildings lining Church Street, none of which are Listed, and which have in many cases been modernised. The SE boundary partly adjoins Well Lane. The side of a listed (Grade II) shop of 1908 is just visible, and so are a line of mid to late 19C cottages and small shops. The entrance to the site, facing SE is within sight of the rear of Grade II* RCPS, and an interesting mid 19C stone former dwelling on the corner of Well Lane and New Street. The west of the site faces a landscaped area, and the steps and path (following the mid 19C route) leading to Gyllyng Street. The North faces an overgrown vacant site. It may be possible through trees to partially see the Grade II listed former Synagogue, and also Bowles Court a converted 19C school.</p> <p>There are views looking down into the site from Gyllyng Street. But from ground level there are virtually no views, and it is not visible from the rest of the Conservation Area, nor from the harbour or coast opposite.</p> <p>The key significance of the setting rests on the impact leading up to the site, as the route principally requires access via Woodlane and New Street. Woodlane is narrow, and has significant heritage assets – important Listed houses – Grove Hill, Rose Hill, Grove House, and a listed wall to Grove Hill, as well as TPO areas. Woodlane also has late 18C remains of its wall that is unlisted, and there are other 19C walls and stone and granite gateposts of historic interest. The raised pavement and tree-lined verges add to its character. Woodlane should be considered as an unlisted heritage asset. The route down New Street passes the church and some significant trees (not subject to a TPO, but providing an important canopy)</p>
Assessment of Impact & Harm	<p>Any increase in the size of the car park is likely to have at least a moderate impact and result in significant harm, especially if a consequent increase in vehicle movements becomes a matter that highways would want to consider for road works such as widening etc. Remaining as a car park of the current size, or if considered for modest residential development the impact would be minor.</p>
Rating of Impact	
Possible Mitigations	<p>For the site to remain in its current use and size.</p>
Notes	

Fish Strand Hill B.16a (land to back of HSBC): The site is currently used as a car park, and has been subject to planning applications for housing and most recently for 112 self-contained student rooms and communal facilities. This was refused by Cornwall Council, but the appeal has been allowed, decided on 13 December 2017 (APP/D0840/W/17/3177201). Should this consent lapse, or an application for it to change be submitted in future, then the assessment below shall apply.

Heritage Assessment

Site Ref B.16(a)	Fish Strand Hill
Onsite or Nearby Historic Environment Assets*	<p>NE boundary; backs of three Grade II listed buildings, the former Royal Hotel and two townhouses. . The site is in the Conservation Area, and in CSUS character areas 1 'Main commercial axis' and 4 'The Cliff'</p> <p>The former hotel was built in 1789, started by James Wynn and James Bull. First known as Wynn's Hotel and then Wynn's Royal Hotel in the late 1700s to early 1800s, after which it was just known as the Royal Hotel. The rear of the hotel (the site) contained a substantial house with stables and coach houses, a large yard, farriers' shop and several tenements, and briefly in 1819 a gas works (moved to Church Street soon after). By the 1880s the rear of the site was lined with further tenements and served by a small lane – Jubilee Court. The large house, stables and farrier was cleared in the 1920s to make way for 'The Grand Theatre' a cinema, but the Jubilee Court tenements remained. These were cleared in the 1930s Slum Clearance programme.</p> <p>The hotel was taken over by the Midland Bank in 1967, and the rear altered with a contemporary flat-roofed extension (of no architectural merit). The old cinema closed in 1986 and was demolished and the site used as a car park.</p>
Setting and Significance	<p>The NE boundary has the backs of 3 storey buildings. Fish Strand Hill to the SE has some commercial buildings and a row of three 2 storey terraces, the scale of these is important, as they border the pedestrian route to Smithick Hill above. The SW land rises steeply. The NW of the site borders a small backland site with development potential.</p>
Assessment of Impact & Harm	<p>The scale and height of development could cause harm to the setting and views from the road above, as well as the scale of the pedestrian route to Smithick Hill.</p> <p>If the gas works was first established on the site in 1819, then it is probable that there will be contaminated land to deal with, which could cause harm to the neighbouring environment and the</p>

	Harbour SAC.
Rating of Impact	
Possible Mitigations	The site is suitable for development, noted in the neighbourhood plan strategy report as residential mixed tenure development to strengthen the existing community. The height of any development should be in scale with the row of terraces, and not appear above the level of Smithick Hill above. Remediation of contaminated land.
Notes	The site is subject to a planning application for purpose built student accommodation PA16/10836. It has been refused (and is an overdevelopment with respect to the mitigation suggested above). An appeal has been lodged APP/D0840/W/17/3177902

Backlands B.16: The cluster of small backland and brownfield sites has development potential, especially if some are aggregated. This area needs to be considered strategically to improve the area and its urban character as a whole. An urban design plan or code should be considered. A scheme by Lavigne Lonsdale commissioned by Cornwall Council provides a good starting point, showing how 2 and 3-storey housing can be sensitively inserted into small sites to give an overall urban coherence to the scene.

Connections: In addition, consideration should be given to the route between Falmouth Town Station and the Moor (Arwenack Avenue, Gyllyng Street, Smithick Street) and taking in these backland sites should be designed as a whole, to be upgraded and regenerated to create another 'special' route into the centre of the town.

Site potential, general assessment

Key characteristics and setting	Restricted access to all the sites, via Wood Lane or Swanpool Hill restricts development opportunities to small scale interventions. The sites are bounded by housing, stone walls and some green spaces. A number of sites are brownfield, with derelict buildings. There are views over the harbour from the terraces. Pedestrian rights of way connect different levels, and give access to the main shopping street
Designations	Conservation Area, and three Listed buildings (II)
Topography	Terraced west to east, undulating north to south
Predominant land use	Residential
Economy/employment	n/a
Education	Within 800m of nearest Primary School, and walking distance to Wood Lane University campus and Marine School. Around 2km to Secondary School
History/heritage	See Heritage Assessment below.
Development potential	Moderate, with infill development of
Protection requirements	Some green spaces, and pedestrian rights of way and stepped paths joining the terraces (Wodehouse Terrace/Clare Terrace, Gyllyng Street/Smithwick Hill,

	New Street, Church Street.
Policy outlines	
Community	Residential mixed tenure to strengthen the existing community
Building type/design	Terraced infill housing 2-3 storeys
Densities/layout	High
Facilities	n/a
Connections	Pedestrian
Transport	Close to Moor transport 'hub'
Open space	Small interspersed green spaces to protect
Landscape	Improvements to street scene

Heritage Assessment

Site Ref B.16	Backlands
Onsite or Nearby Historic Environment Assets*	<p>Two Grade II listed buildings, the Old Jewish Synagogue (1808) on Smithick Hill, and a pair of 19C semidetached dwellings nos 9 & 10 Gyllyng Street. To the NW along the street is a 19C stone wall and then the granite capped wall and entrance posts in stone and brick to the steps up to Wodehouse Terrace and the Seaview Inn. The steps and paths leading down to New Street and up to Wodehouse Terrace can be considered as unlisted heritage assets. Also the green spaces and mature trees are assets that should be protected.</p> <p>The scattering of sites located on the map are the spaces left over after the 1930s Slum Clearance programme, and included the demolition of 'Widows' Retreat' founded in 1810 for ten 'poor and aged Widows of good character' by Lord Wodehouse and Samuel Tregelles.</p> <p>The sites are in the Conservation Area, and in CSUS character area 4 'The Cliff'.</p>
Setting and Significance	The setting is predominantly of two storey terraces, interspersed with green spaces. Views of the harbour can be seen from the road.
Assessment of Impact & Harm	The 'brownfield' sites are suitable for residential infill development, The impact and harm will be minimal.
Rating of Impact	
Possible Mitigations	Two, with possibly some three storey terrace houses that are sensitive to the style and form of the existing dwellings. Any development adjacent to the Old Jewish Synagogue should be set back and kept to two storeys. The preservation of green spaces and trees and enhancement of the historic walls steps and paths should be implemented in any nearby proposed development.
Notes	

C. Scattered sites within boundary – enabling development, residential infill and community facilities

These sites sit within the town independently and are thus treated individually. They provide opportunities to add some housing, to provide income through enabling development to improve facilities, and to add value to the Falmouth community as a whole.

C.17 Falmouth Wharves:

OS Grid ref: SW800339: Site area, approx. 0.8ha.



This is an important site for Falmouth in terms of employment and in particular for marine related activity. In economic terms (notwithstanding the age and condition of the buildings and structures) there are important current and future links between this site, the slipway at Ponshardon and the Docks, as it provides deep water wharfage which is in very limited supply locally. With future investment in marine employment generally in the Falmouth area, this site will become important to support the marine sector. The site is within a Flood zone, and is at risk of tidal flooding.

Further consideration related to the current mix of uses is suggested. The site offers a unique location in Falmouth and Cornwall, with marine industry, art and craft, where possible crossovers of skills and capabilities could be grown.

Several attempts at housing on this site have failed due to significant objections, and has have failed twice at appeal, which ruled that marine industry should be protected there. The site has no residential potential whilst there is a requirement for deep water wharfage.

Site potential, general assessment

Key characteristics and setting	Dominated by industrial buildings, most in poor condition. The southern boundary is protected by trees and greenery. The remaining three sides are surrounded by water and it provides significant deep-water moorings, not available elsewhere in the Penryn River.
Designations	Medium risk of flooding
Topography	Flat, with steeply sloping access road (10m drop)
Predominant land use	Marine industry, commercial, craft
Economy/employment	Good opportunities for marine and arts/crafts, and some serendipity between them
Education	Just over 800m from nearest primary school.
History/heritage	See Heritage Assessment below.
Development potential	Regeneration potential. Constrained by access down to the site, and from North Parade. Not suitable for residential.
Protection requirements	Marine industry function and deep water wharfage
Policy outlines	
Community	n/a
Building type/design	Industrial/commercial/arts
Densities/layout	n/a
Facilities	n/a
Connections	Poor
Transport	No public transport within reasonable walking distance
Open space	n/a
Landscape	Retain trees and greenery on southern edge

Heritage Assessment

Site Ref C.17	Falmouth Wharves
Onsite or Nearby Historic Environment Assets*	<p>Once known, <i>inter alia</i>, as Boyers Cellars, there was a 19C wharf with a building that was used as a wine store. It was extended with piled construction in 1937: known as Coastline Wharf, it was used for oil storage. Three buildings exist from this period of development, a large transit store with corrugated iron cladding, a three storey concrete storage building, and a 2 storey site office. In WWII it was used by the Royal Navy Coastal Forces for motor launches, MTBs and MGBs. In 1942 it was used as a rendezvous and departure point for the St Nazaire raid. There is evidence of concrete tank traps situated on the access road.</p> <p>The site is recorded as Heritage Asset 166161 'HMS Forte VI' on the County Historic Environment Record, and included in the 'Defence of Britain' project in 1997 as AH71.</p>

	In the Site Allocations DPD it is safeguarded for marine related employment uses (B1, B2, B8) and subject to Policy FP-E5.
Setting and Significance	The East of the site borders the Conservation Area. However, the topography and landscaping means that the site and buildings are not visible from it. The site is opposite an AONB on the north river bank. It may be possible to glimpse the site from the west end of Flushing's Conservation Area, or from the east of Penryn's, but only in the distance. The main setting is the waterfront which is visible from the water. It is, as it has always been, a marine industrial site with industrial buildings, of little architectural merit. These are currently in poor condition, but in use for industry and craft and artist studios.
Assessment of Impact & Harm	There would be little or no impact or harm from the development of this site, unless a very high building was proposed, in which case the quality of design would be a key issue.
Rating of Impact	
Possible Mitigations	To maintain the marine industry (and possibly art/craft) uses, and the massing and scale of the existing buildings. Anything larger should be subject to assessment by the Cornwall Design Review Panel.
Notes	The site has a Planning Performance Agreement between KML and Cornwall Council for the refurbishment and renovation of the existing buildings and structures on the Wharf. The purpose is to reinforce and upgrade marine industrial, mixed use marine R&D/office, and maximise the deepwater access (PA16/02661/PREAPP)

C.18 Coachworks site, Penwerris Lane:

OS Grid ref: SW802335: Site area, approx. 0.23ha.



A flat site with regeneration or development potential if it were to become available. A possible location for housing, though it would be a small infill development. Probably, as the site is contained, for 3-4 storey apartments, but unlikely to yield more than 16 dwellings. Sensitive design would be needed as it borders the Conservation area and is close to numerous listed buildings in North Parade. A recent application has been made to build 135 bed purpose built student accommodation that was refused by Cornwall Council, and an appeal has been lodged. If the appeal is refused, then the heritage assessment below shall apply.

Heritage Assessment

Site Ref C.18	Falmouth Coachworks
Onsite or Nearby Historic Environment Assets*	<p>The Conservation Area is on the opposite side of the road to the NE of the site. However, although contained within the CA, the buildings opposite are 1980s bungalows and garages of no architectural merit or any historic interest or value. There are a number of Grade II listed buildings facing North Parade and on Stratton Terrace, but these are separated from the site by the modern buildings, and are not visible from the site. The trees and bushes at the top of the site are visible from Flushing.</p> <p>The site is a quarry that was started in the late 18C, and was enlarged and extended to the shoreline where there was a small quay. The enlarged area was built over with the early/mid 19C development of Stratton Terrace and Penwerris Lane. The quarry was closed in the late 1800s (it was shown as a quarry in 1880, but marked as the 'Old Quarry' in the 1906 OS map). In the first half of the 20C there was one large building on the site. More recently, and prior to demolition, there were two principal buildings on the site, one was from the late 20C clad in corrugated metal (probably replacing the old large building), and the other to the rear a mid 20C two storey industrial shed.</p> <p>The site is included within the CSUS character area 5 'The terraced suburbs'.</p>
Setting and Significance	<p>The site has steeply sloping sides to the west which are covered by trees and shrubs. Overlooking the site on the western boundary is a mixture of dwellings including a 3-storey apartment block, and 20C house and bungalow. There is a two storey house to the SE, possibly from the 1930s, but much altered with upvc windows. On the north east boundary of the Coachworks is a 1930s concrete framed and rendered church hall on higher ground - it has planning permission (PA15/03076) for its demolition and redevelopment with three 3-storey terraced dwellings of no architectural merit.</p>

	Access is from the very narrow and restricted Penwerris Lane.
Assessment of Impact & Harm	Given the undistinguished buildings separating and hiding the site from the listed buildings the harm would be negligible. There could be moderate impacts of any development on the access via Penwerris Lane, and on the neighbouring community, depending on the function and amount of traffic generated.
Rating of Impact	
Possible Mitigations	Development should not be higher than the western face of the site to protect the surrounding community and avoid any visual intrusion from across the Penryn River. If residential development is envisaged, the aim should be for car-free design.
Notes	An application (PA17/01167) was made to develop the site with purpose built student accommodation of 135 bed spaces which was refused in May 2017. An appeal has been lodged (APP/D0840/W/17/3178389), and will be heard in January 2018.

C.19 Four Winds; C.20 former depot:

OS Grid ref: SW799331: Site area, approx. 0.57ha.



Recently closed and on the market for sale. It is on the northern entrance to Falmouth off Dracaena Avenue. The site adjacent is a depot that is redundant. The two sites together would make a decent area for either a hotel or for housing, especially affordable housing for families. It is close to the Beacon Primary School and also playing fields and the Dracaena Centre.

Site potential, general assessment

Key characteristics and setting	Mature trees and landscape on N & W boundaries. A well-screened site.
Designations	None (but included in the SHLAA)
Topography	Sloping up to a raised 'plateau'
Predominant land use	Restaurant and industrial
Economy/employment	n/a
Education	Close to Primary School, Secondary School reasonably accessible 800-1000m
History/heritage	See Heritage Assessment below.
Development potential	High
Protection requirements	Trees on N & W boundaries
Policy outlines	
Community	Would form part of Beacon community and in close proximity to key facilities
Building type/design	Town houses and apartments
Densities/layout	Around 60-70dph, probably a cul-de-sac form
Facilities	Close by, so none needed on site
Connections	Close to main route to Falmouth and Penryn. Good pedestrian links to south (and Primary School) and east to existing housing
Transport	Close to the main bus route
Open space	To follow planning guidance
Landscape	Retain existing trees and screening on boundaries

Heritage Assessment

Site Ref C.19	Four Winds
Onsite or Nearby Historic Environment Assets*	<p>The Four Winds site (but not the Tyre company site) is a Tree Preservation Area. Significant trees form the west and south boundaries of the site. A 2016 tree survey report by CEC Ltd noted that the trees on the western and northern boundaries were in poor structural condition and would need a management plan to help preserve them.</p> <p>The cutting for Dracaena Avenue was begun in 1921 and the road opened in 1923. Four Winds appears on the 1933-35 map, and thus dates from the late 1920s/early 1930s. There are no Listed Buildings near the site, and the Conservation area is 4-500m distant and not visible from the site.</p>
Setting and Significance	The trees form an important setting to the site, and screen the buildings on it. As the land is raised above the adjoining roads, the screening is of significance.
Assessment of Impact & Harm	The height and massing of proposals for an 80 bed elderly care home would have an impact and cause slight harm. This proposal has outline planning permission.

Rating of Impact	
Possible Mitigations	The retention and enhancement of trees and landscaping to screen any development. Should there be any change or a new application on this site, the massing, height and design of any development should be subject to consideration by the Cornwall design review Panel.
Notes	Outline Planning Permission (Conditional) has been granted on 23 October 2017 for PA17/06435, for a C2 use 80 bed care home.

C.21 Falmouth Hospital, pharmacy and surgery; C.22 Health Centre:

OS Grid ref: SW796329: Site area, approx. 2.1ha.



The health function is very important to retain, and to do otherwise would generate huge public opposition. The hospital building also has architectural merit.

In times of central government cuts and budgetary problems in the NHS, it could be seen as vulnerable. This site is central within the urban area, and is reasonably well related to the town, with links to the town centre and is close to the main public transport route. As a relatively large site in part and as a whole, it would be attractive to developers.

However, the site is a significant local health facility for the town and wider rural hinterland. No land is available for its relocation/re-provision, and the land has not been offered for development. Historically any suggestion of a reduced provision has been very sensitive and not supported. Further with the scale of the town currently and considering its growth over the Local Plan period, it would be inappropriate in infrastructure terms to lose such a valuable local service.

Nevertheless, there is considerable potential for rationalisation and refurbishment. The access to the health centre and ambulance station is very poor, and its building of low quality and inefficient. The two sites could be connected and a hospital and a Falmouth medical hub developed.

Providing a case for enabling development may be the only way of getting improved new health facilities, perhaps coupled with key sector worker housing to support the key services. The NHS should be encouraged to look at this with perhaps a S106 precept on greenfield sites to help meet costs of extra provision

However, the chances of this happening, however sensible, may be remote

Site potential, general assessment

Key characteristics and setting	Bounded by Trescobeas Road, and surrounded on three sides by housing. There are open views to the south
Designations	None
Topography	Rising ground south to north, and the site is elevated, overlooking Boslowick on the other side of the valley
Predominant land use	Health
Economy/employment	NHS an important employer
Education	n/a
History/heritage	See Heritage Assessment below.
Development potential	Refurbishment potential, but unlikely to happen
Protection requirements	The Hospital building
Policy outlines	
Community	Vital to maintain the health facility
Building type/design	Hospital/health centre/polyclinic/pharmacy/surgery
Densities/layout	n/a
Facilities	Health related
Connections	Needs rationalisation with the sites
Transport	Good
Open space	Limited
Landscape	Could be improved

Heritage Assessment

Site Ref: C21 & 22	Falmouth Hospital and Health Centre
Onsite or Nearby Historic Environment Assets*	The hospital, site and grounds were gifted to the town by William Mountstephens and Albert Charles Collins on the 26 th April 1930. The site was fields, but the town was encroaching with late 1920s suburban development to the east along Trescobeas Road and Mayfield and Tregenver Roads. 1920s villas were also built to the south and west along Trescobeas Road. To the west, in the late 1930s a Council estate was built

	<p>leaving an empty site to the west of Treleavor Road. The Ambulance Station was built on the south of it in the 1960s, and the Health Centre in the 1980s. The site of the Trescobeas Surgery to the east was from the 1930s a house and garden and a densely treed area. The surgery was built in the 1990s.</p> <p>The Hospital is a good example of 1930s neo-classical design with a pediment and wings, and is quite handsome. It could be considered as an unlisted heritage asset, as well as being a community asset of value.</p> <p>There are no listed buildings near to the hospital, and the Conservation Area is some distance away. To the SW, about 400m away is a large tree preservation area, faced by Tregonniggy woods.</p>
Setting and Significance	<p>The Hospital is prominent on the rising ground of its site. The Surgery is screened by mature trees and shrubs. The Health Centre is set behind the housing estate, but its NE boundary is open.</p> <p>The Hospital has views across the TPO area and to St Budock Church. The Health Centre has views across the town to the NE towards the Beacon. It follows that there are view into prominent parts of this site.</p>
Assessment of Impact & Harm	<p>If rationalisation and refurbishment are to happen, then there is the potential for minor impacts and less than substantial harm.</p>
Rating of Impact	
Possible Mitigations	<p>Retaining the façade of the hospital building, and taking consideration of the views from Budock if other buildings are to be added.</p>
Notes	

C.23 Rosslyn Hotel site:

OS Grid ref: SW797329: Site area, approx. 0.28ha.



This site is next to the Hospital and Pharmacy, and is within the urban area, and is reasonably well related to the town, with links to the town centre and is close to the main public transport route. It recently had planning permission for elderly persons' housing, but has now come into the hands of developers of student accommodation. A public consultation has been held and engendered significant opposition.

This site has to be seen in relation to other sites in Falmouth that have been considered more suitable for managed student accommodation, and also the anticipated growth in student numbers. The sites identified later in this report (the Quarry, former TA site, Ocean Bowl, and the Vospers/New Sainsburys site) more than cater for the growth predicted for student numbers, and allow for the control of any further HMOs through an Article 4.

It is therefore a site that is more suitable for contributing to the housing growth targets, and that helps fulfil an acute shortage in the town.

Site potential, general assessment

Key characteristics and setting	Adjacent to the Hospital/pharmacy, and in a residential area.
Designations	None
Topography	Sloping south to north
Predominant land use	Hotel
Economy/employment	n/a
Education	Close to adult education centre, secondary and primary schools
History/heritage	See Heritage Assessment below.
Development potential	High, and needed for housing

Protection requirements	None
Policy outlines	
Community	Good links to the pharmacy and Adult Education Centre make it potentially attractive for elderly persons' accommodation, or for affordable or social housing.
Building type/design	Apartments or town houses
Densities/layout	High
Facilities	n/a
Connections	Health and Education
Transport	Close to the main bus route
Open space	Limited
Landscape	n/a

Heritage Assessment

Site Ref C.23	Rosslyn Hotel
Onsite or Nearby Historic Environment Assets*	<p>There are no Listed Buildings nearby, and the Conservation Area, covering Kimberley Park and the street around it is not visible from the site due to its distance (400m approx.) and the sloping topography. The site is adjacent to a Surgery and Falmouth Hospital. The surgery is relatively modern, but the Hospital was built in 1930, and the main building from the outside could be considered an unlisted heritage asset. However, despite its proximity, it is not visible from the site.</p> <p>Rosslyn Hotel was converted from two semi-detached villas from the late Victorian or Edwardian period – they do not appear on the 1888 OS map, but are recorded on a then isolated site on the 1906/9 map. The conversion and subsequent additions at front and rear are of no architectural merit, and the building(s) is in poor condition- now boarded up and presumably will no longer be maintained.</p>
Setting and Significance	The building is prominent on its site. The land is rising and it is a tall building with semi-basement, two storeys and windows in the gable ends. It is particularly visible on the skyline, for example from Dracaena Avenue.
Assessment of Impact & Harm	Given its prominence and visibility on the skyline, protruding above the surrounding buildings, a poor and inappropriate design would have significant impact and harm on Falmouth's setting. Its impact on the surrounding 1920s/1930s single and two storey housing will cause some harm and should be addressed.
Rating of Impact	
Possible Mitigations	A study of the impact on the skyline and its surroundings should be part of a submission to the Cornwall Design Review Panel to assess.

Notes	<p>An application was made in 2016 for 128 bed purpose built student accommodation (PA16/03586) which was refused. An appeal, APP/D0840/W/17/3175637, has been lodged.</p> <p>Prior to this in 2008 an application (CI/PA02/0797/08/M) for conversion to 12 residential apartments was approved. And in 2015 an application (PA15/00545) to demolish the hotel and redevelop into 33 retirement apartments was also approved.</p> <p>Should the appeal for PBSA fail, then the policy outlines and heritage assessment above should be implemented on any new proposal.</p>
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C.24 Adult Education Centre; C.25 playing fields Tregenver Road:

OS Grid ref: SW798326: Site area, approx. 2.2ha.



The site is situated centrally within the wider urban area, close to public transport routes and with clear routes and links to the town centre. The grassed area/pitches provide important local central open space and it is used by the local school due to lack of facilities. Site also used by Falmouth RFC in conjunction with its main site. At a public consultation on the town framework, the loss of the field was resisted and site was not pursued.

The adult education use should be retained. However, there is potential for regeneration and the upgrading of the building, and possibly small scale redevelopment of buildings at the rear. There is also the potential for enhanced community use with some modest enabling development on the south of the site to fund an all-weather pitch, and the potential for dual use

with the RFC field. Such an upgrading with better facilities might encourage more intensive use. However, if with the RFC, the under-utilisation persists, then one or the other could be considered seriously for housing development.

Site potential, general assessment

Key characteristics and setting	Significant open space, surrounded by houses
Designations	None
Topography	Largely level
Predominant land use	Education and leisure
Economy/employment	n/a
Education	n/a
History/heritage	See Heritage Assessment below.
Development potential	Small scale refurbishment, regeneration and enabling development; potential to fund all-weather pitch
Protection requirements	The open space and educational function
Policy outlines	
Community	Retain as important community facility
Building type/design	Regeneration of education facility. Possible addition of small number of houses as enabling development
Densities/layout	Low
Facilities	Adult education, sports pitch
Connections	Within reasonable reach of the town centre
Transport	Main bus route within walking distance
Open space	Important to retain
Landscape	Important to retain/enhance trees and hedges around the site boundaries

Heritage Assessment

Site Ref C.24 & 25	Adult Education Centre and playing fields
Onsite or Nearby Historic Environment Assets*	<p>The Conservation Area is to the east, about 100m away, separated from Kimberley Park by suburban development and Dracaena Avenue. A TPO area including the south end of Tregonnigie Woods is about 200m away, separated by the railway line and suburban development. There are no Listed Buildings nearby. The SW corner of the playing fields is adjacent to the edge of CSUS Character Area 5 'The terraced suburbs'.</p> <p>In the 17C the land was part of the Tregenver Farm, probably comprising the Winding Field and Cross Close. The boundaries of these fields remained until the early 20C, but were separated by a lane in the 19C. In 1914 Falmouth Grammar School's new building was built to the north of the lane, and playing fields established to the south. Buildings were added to the east side of the main building in the last half of the 20C. The grammar school closed in 1971. The</p>

	building is now in use as the Falmouth/Penryn Adult Education Centre.
Setting and Significance	The playing fields are screened by hedges and are largely hidden from view. The old Grammar School is quite prominent on the site and although screened, there are some distant views of it. However, these sites have no views into or from the Conservation Area.
Assessment of Impact & Harm	Negligible impacts and will cause less than substantial harm to heritage assets
Rating of Impact	
Possible Mitigations	The 1914 building has some heritage interest and should be maintained. The buildings to the east of it could be a part of some enabling development to provide funding for the Centre and upgrading of the playing fields. These sites should be safeguarded for leisure and education.
Notes	

C.26 Falmouth RFC playing field:

OS Grid ref: SW801324: Site area, approx. 2ha.

Its use for the Rugby Club is likely to be retained. There is potential for improving it for the local community and installing an all-weather pitch. In order to fund this there is possibly room on site for some enabling development. It should be seen in relation to the playing fields in Tregenver Road, and the possibility of dual use for both to be considered more carefully to achieve an intensification of use.

Falmouth RFC had planning permission to relocate at Bickland (which has now expired?), but there is now no indication of a desire to move to alternative location. Should it ever do so then it is a potential site for redevelopment for housing.

Site potential, general assessment

Key characteristics and setting	Large playing field bounded by Dracaena Avenue and Tregenver Road and the bowling green to the north west. Awkward access to the roundabout, but fine pine tree on the corner spoilt by advertising signs. The south of the site is used for car boot sale and visiting fairs and circuses. The retaining wall and backs of buildings facing Dracaena Avenue are visually poor
Designations	None
Topography	Level
Predominant land use	Sports and other leisure uses
Economy/employment	n/a
Education	n/a
History/heritage	See Heritage Assessment below.
Development	Currently none, except for some upgrading and

potential	possible small scale enabling development
Protection requirements	Trees and greenery that exists on the boundaries
Policy outlines	
Community	Important facility, especially if shared with Tregenver Road playing fields
Building type/design	Upgrading of existing, plus a little enabling development
Densities/layout	n/a
Facilities	Sports/leisure
Connections	Within reasonable reach of the town centre
Transport	Main bus route within walking distance
Open space	Important to retain
Landscape	Important to retain/enhance trees and hedges around the site boundaries

Heritage Assessment

Site Ref C.26	Falmouth RFC
Onsite or Nearby Historic Environment Assets*	<p>The Church of All Saints (1887) is Grade II* Listed and is around 100m from the SE corner of the site. Two Grade II Listed Buildings, the early 19C Belmont (Bellemont in 1880) House, and its former Gazebo are around 60m from the SW end of the site. The Conservation Area, on the opposite side of Dracaena Avenue, partly borders the ground. There is a significant pine tree on the corner of Dracaena Avenue and Tregenver Road, although it is not subject to a TPO. The RFC is within the CSUS Character Area 5 'The terraced suburbs'.</p> <p>In the late 19C the area was a patchwork of fields, and with the development of the terraces of Clifton Place. By the early 20C a Recreation Ground with running track had been established, and the beginnings of the route to be taken by Dracaena Avenue established – the Avenue was started in 1921 and completed by 1923.</p>
Setting and Significance	<p>It is a significant site within Falmouth. The approach from Western Terrace reveals the fine Monterey pine, some hedging, stone gateposts and a view of the open rugby pitch – detracted from significantly by advertising hoardings. The approach from Penmere Hill similarly has an open aspect, again detracted from by advertising hoardings.</p> <p>The heritage assets are hidden from the site by early 20C terraces and suburban development, by topography and greenery.</p>
Assessment of Impact & Harm	If the site remains as a Rugby Club and pitch, then there is negligible impact and no harm.
Rating of Impact	
Possible Mitigations	None needed at present

Notes	The RFC owns land at Menehay on which it had planning permission to relocate the Club. In 2007 it was granted planning permission for a new rugby pitch and associated facilities (W2/PA06/00479/FM), which lapsed in 2012. Had that been carried out, then the current site would have been available for development. The impact of this has not been considered here, as at present the Menehay land has an application for housing (PA16/08236) which was refused and is currently going to appeal APP/D0840/W/17/3177201).
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C.27 Garage, Boslowick Road:

OS Grid ref: SW796323: Site area, approx. 0.23ha.

C.28 Sewerage Pumping Station site Meadowside Road:

OS Grid ref: SW798319: Site area, approx. 0.8ha.



The garage is a small site, adjacent to high risk flooding area, may take a few houses, so given the low development potential this site not necessary to include in the plan.

The Sewerage Pumping Station site appeared to have some opportunity for housing. However, while the access is poor, it is within walking distance of the Boslowick centre. The location is limited by significant trees within site and its boundary and impacts of these along with ecological impacts of any loss. It is also at high risk of flooding, and is adjacent to the Swanpool SSSI. It seems unsuitable for development, so is excluded from the plan. It has little development potential.

C.29 Dell car park; C.30 garage backlands:

OS Grid ref: SW811321, SW810320:
Site areas, approx. 0.27ha, 0.16ha.



This smaller car park site (105 spaces) is linked with the larger car parks, serving the town and adjoining rail station. It adds to the provision at this end of town and serves the rail station. The site is subject to occasional flooding which can cover about three quarters of the site. The site was formerly the fish ponds to Grove Hill House (Grade II Listed) and there are remnants of its historic gardens; it has some landscape value. It is not suitable for residential development and the parking should be retained. There is an opportunity to improve transport 'interchange' with a shelter for the shuttle bus stop and taxis, and maybe to provide a taxi call point.

The backland site may not be available, but it could take some student or hostel development, or car-free residential – as the access is limited down a private lane. However, it is unlikely that this site will be developed in the near future, and can be excluded.

Both these sites are in the Conservation area

Heritage Assessment

Site Ref: C.29	The Dell car park
Onsite or Nearby Historic Environment Assets*	The Dell was once within the Killigrew estate. The 1690 survey by Georg Withiell named the location as the 'Little Meadow', separated from Arwenack Manor solely by a tree-lined avenue or Walk (later known as the Rope Walk). There was also a rectangular pond next to it. In 1771 the land was leased to George Croker Fox II who built Grove Hill in 1788-9, and the area of the Dell was then three fish ponds. It also had

	<p>a lodge house called the Swiss Cottage which remained until the 1930s. Grove Hill grounds were sold for development in 1937 when Grovehill Crescent was begun, and houses built in Arwenack Avenue. The development was continued after WW2 and completed in the 1950s, the old fish ponds being left undeveloped.</p> <p>The Dell is in the Conservation Area. The nearest Listed Buildings are Grade II Listed Grove Hill House and its former coach house and stables, and a cottage; and Grade II* Listed Arwenack Manor. The area to the NE is a Tree Protection Area (the former Grove Hill Estate) and the site also has trees with TPOs on its S, W, NW and NE boundaries.</p> <p>The tree-lined path from the Dell leading to Fox's Lane contains the remains of Grove Hill's landscaped grounds, remnants of the walled garden and the path follows the line of the original, shown clearly in the 1880 OS map – these should be treated as an unlisted heritage assets.</p> <p>The Dell is within CSUS Character Area 6 'Seaside resort and wooded suburbs'.</p>
Setting and Significance	<p>The Dell is surrounded by dense shrubs and trees, and a particularly important path leading to Fox's Lane. As it was in the 17C partly a pond, and in the 18-20C fish ponds, it is, unsurprisingly, subject to flooding. The southern boundary is formed by the railway embankment and Falmouth Town Station. The landscaping surrounding it, screens the parked cars, and it forms a green oasis in the suburban environment beyond.</p> <p>Views from the site are limited, and it is not possible to see any of the Listed Buildings from the site due to development, trees and topography. There is a view to the SW at the foot of Arwenack Avenue of Glyn Cottages, a row of three late 19C houses that are visually interesting and also of some heritage interest. The 19C railway bridge is also visible and of interest. Other than that, the railway embankment cuts off any views further to the south.</p>
Assessment of Impact & Harm	<p>The loss of landscaping and trees would have moderate impacts and could cause harm, and any attempts to widen the path to Fox's Lane or install unsuitable lighting would cause substantial harm.</p>
Rating of Impact	
Possible Mitigations	<p>The site is not suitable for built development, both in relation to its former historic use and current propensity to flood. The landscaping and unlisted heritage assets of the path should be retained, and any change done sensitively in relation to the line of</p>

	the path, and protection of the trees and their roots, and to cause no damage to the remains of the walled garden.
Notes	Suitable upgrading of the car park could be in relation to the 'transport hub' and include an in character bus shelter, a taxi point and place for the car club vehicle and charging point.

C.31 Melville Road/former sidings:

OS Grid ref: SW815321: Site area, approx. 0.34ha.



The site is within the Conservation area and includes a number of mature trees that contribute towards the wider setting of this part of Falmouth. This, combined with the narrow nature of the site raises concerns over the ability to deliver anything meaningful on this narrow and restricted site. In addition the trees are afforded protection from the Conservation area status, and any development at this site would be likely to give rise to potential impacts and pressures on these mature trees such that they could be lost. This matter could be overriding should a development proposal comes forward that cannot demonstrate that the trees can be retained and maintained into the future following any development that might be achievable on this site.

The Falmouth Hotel (Listed Grade II) is opposite, and its grounds, landscaping and trees form the setting to the easterly part of this site. Access onto Melville Road is also likely to be problematic.

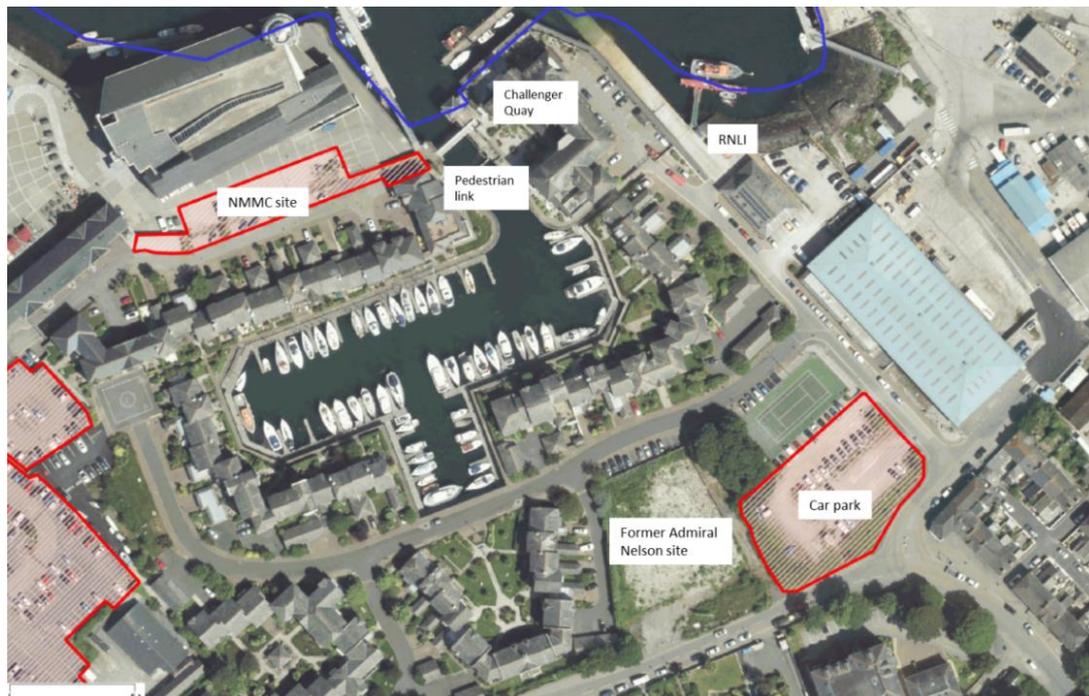
It should also be noted that the site backs onto the railway line, and which can in many instances give rise to objections from Network Rail to development proposals in such close proximity to the line.

Nevertheless it is reasonably well located town centre site with potential for some carefully designed and sensitive development - the site next door

seems to have been developed reasonably well. The site has limited potential for development.

C.32 & C.33 Sites adjacent to Admiral Nelson (former pub)

OS Grid ref: SW815323 (car park), SW813323 (NMMC):
Site areas, approx. 0.23ha (car park), 0.11ha (NMMC).



These sites sit in close proximity to the Docks, which have constraints relating to Health and safety, in particular with regards to HSE consultation zones which are an overriding consideration. Recent changes to the scale of consultation zones might offer some additional opportunities, although it would remain to be assessed through the planning process, and may not be an assured outcome.

Admiral Nelson site: This urban site is now built with retirement apartments nearing completion.

C.32 Car park next to Admiral Nelson: This is suitable for high density 4-5 storey residential with 30-40% being affordable. There is potential for mixed use, or for a hotel. This is an important 'entrance' site to Falmouth and will need a high quality design. There are some restrictive covenants on this land that need to be checked.

C.33 Site at rear of NMMC: This site was intended to be a store and workshop for the NMMC, but that function is now at Ponsharden. The site is suitable for workshops with flats over, or live/work units, or possibly student accommodation.

The route between the RNLi and NMMC is important to open up. There is a condition on the footbridge (as part of the planning permission) that this

should be open to the public. Some investigation into the condition and enforcement is needed.

Site potential, general assessment

Key characteristics and setting	These sites are on either side of the Challenge Quay and Marina gated developments.
Designations	None, but bounded on two sides by Conservation Area
Topography	Flat
Predominant land use	Car park, unused
Economy/employment	n/a
Education	Not close to schools
History/heritage	See Heritage Assessment below.
Development potential	High (car park); potential (NMMC)
Protection requirements	None
Policy outlines	For Car Park site
Community	Residential could strengthen community, and mixed use/facility should be encouraged. Hotel could support the tourist industry and shortage of rooms in the town
Building type/design	Apartments, or hotel, 4-5 storey
Densities/layout	High density
Facilities	Encourage provision– the local convenience store has closed, but a new restaurant/café has opened.
Connections	Close to the Docks rail station. Walking distance to shops lengthy around the gated development. The route via NMMC should be opened up
Transport	Rail, and infrequent and inconvenient bus route on Melvill Road.
Open space	n/a
Landscape	n/a

Heritage Assessment

Site Ref: C.32	Car park adjacent to Trelawny House retirement home
Onsite or Nearby Historic Environment Assets*	The site is bounded on the SW and SE by the Conservation Area. The SW limb of the Conservation Area embraced the former Admiral Nelson Inn (in the past named the Docks and Railways Hotel and Riviera Hotel). However this has been demolished and replaced by the 4-5 storey Trelawny House retirement home of little architectural merit. The closest listed buildings (50-100m away) are in Bar Terrace and are both Grade II Listed – Nos 1-2 early 19C cottages and Nos 3 – 5 mid 19C semi-detached villas that were divided into four dwellings at some time between 1906 and 1933. There is a tree preservation area adjoining

	<p>the NW corner of the site. The Scheduled Monuments are distant, the nearest being Upton Mount, which is separated from the site by the railway embankment and Pendennis Rise Housing. This will be completely hidden once the student housing on Ocean Bowl is built.</p> <p>Although in the 17C and 18C there were buildings close to the site – Corn Mills and Shipwrights - the site itself was a timber pond, which by the 1880s was beginning to silt up. By 1906 the pond had been filled in and some buildings were present, and through the 1920s and 1930s more buildings were added. In the 1960s there was a garage and numerous industrial buildings, and these were not cleared until the land reclamation and building of Port Pendennis – the adjacent tennis court was cleared in 1991, and the rest of the site soon thereafter.</p>
Setting and Significance	<p>The significance of the setting lies in the SW boundary facing the Bar Road, as it is a gateway site to Falmouth. It also faces Regent House/Imperial Court (in 19C Penwenack House), a large house converted into flats, and Ardyn House (formerly Ardyn Villa) converted into student accommodation. The listed buildings are further down the road and largely hidden behind greenery and walls. The other boundaries comprise the undistinguished Trelawny House, a tennis court and garages and the rears of Port Pendennis, an industrial shed in A & P Docks, and the side of a local store.</p>
Assessment of Impact & Harm	<p>Views from the Conservation Area to the SW boundary of the site will have a minor impact and cause less than substantial harm. The impact and harm on the Listed Buildings and Scheduled Monuments is negligible.</p>
Rating of Impact	
Possible Mitigations	<p>A building of the highest architectural quality on the SW elevation, to provide a spectacular gateway to Falmouth Town Centre.</p>
Notes	

C.34 Ocean Bowl site:

OS Grid ref: SW817322: Site area, approx. 0.37ha.



The site is adjacent to the docks and within the HSE consultation zones. Any development for residential at this site would need to be considered in light of this, but the changes to these may make development possible. The site is owned by Pendennis Superyachts as a potential workshop or storage area.

The site has (May 2016) been sold, subject to obtaining planning permission, to Empiric for £2.3m, a development company specialising in student accommodation. The proposal is for some 287 student rooms. There is already strong local opposition to this proposal, with some justification for this as the numbers would appear an over development, especially as the Maritime Studios cater for only 146 students. The design published in the West Briton (5/5/16) is insensitive to the site and pays no regard to its setting, and needs a radical redesign.

The loss of a leisure facility for Falmouth is regrettable. However, student accommodation is not an inappropriate use for the site, although it would do little to satisfy the demand for housing most needed in Falmouth for local people. Affordable or social housing could be more desirable/acceptable. However, its proximity to the rail station, and adjacency to other student accommodation make it feasible for this use.

Scale and built form will be important in relation to the residential properties that are in close proximity to the site. A strict code is needed to ensure that the mistake of building a block as insensitive and inappropriate to its setting as the Maritime Studios, does not happen on this site. The rising ground behind of Castle Drive needs to be respected, especially the view from the town of the open ground in front of the Ships and Castles, comprising Upton Redout and its line of sight. The design should have a lower height at the SW

end of the site, and be lower than the bulk of the Maritime Studios at the other end.

Site potential, general assessment

Key characteristics and setting	Bounded by the railway line to the north and houses to the south, it is largely featureless, apart from some significant tree cover at the SW corner of the site.
Designations	None
Topography	Fairly level
Predominant land use	Leisure
Economy/employment	The loss of jobs at Ocean Bowl may be replaced in part if the accommodation is managed on-site. The students may support additional facilities to be provided in the immediate neighbourhood
Education	Rail link to universities
History/heritage	See Heritage Assessment below.
Development potential	High
Protection requirements	Trees at SW corner
Policy outlines	
Community	The concentration of students may unbalance the existing community and have some negative impacts
Building type/design	2/3 – 4/5 stories to respect the setting and sloping ground behind (No more than 4 stories on average)
Densities/layout	High density
Facilities	Not known
Connections	Disconnected for pedestrians, except for close proximity to the beach
Transport	Rail, and infrequent bus service
Open space	n/a
Landscape	Trees at SW corner

Heritage Assessment

Site Ref C.34	Ocean Bowl
Onsite or Nearby Historic Environment Assets*	<p>The site is relatively close (150-200m) from the Upton Mount Scheduled Monument, and the Grade II Listed Falmouth Hotel, built in 1865, extended in 1890 and in the 20C. More distant, but within 400m are a Grade II Listed old Warehouse (1860-2) within the Pendennis shipyard, and a group of four early to mid 19C dwellings on Bar Road. The Conservation Area is close to the SW and NW end of the site, and to the SE end of the site. There is a TPO area of Monterey Pines at the SW end of the site.</p> <p>In the late 17C the site was just fields (part of West Foxholes fields) and remained as fields until the coming of the railway in 1863. By 1880 railway sidings</p>

	<p>had been established and a large Goods Shed had been built. In 1906 another 'square' building was erected halfway along the SE boundary. These two buildings remained until the 1950s. By the mid to late 1960s the square building had been demolished, and all the buildings had been cleared by the early 1990s. Ocean Bowl was then built, probably in the late 1990s.</p>
Setting and Significance	<p>The setting is bounded by the railway and station (Falmouth Docks) to the NW, and the A & P Dockyard is at the other side of the railway. Terraced houses and maisonettes are immediately to the SE. The NE of the site is next to the station car park, and Maritime Studios (student accommodation). The SW end of the site is a TPO area with fine Monterey Pines.</p> <p>The Listed Buildings, noted above, are not visible from the site. The only one that could be partly visible would be the Falmouth Hotel, but this is screened by the trees on site, and also the trees and landscaping in the Hotel grounds.</p> <p>Upton Mount is close and potentially visible, especially from upper storeys if the site is developed. The key views into the site are from the Town, and reinforce the importance of views to Upton Mount and the undeveloped land in front of it.</p> <p>The site is not visible from the harbour, or from St Mawes.</p>
Assessment of Impact & Harm	<p>Developing the site could have moderate impacts and have the potential for substantial harm to the setting and views of the Upton Mount Scheduled Monument.</p>
Rating of Impact	
Possible Mitigations	<p>The height of any building should be less than the line of the houses on Castle Drive behind, so that views of Upton Mount remain uninterrupted.</p>
Notes	<p>An application was made for student accommodation with 249 beds in 2016 (PA16/05447) and was refused. A further application was made for PBSA of 190 beds in 2017 (PA17/04077) and was also turned down. This went to appeal and it was upheld on 15 November 2017 (APP/0840/W/17/3182360).</p> <p>If this consent should lapse, or an application made for material changes, then the above policy outline and heritage assessment should apply.</p>

C.35 Pitch & Putt:

OS Grid ref: SW792310: Site area, approx. 3.0ha.



A sizeable site on the southern periphery of the town. Applications have been made in the past to develop it, but they have been turned down. It is included in the SHLAA. The location is isolated and distant from facilities. And it is particularly sensitive as it is with the AONB. As such it is unsuitable for development and should be protected.

D. Coastal and waterside sites – protection from development

The most sensitive and in some cases the most important sites in Falmouth. They are already under pressure for exploitative development which could permanently damage the coastal scene, and the attraction to visitors and tourists and the people of Falmouth. All have strong public support for protection (NDP questionnaire), high landscape value, and also historic significance. These sites deserve the highest level of protection.

D.36 Old Oil Depot, Pendennis Headland:

OS Grid ref: SW824321: Site area, approx. 1.72ha.



Planning application (PA15/10225) currently submitted for development that includes 35 residential units, and which had been promoted through the SHLAA process. Previous uses of the site and current neighbouring industrial uses could become overriding factors for development on this site, especially related to environmental health and health and safety. This could be likely to raise significant infrastructure requirements to deliver development here.

The site is outside the conservation area. It also has problems of oil leakage, and so remediation is desirable. The balance between the industrial uses adjacent, the need to remediate, and the potential damage to the setting of Pendennis Castle and the headland are clearly conflicting. Although the developers argue that the materials used would reduce its impact, this does not convince, and at night its impact would be considerable and negative.

The significance of the Scheduled Monument should prevent any development there. If permission is granted, then, because of its special problems and omission from the Conservation area, then a condition should be stated that

this would be an exception, and not to ever count as a precedent for any further development on the headland.

D.37 Middle Point:

OS Grid ref: SW825320: Site area, approx. 0.52ha.

This is currently for sale as a 'development opportunity'. There is a house and outbuilding on the site, and the site is included with the Conservation area. Because of the views from the water and St Mawes, and from the headland, this site should not be developed in any way other than for a single replacement dwelling. More would be damaging to the Castle and headland.

D.38 & D.39 Land in front of Ships and Castles:

OS Grid ref: SW825320: Site area, approx. 0.52ha.



This site includes some unused land and land used for the oil depot. It is within the Conservation Area and contains Upton Redoubt, a Scheduled Monument.

Proposals have been made, speculatively, for housing on these sites, which have been visually and historically damaging, and destructive of the landscape and landform.

This land should be protected from any development. It is important to the interpretation of the history of the Pendennis defences; it has considerable value from views both to and from the land. In particular, views from a large part of Falmouth to the site are of significance, because the shape, land form and greenery make sense of the headland and its history.

The main detractors from this are the Ships and Castles, and the inappropriately designed Maritime Studios. Neither should have been built on such a sensitive and important site and setting. Accordingly this land should be protected from all development. In an ideal world it would be opened up for public access, so that all could enjoy the setting, views, and history of the headland and its castle.

Note: The Ships & Castles has recently been under threat of closure. Its maintenance backlog and ongoing running costs are expensive. In a time of austerity, although it is being kept open, may well come under threat again. If it is closed (and hopefully relocated), it could provide an opportunity to mend the damage that was done to the landscape, archaeology and historic interpretation of this part of the historic Pendennis Headland. It should not be seen or marketed as a development opportunity to exploit its location for private use and gain. While the land could be seen as having development value, the cost of demolition of a complex building to enable development could outweigh a large proportion of its value. In policy terms it should never be designated as a brownfield site.

Site potential, general assessment

Key characteristics and setting	A prominent site that is in an extremely sensitive setting at the western end of Pendennis Headland. Its landform, treed and green landscape are important and highly visible from a large part of Falmouth. It is of Historic significance and an integral part of a nationally important English Heritage site. Upton Redout forms the eastern boundary.
Designations	Scheduled Monument (part); Conservation Area (but included in the SHLAA)
Topography	Sloping by 15m southwest to northeast.
Predominant land use	Unused
Economy/employment	n/a
Education	n/a
History/heritage	Upton Redout and its line of sight is an important Civil War monument, and traces of WW2 trenches are of historical value. Its history if of very high value
Development potential	None
Protection requirements	Full protection needed
Policy outlines	
Community	Ideally a public space
Building type/design	n/a
Densities/layout	n/a
Facilities	Open space and interpretation of Civil War site
Connections	Poor
Transport	Infrequent public transport
Open space	Important to maintain
Landscape	In need of improvement – an ideal public asset

D.40 Land off Swanpool Road (Horsefields site)

OS Grid ref: SW800311: Site area, approx. 1.5ha.



This is an important part of the character and setting of the coastal area. There are significant views from, and into the site from the surrounding areas. It forms part of the attraction of the area to visitors. The adjacency with the AONB means it forms a natural continuation of this high value landscape, and the proximity of the SSSI reinforces the sensitivity of the site.

The site is disconnected from the town, distant from any retail facilities or employment areas, and poorly served by public transport. Any development on this site would not help build a sustainable community, as the Golden Bank area of housing closest to it has no facilities to support itself, let alone for any extension on this site.

It is noted that the original Town Framework assessments of the site and its current revision excluded it from development. Also, that the public consultation for the Neighbourhood Plan overwhelmingly wanted the coastal areas protected; Swanpool, Boscowen Fields and the Pendennis Headland being highly valued and singled out by the people of Falmouth for protection.

This site is not suitable for development.⁷

⁷ This site has been subject to planning application PA14/12058 by Linden Homes to develop it with 28 houses, and it was refused planning permission by Cornwall County on 7th July 2015. Linden Homes lodged an appeal which was heard on 19th April 2016. The appeal was allowed and planning permission granted (APP/D0840/W/15/3129840). This will now be an isolated suburban development and likely to be predominantly second homes.

Site potential, general assessment

Key characteristics and setting	An isolated site in a high value landscape and coastal setting, compromised by a car park, toilets and apartment buildings. The adjoining AONB and proximity of the SSSI make it a sensitive site, and views into the site give it a high landscape value. The site comprises fields divided by hedgerows with a wooded area to the west.
Designations	None (but included in SHLAA)
Topography	SW slope upwards of about 30m; the northern part of the site is steeply sloping.
Predominant land use	Agricultural
Economy/employment	No major employment close by; small businesses nearby include a restaurant, golf course, pitch & putt, and garden centre.
Education	Well outside the walking distance to the nearest Primary School, and distant from the Secondary School
History/heritage	Formerly the Swanpool silver mine, and likely contamination from lead and arsenic traces from this activity.
Development potential	Low
Protection requirements	The open landscape and trees
Policy outlines	
Community	Not achievable, unless significant facilities were to be added to the adjacent Golden Bank housing area
Building type/design	n/a
Densities/layout	n/a
Facilities	None
Connections	Isolated and car dependent
Transport	Inadequate
Open space	n/a
Landscape	Important to retain

4.2. Neighbourhood Workshop

For: the Strategic group and other working group representatives
Facilitated by Tim Kellett 1st March 2016 at the Town Hall chamber.

Attended by:

Henrietta Boex, Matthew Williams, Candy Atherton, George Gillow, Bill Radmore, Grenville Chappel, Oliver Lane, David Yelland, Tom Ebdon, Jo Widdicombe, Angela Beale, Tim Kellett

Apologies:

Mike Jenks, Steve Besford-Foster, MJ Long, Richard Thomas, David Hosken, Michelle Brunton, Dominic O'Neill

Purpose

The purpose of this meeting was to ensure working group members shared a reasonable consensus in their view of the location and scale of recognisable neighbourhoods in Falmouth and the local facilities that existed to support them. This workshop was part of the strategic group's work plan.

It was also to provide material that could be used to develop future aspects of the neighbourhood plan such as community consultation, engagement with stakeholders, landowners or developers, and negotiations with adjoining parish councils.

A short presentation was given by Tim Kellett on the nature of neighbourhoods, what helps them become sustainable, the importance of a focal point, a neighbourhood centre, their scale and the impacts of connectivity and walking distances.

Workshop 1

This involved participants working in 3 smaller groups to identify boundaries of Falmouth neighbourhoods they believed to have a distinct character or sense of community, and to identify what local facilities existed within the boundaries. The results were presented to the whole group and any important observations noted.

The results are illustrated on the Workshop 1 Plan.

Observations and suggestions

- While there were some differences noted in boundaries or sometimes sub divisions there was a strong consistency in the neighbourhoods or communities recognised.
- The Town Centre provides excellent facilities and choice of shops but is not within walking distance of the majority of the town. The development is one-sided owing to the coastal location
- The topography and steep gradients also have a major impact on connectivity and walkability in the town.
- The upper historic area of the town, with its regular Victorian street blocks, was gradually changing in character due to the preponderance of student housing. However it had a very strong distinctive character.

- It was particularly evident that Boslowick provided a good local centre in terms of shops it lacked a good community centre.
- Swanpool, Goldenbank and the surrounding area was particularly lacking any local facilities. It had no sense of centre and was made up of a number of housing estates.
- Lambs Lane area had few remaining shops and a huge green space that seemed underused and included a severely deteriorating artificial pitch. It was noted that the pitch was on made up land.
- Pubs had traditionally provided some local facilities but were closing down in the outskirts of the town
- Old Hill and the Beacon had two different characters and had few local shops. The beacon Open space did not act a good connection between adjacent housing areas.
- The Dracaena Centre served a very wide area as a local community centre but was a long walk from many areas.

Workshop 2

This involved participants reviewing the same map of Falmouth but with all the sites identified that were under consideration or could be changed in the future in some way. These included sites outside the neighbourhood plan boundary but clearly would have a huge impact on existing Falmouth communities. The groups then took their earlier observations and looked for any opportunities for these sites to improve local facilities or improve the sense of neighbourhoods rather than just providing housing sites or estates.

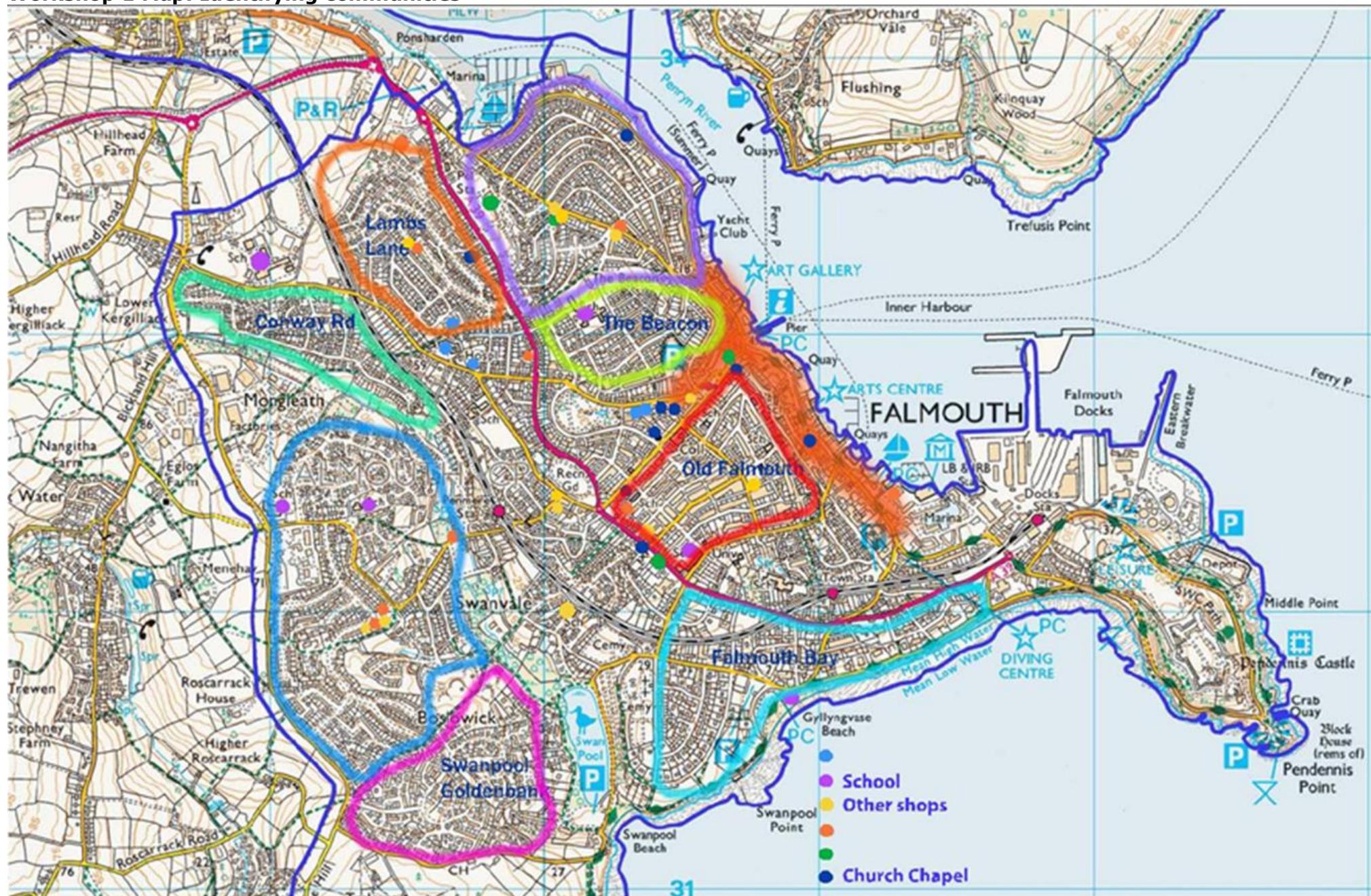
The output of three smaller groups was recorded on sketch plans and presented and brought together on the single workshop 2 plan. Again very similar conclusions were reached.

Suggestions

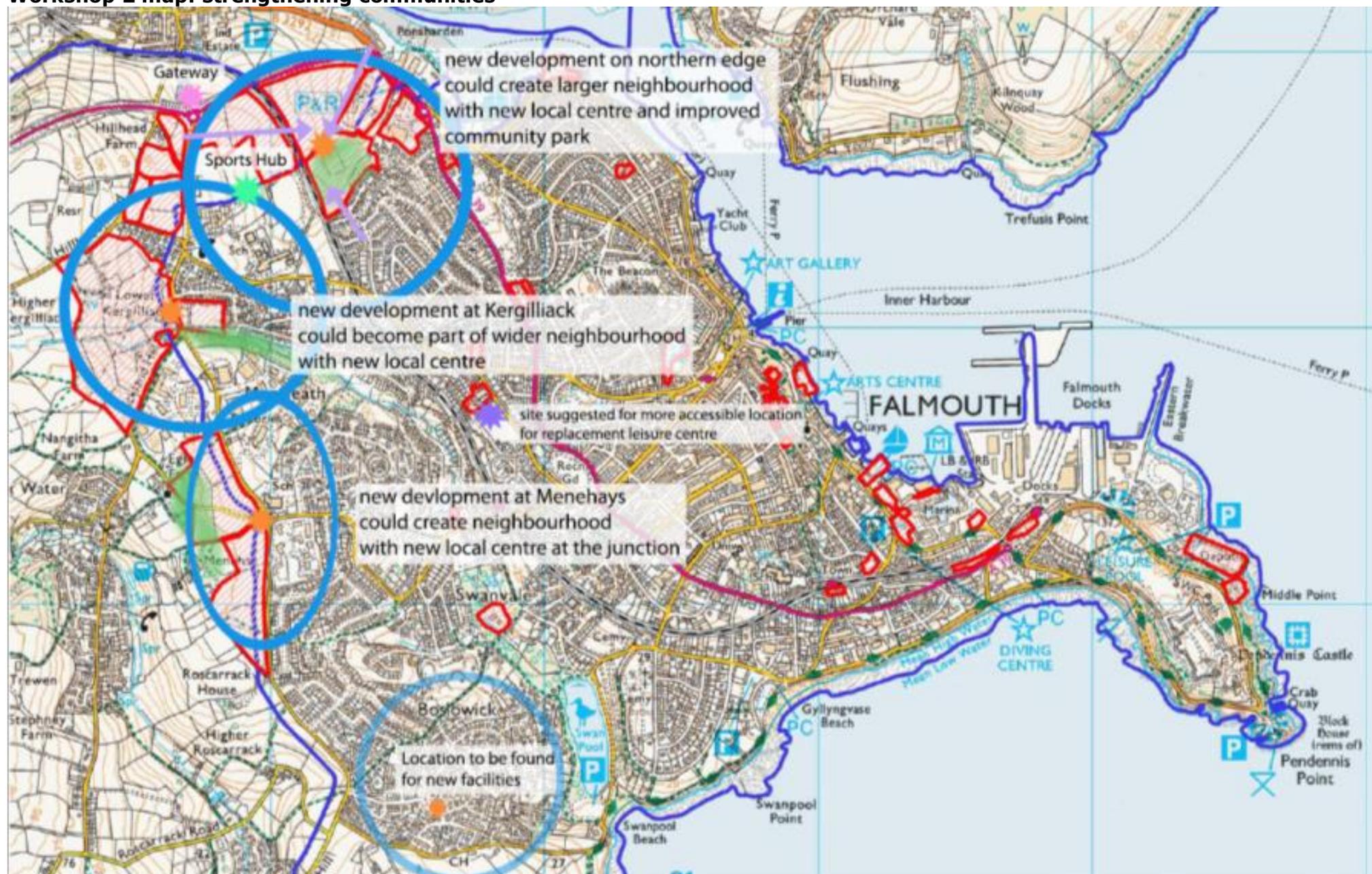
- The sites on the northern boundary from Union Road to Falmouth Road should not be considered in isolation but had a great opportunity to strengthen the existing neighbourhood around Lambs Lane sharing a new local centre and improved park in the centre. This would require a street link over the railway.
- These should not be developed as separate sites, but all could be integrated and connected to create a mixed use community. There is potential for higher density and integrated student developments particularly at the Vospers end.
- The pitch could be removed if the sports hub is developed at the school and the area used to create a better public park.
- A framework plan could be developed for this area with engagement from key stakeholders e.g. School, Church Commissioners, Penryn TC, Network Rail, Lambs Lane residents, West Country Land, Sainsbury's, Vospers etc

- The Union corner housing risked being left out of local neighbourhoods unless a better access and connections could be made and possibly local facilities e.g. shop.
- The potential sports hub around the school was a vital facility to develop next to these neighbourhoods.
- The sites around Kergilliack Farm should provide a local centre which can also be accessed by the Conway Road area residents. The enhancement of the Football club site could provide further local facilities.
- The sites adjacent to Menehay Farm could provide local facilities on Bickland water road at the junction with Mongleath Road
- It is vital that the nature of Bickland Water Road changes through design and lower speed limit to become safer and more pedestrian friendly. This needs to become a street to properly allow new housing areas to integrate with existing communities.
- It was noted that Ships and Castles leisure centre was not in a very accessible location for most of the population. If its future was under consideration then the Tregenver School and playing field could offer a more accessible central site.
- The Swanpool / Goldenbank estates had great need of some local facilities and it may be possible to identify a site for a local shop or mixed use building. It was suggested [not confirmed] that the open green central area may have been unsuitable for development because of ground conditions.

Workshop 1 Map: Identifying communities



Workshop 2 map: strengthening communities



4.3 Inputs to Cornwall Council Allocations/DPD

A close working relationship was established between the NDP Spatial Strategy Working Group and Cornwall Council Planning through six informal meetings and two wider formal meetings that included the Chair of the NDP.

Information was exchanged on the assessment of sites and discussion about which sites to include in the NDP, and which should be part of the Allocations Document. Broad strategies from the NDP have been taken into account by Cornwall Council, and it is presumed that the NDP group will put forward frameworks and some design codes for sites that make up Falmouth's urban extension, but which are outside the NDP boundaries.

It should be noted that there may be complications arising from the different timescales of the documents concerned – the Local Plan, the Allocations/DPD, the Article 4 Direction, and Neighbourhood Plan. Nevertheless the inputs that have been made should map across reasonably smoothly.

4.4 Brief and comments to AECOM

Urban Design Brief

Priority 1: Town Centre: Four Key Elements:

Produce a strategic plan that identifies main street enhancement, two key development sites at either end and supplementary linked sites. Develop this as simple strong concept and image. Develop concept plan for each site, including the main street, to identify key objectives for each. Produce presentation supporting material in consistent format.

Main Street

Show as one of the greatest assets of Falmouth – its historic character, place, communal activities, and economic activity. From the Quarry to car park on former TA site - (Quarry Hill, Killigrew Street) focussing on Market Street, Church Street, and Arwenack Street. Use evidence [e.g. Tall Ships events] and images to support. Leading to argument of unlocking even greater potential by reducing traffic flow and managing deliveries, partial pedestrianisation, shared space, reducing car parking at Church St Car Park, enhancing Church St car park as a pedestrian attraction, repaving Main Street to highest possible accessible standard and maintaining historic character, enhancing place-making along the route. Enhancing public transport along route. Identify special places along the route – The Moor, Prince of Wales Pier, Arwenack St, space by the Church, etc.

Consideration or comment on the feasibility of bringing upper floors into use as housing (starter, social, affordable). And take a forward looking view to communications infrastructure, connectedness and 'smart city /town' concepts to enhance business and attract tourists through connectivity, etc.

Church Street Car Park

This is the site with the greatest potential for development that will improve the economy and attractiveness and activity of Falmouth. Its current use is helpful to visitors to access close into the heart by car, and also for some residents who rent a nearby parking space. It completely under achieves its

potential and greater commercial value to the town. However it was a gas works in part and may have some significant development costs re contamination issues – where (what or whether) to build. If the main parking is removed or significantly reduced and restricted it could unlock the potential for the Main Street as shown above, and also for the site itself. Options to show enabling development should be evidenced with some cost analysis. Consider transport and link to park and float and ferries, and water access integrating with Falmouth’s marine strategy. Sensitive consideration of the impact on the historic waterfront, townscape and views in and views out, are needed. Any development must focus on strengthening the core town centre commercial area and balance the conservation, access, contamination, viability and parking issues.

Quarry Car Park

A significant opportunity site – the main reason for it as a key development site is to increase car parking capacity to enable Church Street car parking to be reduced. Explore the potential of increasing parking by creating multi-decked car park, combined with significant student housing numbers. This should be tested carefully. Consider future management and maintenance together with who would be prepared to operate them (CC/Falmouth may not want to take on the obligations). Some best practice examples might help.

The "TA" site and Grove Place

Careful identification of what could be put together to create a deliverable development site - increasing parking capacity with housing and/or student accommodation within a mixed use site. Like the Quarry, the aim is a reduction or closing of Church Street Car Park. Could include the private Cambletown Way parking site adjoining, could include Grove Place car park but must be aware of legibility of Events Square. The opportunity exists to 'mend' the urban structure of this area. A key Historic England issue is about the setting in relation to Arwenack Manor.

Notes:

In looking at these three main elements of the strategy it is important not to reinvent the wheel. However the brief should be to re-use the best of the previous information, packaged in a simple strong concept that can be encapsulated in a series of simple policies. But also it should identify what are the critical outcomes of each element so that development is not given away without achieving the core objective.

Identify these core objectives so they can become a clear part of the policies i.e. development will not be allowed in this area / on this site unless it directly contributes to achieving the key objectives and does not compromise the ability of other parts of the site to do the same

Show the linkages of the core sites to adjacent "places" of importance which could also be enhanced. E.g. High Street, Prince of Wales Pier, The Opes, The Moor etc.

Consider making contact with BID as the key agent for the business community in making changes in the centre (Richard Wilcox, Falmouth BID Manager, E: richardwilcox@falmouth.co.uk, T: 01326 313553, M: 07557 904789) and the Town Centre Manager (Richard Gates, Town Manager, M: 07876 400229, T: 01326 313553)

Note that student housing numbers do not count towards the housing growth target numbers. Also that the Quarry site, Cambletown Way site and the Ocean Bowl site are being considered for student housing.

Deliverables:

- Strategic concept plan – a diagram overlaid on OS and/or aerial base - three key sites and the street link. Further graphics to indicate important places for enhancement.
- New annotated concept plans of each element/site – consistent graphic style.
- Identify short key objectives for each site – relevant to be incorporated into a policy.
- Provide relevant illustrative material, annotated, either from existing studies, new sketches, precedent photos, sample details, cross sections, and design code for each site. (To be agreed).
- Phrase the report in a way that help attract both regional and national/European funding pots as well as potential private investors.

Priority 2: Key housing sites:

These are areas identified by the Strategy and Housing Groups that could benefit from private or public investment within the town boundary. Most of these can and should be linked to the main strategy above presenting extra opportunities to enhance the transformation of Falmouth. They should be supported if they contribute to and do not compromise the ability to achieve priority 1.

Many of the sites are currently in use, but their functions may be relocated. There are also small backland or brownfield sites to consider. These sites will need to contribute towards the housing growth targets.

Priority 3: Peripheral development

The sites identified are outside the town boundaries, but are the for Falmouth's urban extension. The housing growth target for Falmouth and Penryn has been raised from 2600 to 2800 dwellings. About half of these numbers are already with planning permission, so these sites may have to cater for around 1000 dwellings. The exact numbers are to be determined by the County.

The objective for the peripheral development is to provide broad guidelines or codes for their development, to indicate (graded) densities, to locate high density areas that might for the core of a sustainable community, and to consider turning part of the main road into an urban street. The housing within the town boundary and adjacent to the growth areas needs to be studied to see what the 'sustainable development deficit' is and to assess what might be needed to link the areas together to build sustainable communities.

Note:

The AECOM report, and comments by the Group are attached in Appendix 7.1 & 7.2

4.5 Dropbox resource

A Dropbox resource was created for all the documentation used in this study, and as a means to communicate with members of the Group. 14 folders and 17 further documents were saved on the site. These included key documents such as: Policy documents including the NPPF and draft Local Plan; Falmouth by Design; the Terrence O'Rourke study; Future Parking Strategy for Falmouth; the Harbour Master Plan; Falmouth Character Assessment; a range of Historic Documents; numerous examples of good practice and housing design.

<https://www.dropbox.com/home/Planning%20Documents>

5. Draft policies for framework and housing capacities

The notes below give an outline of the frameworks and housing capacities that should be followed:

- The frameworks show densities, areas to be kept green, connections, facilities, and are sufficient to show the broad strategies for the new 'sustainable communities' we have identified.
- Some summaries of numbers for growth:
 - Housing – the growth target for Falmouth & Penryn is 1,123, of which 40% should be affordable. The affordable housing should be 70% rental and 30% intermediate (See 5.1 below)
 - The University has planning permission to expand for a further 2,500 students, 1,000 of which are to be on campus, and the remainder to be allocated by the Site Allocations DPD (see also 5.2).
- Guidance for the housing capacities is outlined below. The Allocations DPD suggests the Church Commissioners land (our Lambs Lane Community) could accommodate 300 at 35dph. This seems low and likely to result in a simple roll out of developers standard boxes.
 - We suggest 150 apartments and/or town houses at 70dph, and 225 at 35 dph, giving a total of 375 dwellings. The high density could provide the core to the community, and make social/affordable accommodation more viable
 - Also the land at Hillhead the DPD suggests 200. Similarly if 25% of the site was high density, this would yield 260 dwellings.
 - Lower Kergilliack already has planning permission for 300, but if the opportunity arises the principles of graded densities above should be followed..

- The DPD allocates 800 houses to the above three urban extensions, we could suggest this, if well designed, could yield some 935 homes instead.
- If the Menehay sites were to be developed, then developing 65% of the area and leaving 35% for landscaping, greenery and views to protect Budock could still yield 400 homes. 160 at 70 dph and 240 at 35dph. At the moment these would not be needed to fulfil the growth targets.
- Should we consider a policy that caps student numbers being catered for in managed accommodation on the sites we have identified? What should be the division between Falmouth & Penryn. E.g. 800 Falmouth (the desired location), 400 in Penryn, and the University to add 400 more on site?
 - A cap that also relates to the article 4 restrictions. E.g. If a very restrictive A4D of 5% or less even 0% is imposed, then no more than 800 students to match the minimum housing expansion of 800 homes (but still to be 800 even if more houses are built)?
 - But if a policy of 'no more students' is adopted and they were catered for on campus, then it would be unlikely that the A4D could be as restrictive, and maybe set at a minimum of 20% and more in some areas, or even some areas not covered at all? In other words some balance between new homes and students coming in?

5.1 Housing Need in Falmouth⁸

Homes to rent

The number of households requesting affordable rented (at affordable and social rents) property with a local connection to Falmouth is 1073.

The 1073 households require different size housing, they are as follows;

No of Households	Requirements
560	1 bed home
353	2 bed home
110	3 bed home
39	4 bed home
11	5 bed home

The need in Falmouth also shows 297 of the applicants are over 55 years of age and 251 of those applicants require 1 bedroom accommodation.

⁸ Figures provided by George Gillow through Homechoice for Falmouth's housing need

Homes to buy

Number of applicants with a local connection to Falmouth registered with 'Help to buy south west' and looking to buy a low cost home in Falmouth – *awaiting information.*

40% of a development to be affordable housing

The planning department issue a Section 106 agreement to private housing developments requiring them to include a percentage (often 40% but this can vary) of the housing to be 'affordable'. Affordable housing can either be rented or to buy; both these types of affordable housing will be below market rates.

70% rented

This part of the requirement can either be affordable rent or Social rent. 'Affordable rent' can be up to 80% of open market rents in that location. 'Social rent' (the rents charged by Cornwall Housing) is a rent which is calculated from a base property value taken from the year 1999 and factors in local wages compared to national incomes, typically this rent has been around 60% of open market rents.

30% intermediate

The 'intermediate' element of the affordable requirement within a section 106 can either be rented or for sale, at levels cheaper than open market but higher than the low social rents. This type of housing can be in a number of forms including Shared Ownership, Shared Equity, First Buy, Discounted Sale, often this element is in the form of houses sold by the developer as 'Discounted sale' or 'Low cost housing for sale' at a percentage (40% - 70%) of open market value.

More information on this subject and more detailed explanations of the types of affordable housing can be found on the Cornwall Council web site - <https://www.cornwall.gov.uk/housing/affordable-housing/what-is-affordable-housing-and-how-to-apply>

5.2 Some notes on benefits to Falmouth of students⁹

The most obvious benefits are economic: Exeter and Falmouth Universities and their students we have contributed over half a billion pounds to the Cornish economy.

Falmouth and Penryn have the lowest unemployment in Cornwall and the Falmouth and Truro parliamentary constituency has the highest wages in Cornwall, some 16% higher than those for Cornwall as a whole. This is in part because the two universities and their students are here.

Students and staff support Falmouth Week, Spring Fair, ParkLive and add to the culture of the town via events like Café Scientific and the Science of Xmas. Our students volunteer for a huge number of events and are the best student body for volunteering in the UK. Through the student union, University of Exeter students have partnered with Falmouth University students to: raise £37,000 during the past academic year conduct beach

⁹ Notes provided by Prof David Hosken and Bill Radmore

clean-ups along Cornwall's coast, volunteer to help children and the elderly, lend a hand at local animal sanctuaries. This is because they feel part of the local communities

Also a significant number of graduating students go on to stay in the area and build homes and businesses often in above average paid and skilled jobs that help the economy of the town. This is increasingly important given the rising average age of residents with the potential for creating an unequal balance of those in work and those retired. Others often return later in life having had enough of city life.

6. Sources

Key sources drawn on include:

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- Department for Communities and Local Government (2012) *National Planning Policy Framework*, DCLG, London.
- Falmouth Civic Society (2012) *A Future for Falmouth's Car Parking: Suggested strategic approach*, Falmouth Civic Society (pdf on Dropbox)
- Falmouth Coastal Community Team (2016) *Falmouth 2030: Falmouth Coastal Economic Plan January 2016*, Falmouth Town Council.
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Key additional sources for the Heritage Assessments include:

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- Gay, S. (1903) *Old Falmouth*, Headley Brothers, London.
- Gilson, Peter (1990) *Falmouth in Old Photographs*, Alan Sutton Publishing, Stroud.
- Kelly, E.R. (ed.) (1883) *Kelly's Directory of Devonshire and Cornwall*, Kelly and Co., London.
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Maps consulted:

Cornwall Council Interactive Map,

<https://map.cornwall.gov.uk/website/ccmap/>

Heritage Gateway, <http://www.heritagegateway.org.uk/Gateway/>

National Library of Scotland Maps, OS 25 inch (1880, 1933), OS Six-Inch (1880, 1906, 1933, 1938), <http://maps.nls.uk/>

Consulted Tom Weller for the following maps and documents:

Lilly, Col. Christian (1715) *An exact Plan of Pendennis Fort*.

RAF (1946) *Arial Vertical Photographs of Falmouth*.

Royal Cornwall Polytechnic Society, *The Building of Port Pendennis*, Arial photographs from 1988-91.

Shuttleworth & Sons (1848) *A Plan and Particulars; of a portion of the Manor and Estates of Arwenack comprising nearly the Whole Town of Falmouth*, (for sale by auction), Shuttleworth & Sons, 28 Poultry, London.

Withiell, Georg. (1690) *A true Map of all Sir Peter Killegrews Lands*.

7. Appendices

7.1 AECOM Report

7.2 Comments to AECOM

7.3 Frameworks

Appendix 7.1 – AECOM Report



FALMOUTH TOWN CENTRE SITES:

Neighbourhood Masterplanning

June 2016

Prepared for: Falmouth Town Council by AECOM



Falmouth Town Council

My Community 

AECOM

Contents

1

- Introduction
- Background
- Urban Design Brief agreed with the Group

2

- Site Analysis and Concept Plan
- Site Analysis
- Vision and Concept

3

- Main Streets Public Realm Improvements
- Arwenack Street - Southern end
- Arwenack Street - Northern end
- Church Street
- Market Street
- Frontage improvements and use of upper floors
- Summary of objectives
- Suggested policies for Main Streets Area

4

- Church Street Car Park Site
- Site analysis
- Summary of objectives
- Suggested policies for Church Street

5

- The Quarry Site
- Summary of objectives
- Suggested policies for The Quarry Site

6

- Grove Place and TA Car park sites
- Summary of objectives
- Suggested policies for Grove Place and TA Car Park sites

1. Introduction

Background

Through the Department of Communities and Local Government, Neighbourhood Planning Programme, AECOM has been commissioned to help Falmouth Town Council (the Group) to undertake an analysis of several sites in Falmouth in order to assess their potential housing capacity as well as to propose environmental improvements along Church / Arwenack Street. The overarching aim is to produce a strategic masterplan framework.

From the outset, a scope was agreed with The Group, that required AECOM to understand the initial desires expressed by the Group and test options for each, demonstrating site capacity, for a mix of market housing and student accommodation.

Three sites have a car parking use at present, thus, this analysis included the assessment of how to reorganise and redistribute the car parking provision in the centre of Falmouth. Similarly, a number of studies were carried out to understand the likely environmental and public realm improvements that would be suitable to enhance the main streets within the Town Centre.

Urban Design Brief agreed with the Group

Objective

Produce a strategic masterplan framework that analyses and develops proposals for enhancements to the 'main streets'. To ensure the connectivity of these sites to encourage movement through the town, and provide a walkable and safe environment. Lastly, catering for the high frequency shuttle bus service and development potential for three carparking sites; i.e.

- Church Street;
- The Quarry; and
- Grove Place and the TA site.

Objectives for the individual sites

Main Streets

The main streets, a collective shorthand used in this document for Market Street, Church Street and Arwenack Street, are among the greatest assets of Falmouth – its historic character, place, communal activities, and economic activity are very attractive to visitors and locals alike. This street has different characters along its length and requires some unifying vision.

The objectives for the main streets are:

- to create an attractive public space binding other individual sites together;
- to de-clutter the space of unnecessary signage and markings;
- to introduce new pavements, urban furniture, and consistent signage;
- to reduce vehicular traffic both in quantity and speed;
- to make this space a pedestrian priority area;
- to manage deliveries;
- maintain its historic character whilst improving its urban image;
- encourage the use of upper floors as housing;
- enhance public transport; and
- take a forward looking view to communications infrastructure, connectedness and 'smart city /town' concepts to enhance business and attract tourists through connectivity.

Church Street Car Park

This is the site with the greatest potential to be a show-piece for the centre of Falmouth, encouraging its attractiveness and activity. Though its current use as a carpark is helpful to visitors to gain access close into the heart of the town as well as residents parking there, it completely under achieves its potential and greater commercial value to the town. This site needs to be rethought as community space in the context of this masterplan framework and a gateway that could be linked to park and float and ferries services.

However consideration should be given to the sensitive historic waterfront, townscape and views in and views out. Any development must focus on strengthening the core town centre commercial area and balance the conservation, access, contamination, viability and parking issues.

Grove Place and TA sites

These sites constitute the southern bookend of the main streets. They have a close relationship with the new cluster of restaurants, shops and the National Maritime Museum and Events Square. Given the outlook and configuration of this cluster, considerations should be given to improve car parking and to provide residential and/or student accommodation. The existing Watersports Centre as well as the toilets and visitors information centre should be considered as part of these sites. The objective is to create a better end to the main streets, whilst enhancing the pedestrian experience leading towards the museum cluster. Some key consideration should also include:

- reduce / relocate carparking to The Quarry site;
- alternatively reorganise/increasing parking with a multistorey solution;
- provide residential and/or student accommodation as part of the site capacity with housing and/or student accommodation;
- aid to the closing of Church Street as a car park;
- preserve views and legibility of Events Square;
- 'mend' the urban structure of this area;
- preserve the original coastline trace; and
- consider development in relation to Arwenack Manor.

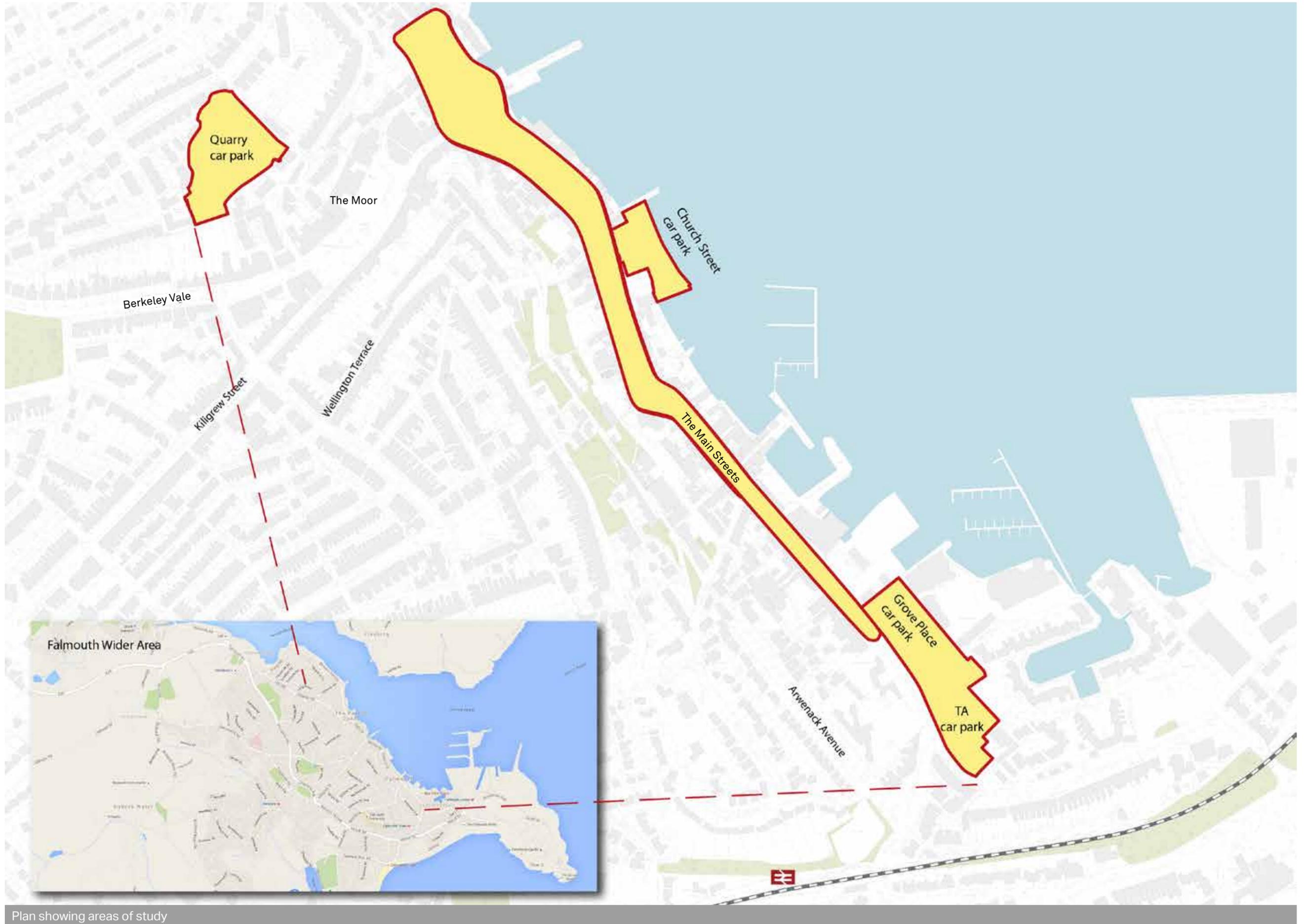
Quarry Car Park

This is a significant opportunity site. Given its physical characteristics and siting, it can help to increase car parking capacity to enable Church Street car parking to be reduced or eliminated altogether as well as the reorganisation of Grove Place and TA sites. Moreover it could also host residential / student accommodation development. In particular:

- explore the potential of increasing parking by creating multi-decked car park;
- develop a concept to "wrap" the carpark with residential or student housing and the provision of amenity spaces; and
- relationship with surrounding buildings.

Deliverables

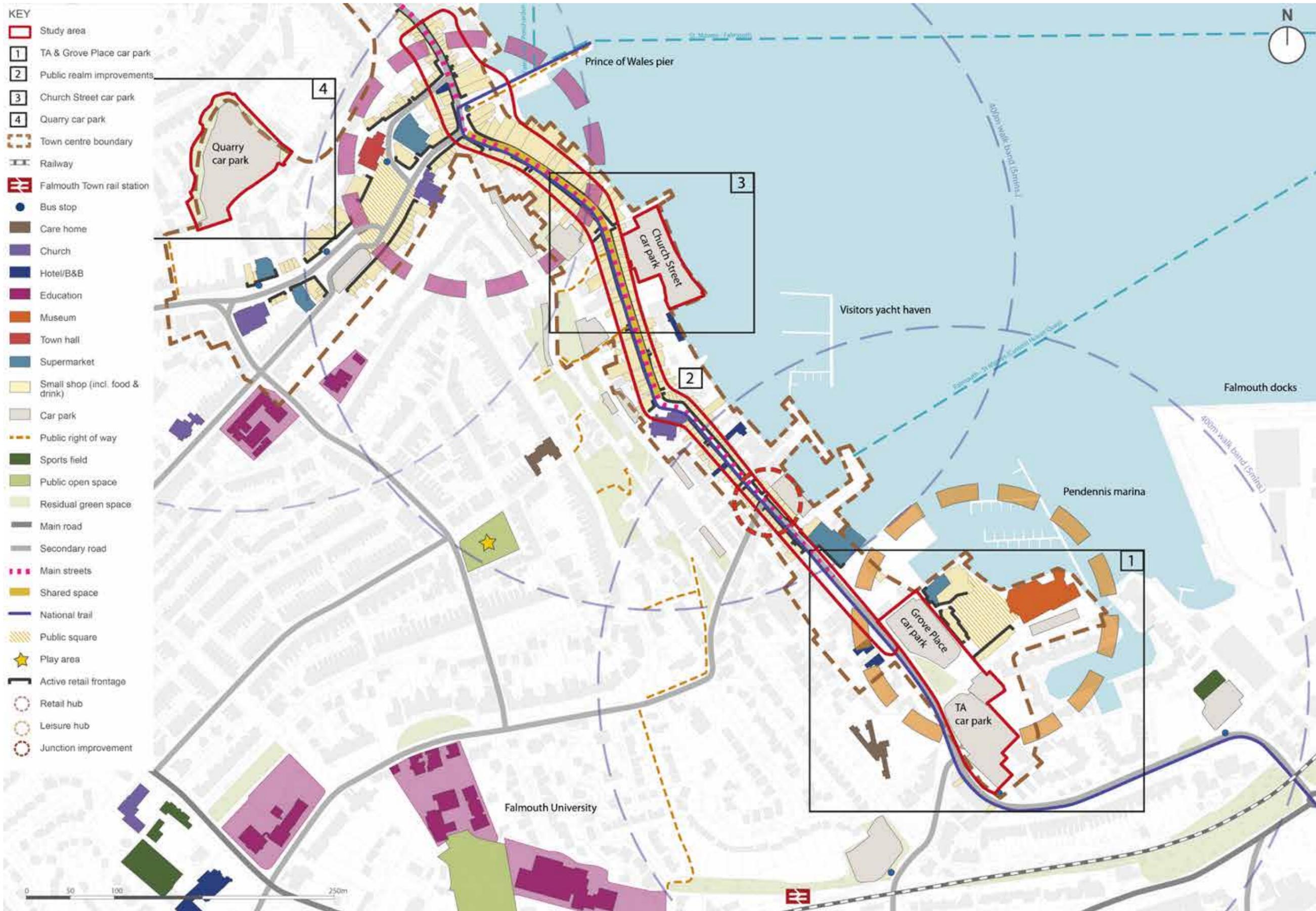
- Strategic concept plan – a diagram overlaid on OS and/or aerial base - three key sites and the street link. Further graphics to indicate important places for enhancement.
- New annotated concept plans of each element/site.
- Identify short key objectives for each site and policy statements.
- Produce a report to be used by the neighbourhood planning group in attracting both regional and national/European funding sources as well as potential private investors.



Plan showing areas of study



2. Site Analysis and Concept Plan



Plan showing analysis of areas of study

Site Analysis

A holistic site analysis was conducted to better understand the current land use and movement issues affecting Falmouth's town Centre.

From previous studies and publications, it was concluded that possible sites for redevelopment are the Territorial Army (TA) site and the adjacent Grove Place carpark, Church Street car park and the Quarry car park. At present these sites are used for car-parking and offer no value in terms of destination and/or placemaking for Falmouth Centre.

The Grove Place, for example, is the gateway to the National Maritime Museum and the Events Square with surrounding shops and restaurant. Yet, the site has a poor outlook and is uninviting.

The TA site, although not directly linked with museum cluster, is also used as a car park only in one of the most valuable parts of Falmouth. It could play an important part in providing new development to frame the museum cluster and to provide an end to the main streets.

A similar issue was identified for the Church Street car park. This site has some of the best views and location within the Town Centre, Yet, is being used as a car park misses the opportunity for a high quality redevelopment opportunity. Moreover, this site could be a stopping point for the Park and Boat service operating in Falmouth,

Yet it was also concluded that the parking provision at these sites bring plays an important role to encourage visitors into the Town Centre. Therefore, every effort should be made to keep the parking numbers and increase them where possible.

The main streets, at present, offer a variety of independent and high street chain shops. From various site visits it seems they are well used and economically active.

They also have the proportions and architecture of a traditional coastal town; which make them attractive. However, the combination of a narrow street space with the circulation of vehicles (some of them HGVs), does not encourage pedestrian lingering and use as a public space.

Added to this is the fact that some buildings look tired and in need of maintenance. Moreover, while there are some well presented facades and shop fronts, others have developed a garish look and varied colour schemes.

The main streets, thus, have potential to provide a more enjoyable pedestrian experience; for example, by making them fully or partially pedestrianised with access restrictions, changing their image and outlook with public realm and building improvements.

The Quarry Site, a former materials excavation location, is currently used as a carpark. It shows a "bowl" like configuration open on one side towards Quarry Hill Street. The back of the site has substantially tall walls, (maybe equivalent to 5 storeys), product of the former extraction works, and it's surrounded by residential properties. This configuration lends itself to increase the intensity of use whilst being sensitive to neighbouring properties. Thus this site could host a more intensive type of development; maybe residential or student accommodation.

Movement

The proximity of the Falmouth Town railway station is one of the main access points. This is coupled with bus service running through the town connecting it with residential neighbourhoods, as well as the Park and Boat provision.

Due to topography and narrow streets, vehicular circulation is slow and difficult.

This plan opposite this page, indicates the connectivity of the sites with existing social infrastructure and the importance of its location on the Town's waterfront.

The spine of this movement are the main streets. It is anchored by the The Prince of Wales Pier to the north and the National Maritime Museum to the south. Due to the steep topography of the Town, it has limited connectivity; being Killigrew Street and Swanpool Street the two links with potential to connect with the wider town.

Vehicles circulate along this street to access the carpark, reach other destinations and to make deliveries to the various shops. However, the main use seems to be for pedestrians reaching he various services, leisure and entertainment opportunities. This profiles the street as a potential pedestrianised space.

Yet consideration needs to be taken when proposals are put forward to ensure that parking levels and access to the main streets are balanced with a pedestrianised space.

The existing retail and leisure hubs can be considered as a starting point for taking the high street to the next level, while unlocking the above-mentioned sites for development to support further growth in this vibrant port city.



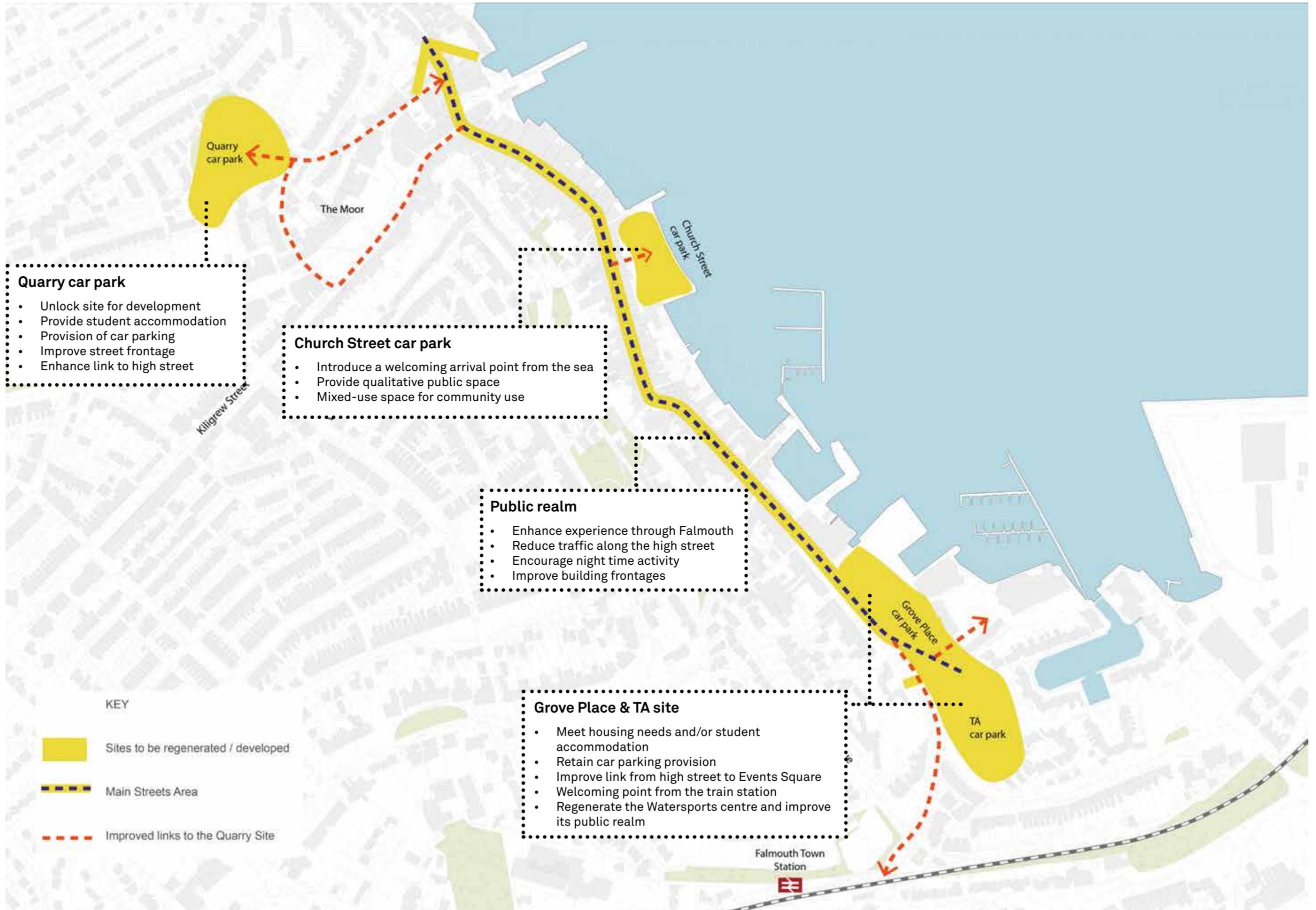
Main streets shops and ambience



View of the Quarry Site



View of the Church Street carpark Site



Concept diagram to redevelop or improve the various sites

Vision and Concept

The vision for Falmouth Centre is to create a desirable destination for locals and tourism alike. This desirability will build upon:

- the existing assets and memorable places in the town, such as the different ambiances and experiences provided by the main streets with restaurants, bars and local shops;
- similarly the waterfront views and industrial port activities that contribute to the history and character of Falmouth;
- the National Maritime Museum and surrounding mixed use with restaurants and specialised shops.

The main concept for this masterplan framework is to take the sites that have been identified as underused and with potential to be regenerated with mixed use and destination spaces.

The Main Streets

The threading element for the sites identified will be the main streets, which have the potential to be pedestrianised or partially pedestrianised, as well as to be regenerated with new pavements and surfaces.

These linear spaces will become the key destination to invigorate the tourism potential for Falmouth and to strengthen the night and retail economy.

This regeneration can be supported by a programme of facade enhancements and possibly a code regulating signage, shop front treatments, street furniture and lighting .

To support this aim the sites around them will play distinctive roles by providing needed uses and other destinations for the

Town Centre.

Church Street Car Park Site

Having some of the best views of the waterfront , this place (presently used as a car park), will become a new public space and community hub. It has the potential to include some light and transparent structures hosting a cafe/restaurant or maybe some community use.

Because of its central location with respect of the main streets, it could also be used as a pier for the Park and Float service enabling visitors to reach the Town Centre from the out of town car parking areas. Most of the current provision of car parking will be transferred to the Quarry and TA sites, and some retained for residents, businesses and disabled spaces.

Quarry Site

Although not directly linked with the main streets, the Quarry Site will play a crucial part to enable the regeneration of the Town Centre. It is envisaged that this site will host, primarily a multistorey car park that will accommodate the displaced provision at Church Street as well the reduction at Grove Place.

However, to help with the viability of this scheme, the site has also the potential to be used for student accommodation. The concave shape of the site and its relationship with surrounding buildings, is ideal to create high quality student residences. This would positively address the street scene and surrounding buildings, whilst the carpark sits behind and under it; creating the opportunity of an amenity space that will serve the student accommodation. It will also provide a pleasant view from neighbouring properties.

Grove Place Car Park and TA Car Park

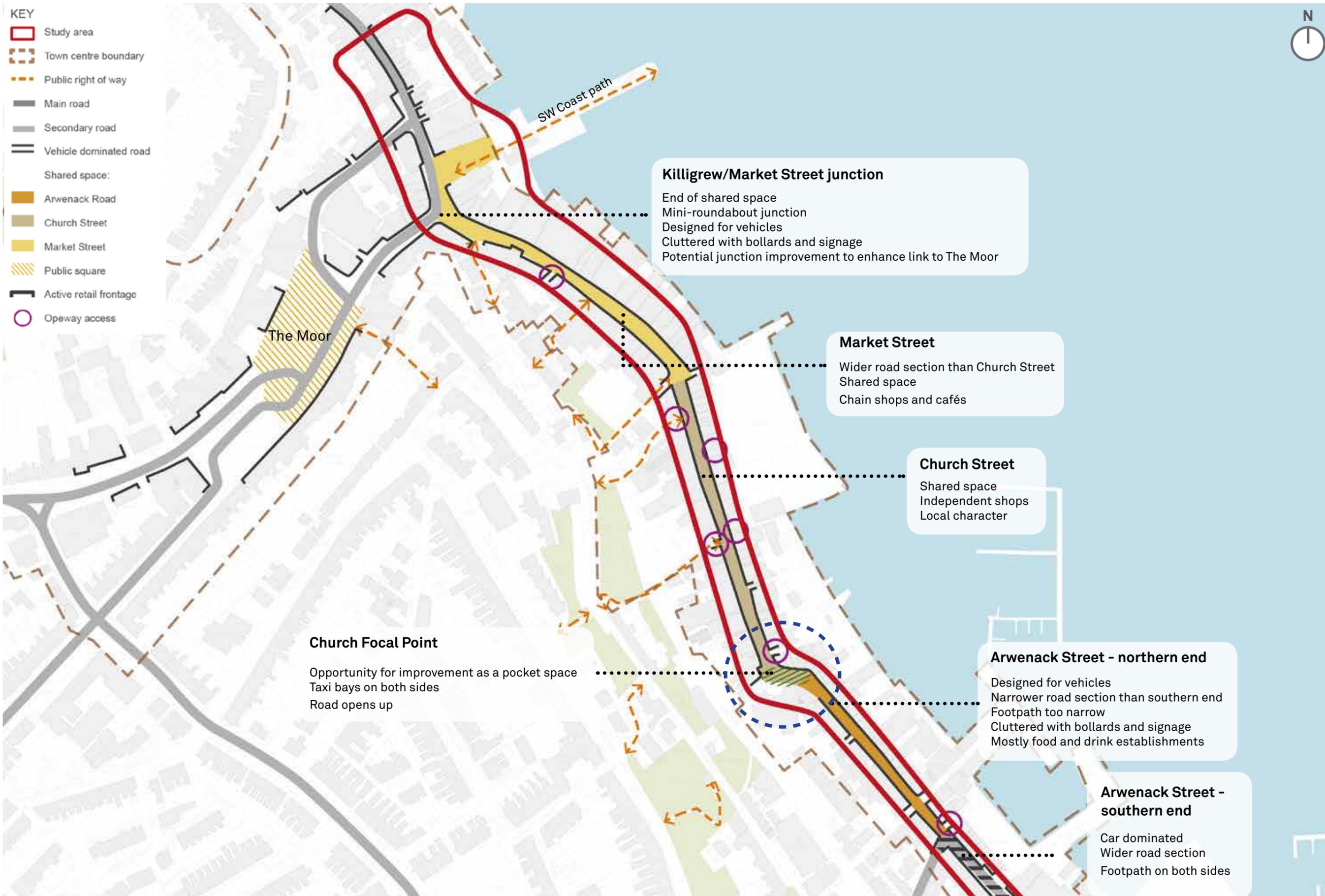
These two sites are intimately linked with the National Maritime Museum and retail / restaurant cluster. Their role will be to mark the start / end of the main streets with a high quality public realm enhancement for the street and the existing car parking at Grove Place. Although it is envisaged that the current provision will be reduced to allow for the reconfiguration of the areas around the Watersports Centre, the existing toilets and Tourism information office. The concept includes the re-provision of a much enhanced Watersports Centre with some private accommodation above to enable its feasibility.

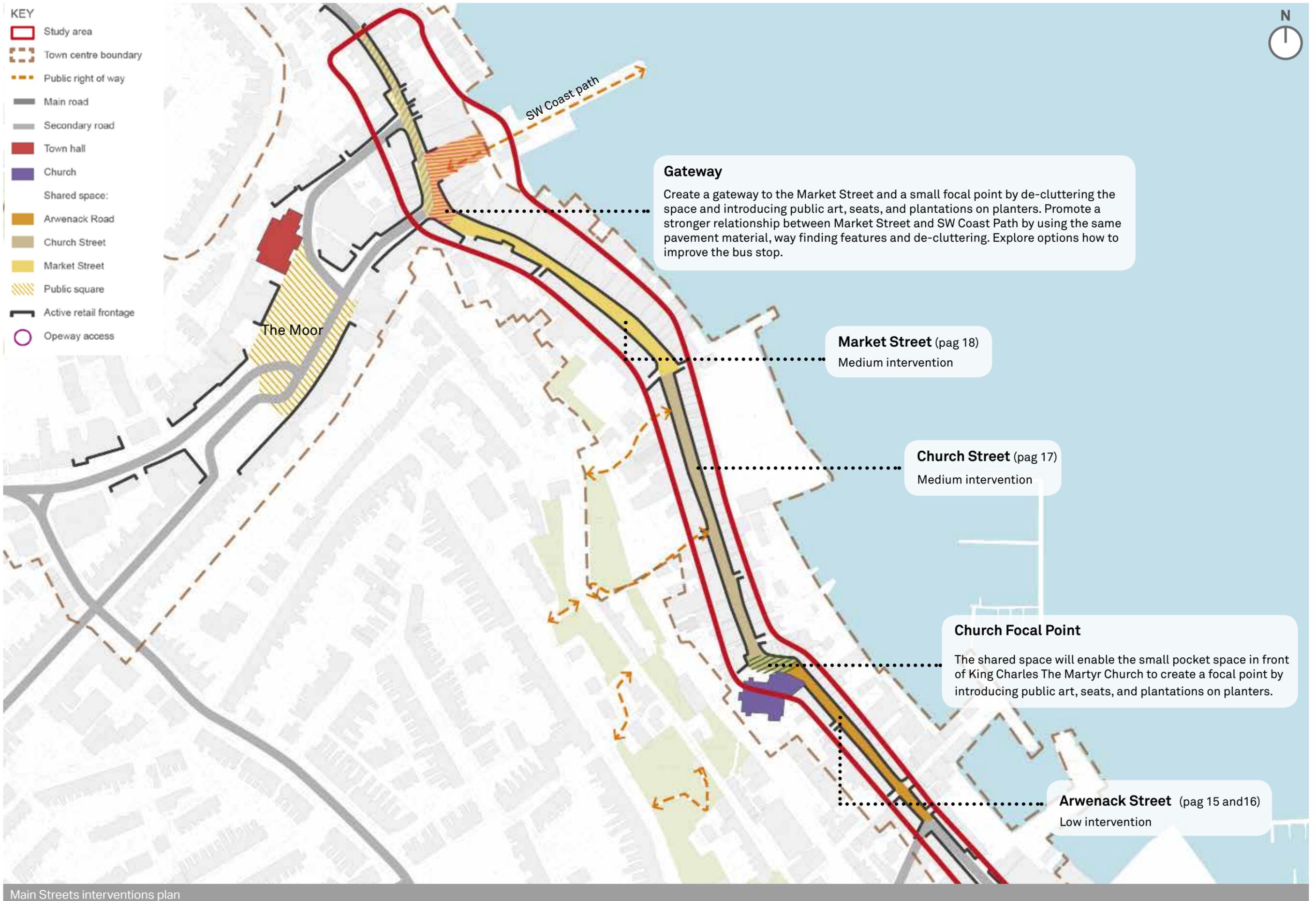
The TA car park is proposed to host new student accommodation and / or residential provision. Behind and under it, a new multistorey carpark will be placed to re-provide spaces lost at Grove Place and Church Street, whilst keeping existing levels at the Quarry site. Depending on the final scheme, it could also serve a private residential element if required.

The sites described above will together, supported by a strong BID, enhance the Town Centre. They will provide a new economic boost based around an improved destination with revamped streets and new public spaces, residential/student accommodation development, a frequent shuttle bus service and car-parking provision.

The following pages go into more detail for each of the sites outlined above.

3. Main Streets Public Realm Improvements



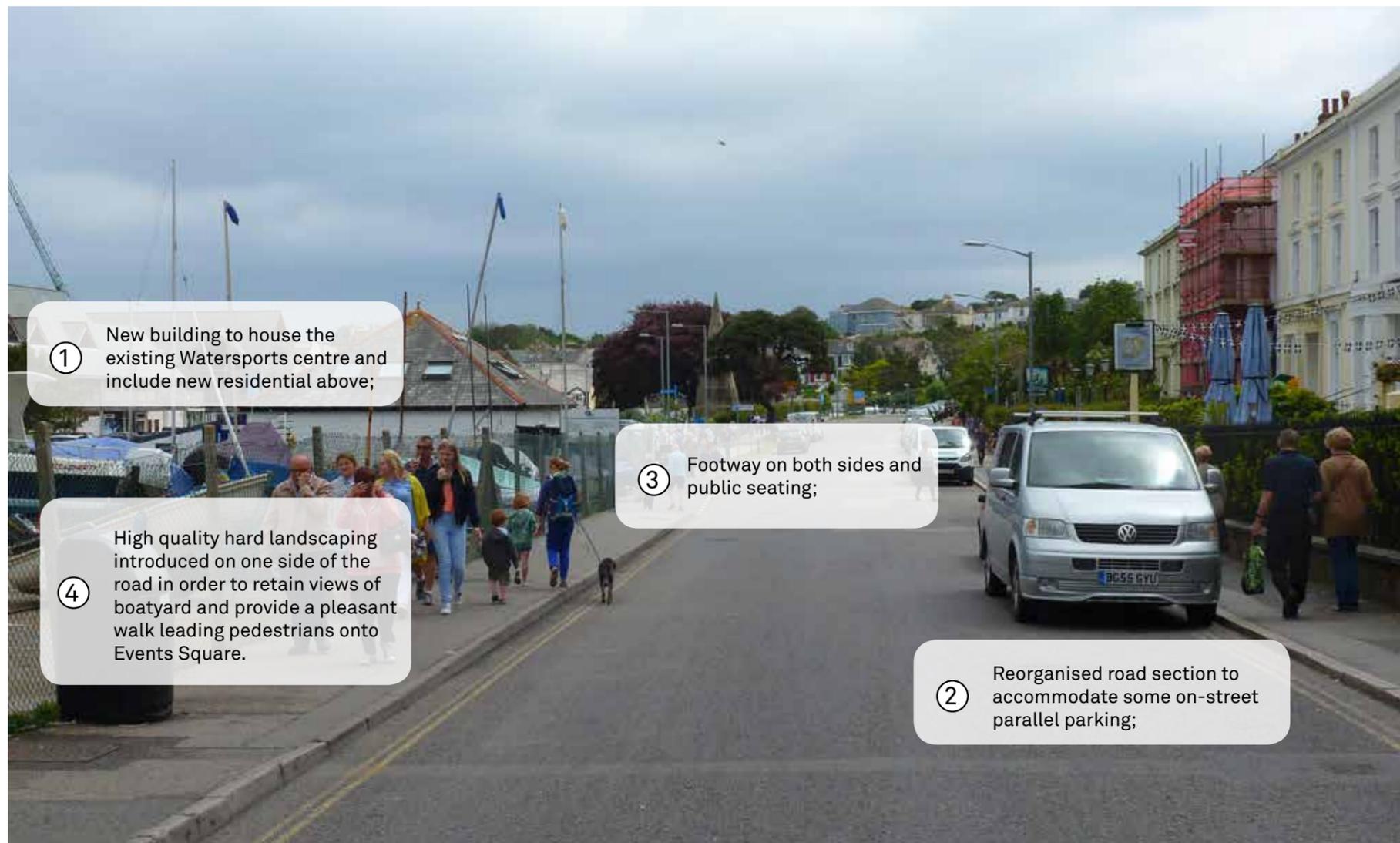


Main Streets interventions plan

Arwenack Street - Southern end potential improvements



View of existing Watersports Centre



① New building to house the existing Watersports centre and include new residential above;

④ High quality hard landscaping introduced on one side of the road in order to retain views of boatyard and provide a pleasant walk leading pedestrians onto Events Square.

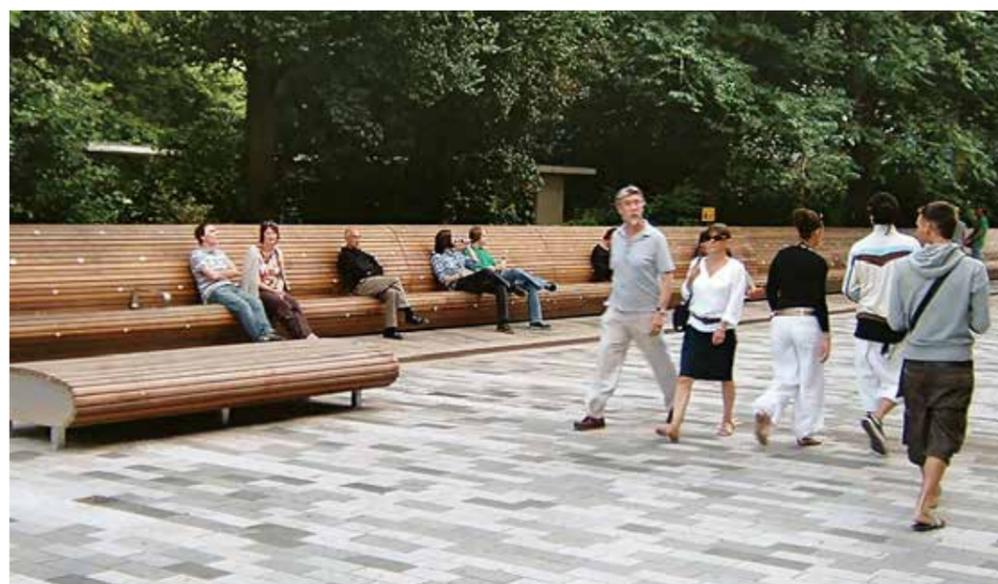
③ Footway on both sides and public seating;

② Reorganised road section to accommodate some on-street parallel parking;

Potential improvements and redevelopment



Location plan



Images depicting ambience sought



Arwenack Street - Northern end

1. Single surface access only shared space (deliveries only) with high quality pavement;
2. Lighting fixtures integrated with the pavement;
3. Flower baskets on buildings could be considered to add colour to the narrow street which can also help to create change in the scene in between different seasons when plants go in and out of blossom period; and
4. Encourage the property owners to maintain and lift up the façades, and use high quality shop windows and signs.



Existing View



Potential public realm improvements



Location plan



Images depicting ambience sought



Church Street

1. Single surface access only & shared space with high quality pavement;
2. Wall mounted lighting fixtures, potentially traditional or contemporary, to be installed on the buildings to avoid cluttering the space;
3. To consider planters or other appropriate street furniture to be placed throughout the street where possible, by locating them as close to the buildings as possible to avoid obstructing emergency access and clutter;
4. Introduce planters where possible to increase the use of trees and plants throughout the street;
5. Encourage the property owners to maintain and lift up the facades, and use high quality shop windows and signs;
6. Encourage retailers to use hanging signs from the wall rather than "A" frame pavement signs to avoid cluttering.



Existing view



Potential public realm improvements



Location plan



Images depicting ambience sought



Market Street

1. Single surface access only shared space with high quality pavement;
2. Wall mounted lighting fixtures, potentially traditional or contemporary, to be installed on the buildings to avoid cluttering the space;
3. Compact seat and planter street furniture's to be placed regularly throughout the street to create social interactions and places to rest;
4. Introduce planters where possible to increase the use of trees and plants throughout the street;
5. Encourage the property owners to maintain and lift up the façades, and use high quality shop windows and signs;
6. Encourage retailers to use hanging signs from the wall rather than A frame pavement signs to avoid cluttering; and
7. Provide outside sitting space to cafés and restaurants where possible without obstructing emergency access.



Existing View



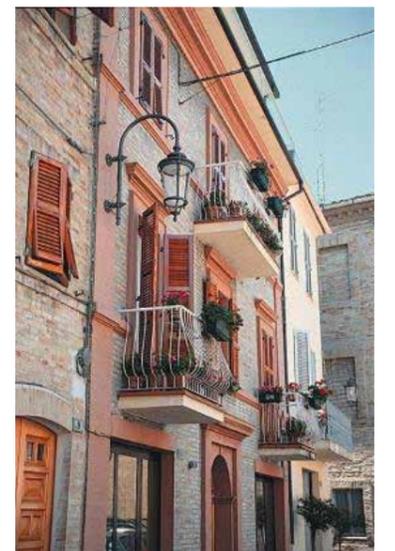
Potential public realm improvements



Location plan



Images depicting ambience sought



Frontage improvements and use of upper floors

1. Regularise signage and shop fronts to improve character;
2. Prepare/adapt design guide for frontage treatment and quality of signage and fascia (colours, scale, lighting, etc.) some examples of this types of guidance are:
 - Nottingham's shop front design guide
 - London Borough of Barnet Design Guidance No.10 Shop fronts Summary
 - Shop Front Design Guide – East Cambridgeshire District Council
 - Shop Fronts Policy Guidance – Taunton Deane Borough Council

3. Consider grant/loan scheme to help owners/landlords & occupiers to restore, and improve the shop fronts and facades; and
4. Encourage/facilitate more active use/occupation of upper storeys with residential or office space.



Existing view



Stratford Upon Avon High Street shop frontages



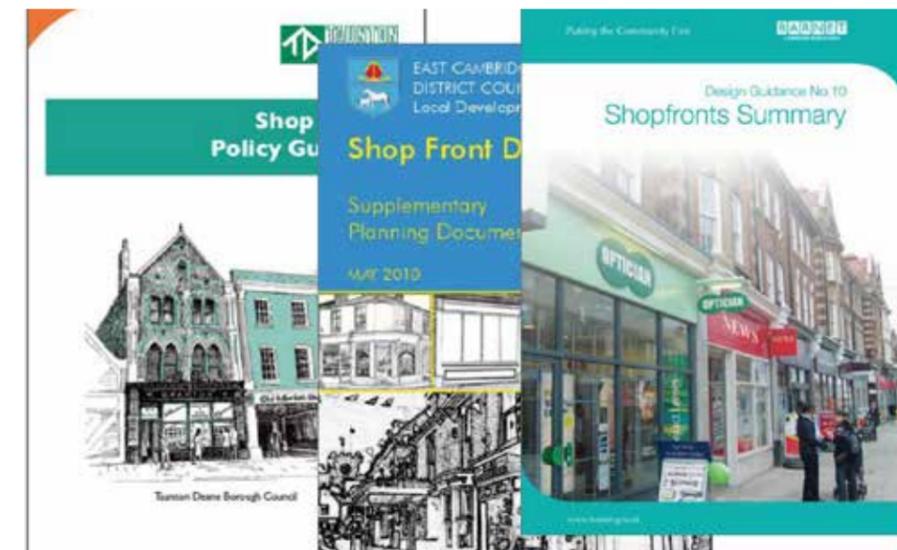
Nottingham Shop Frontage Design Guidance (1995)



Location plan



Pelham Street, Nottingham



Shop Frontage Design Guidance documents

Summary of objectives:

- Make this the organising space binding and linking all other sites.
- Make it the main destination in Falmouth with restaurants, shops, leisure and entertainment.
- Invigorate the tourism and local leisure potential for Falmouth and to strengthen the night and retail economy.
- Make it more pedestrianised with a managed/controlled access system.
- Improve image with new pavements, lighting, seating (where appropriate) and planting
- Encourage the improvement of shop fronts and façades; possibly with the creation of design guidance for shop fronts and façade treatment.
- Use vehicle access management and time strategies for servicing out of the busiest hours.

Towards policies for Main Streets Area:

The text below could be used as a basis for drafting a policy, remembering that a neighbourhood plan policy must relate to land use planning.

All development in the Main Streets Area, as defined in map on page 14 above, must utilise opportunities, where relevant, to provide for:

1. A reinforcing of the area as Falmouth's main destination for restaurants, shops, leisure and entertainment, and the evening economy in general, by favouring proposals for these uses (use classes A1, A3, A4, C1, D1 and D2, with C3 residential encouraged at upper floors) over others and encouraging a diverse range of businesses within these uses;
2. Make it more pedestrianised with a managed/controlled access system (possibly placed bollards with code or card access, or number recognition to allow legitimate vehicles through) regulating access for out of hours times deliveries, for the shuttle bus, taxis and residents' vehicles;
3. Improvements to the public realm, such as new pavements, lighting, seating (where appropriate) and planting to make the space as inviting for pedestrians as possible; and
4. The improvement of shop fronts and façades, to be facilitated by the creation of design guidance for shop fronts and façade treatment.



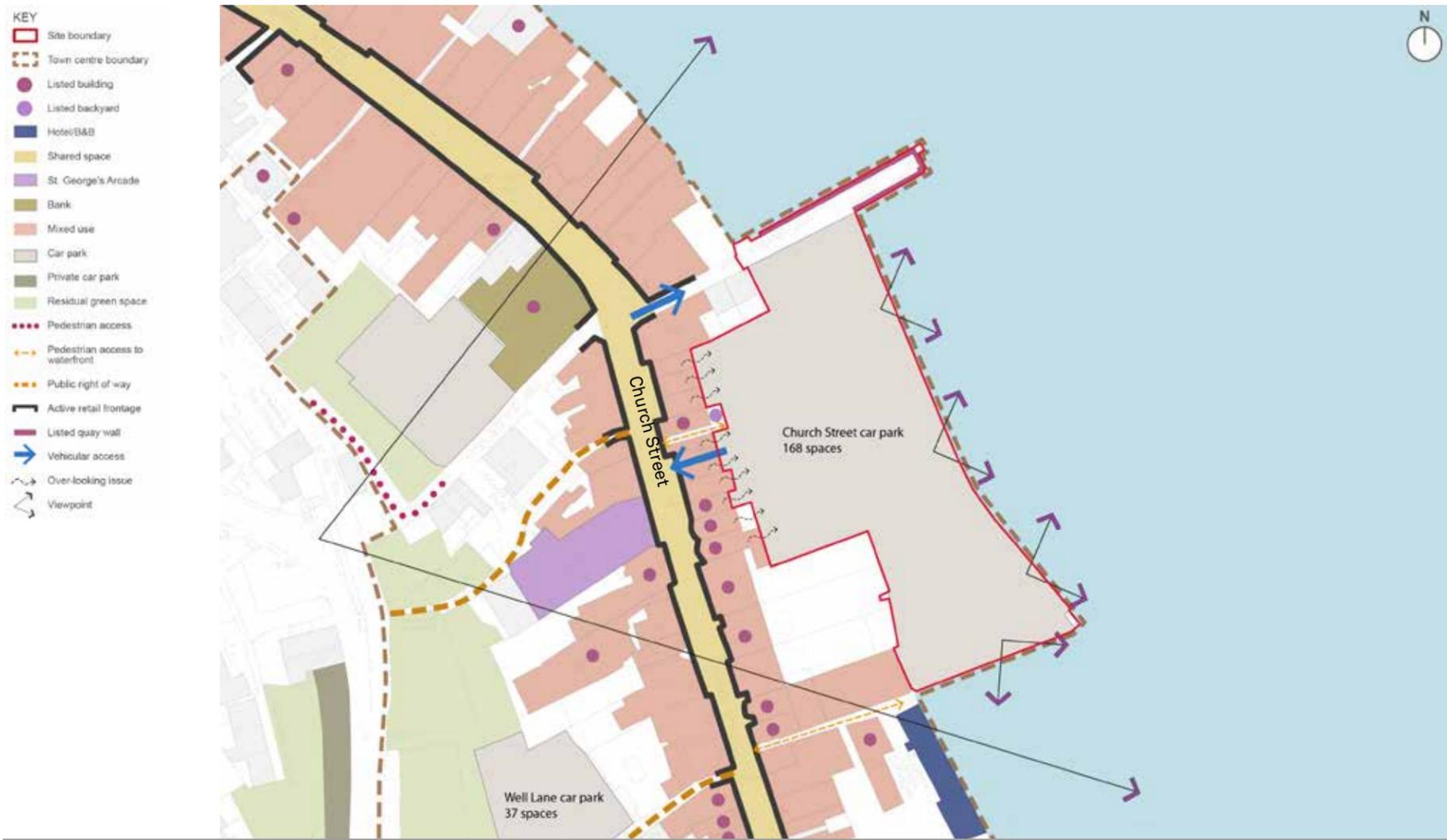
The Town Council will work with partners, including traders, residents and Cornwall Council, to explore ways of implementing a major public realm improvement scheme to prioritise the needs and experience of pedestrians for the long-term benefit of all parties.

Please note that some of these objectives may not be deliverable through land use planning and therefore it may not be able to be a policy within the neighbourhood plan.

Such types of community aspirations can however be included as projects within the neighbourhood plan, although unlike policies these do not carry statutory weight.

If you are unsure of the distinction between policies and projects within your plan it may be worth speaking to the planning team at your local authority.

4. Church Street Car Park Site



Church Street Site - Analysis plan

Site analysis

Due to its central location, this site can play a destination role. At present, it consists of a large surface car park on the quay with buildings fronting onto Church Street. These also have unrestricted views towards the water. Any development would affect these. Most of these buildings are listed as Grade II buildings. The site has also been used as gas works in part and may have significant site remediation issues.

Given these conditions, the site presents a good opportunity to become a public open space with community use. To achieve this, the proposal would follow these design principles:

- prioritise the introduction of a more vibrant waterfront experience by providing a waterfront walk which invite people to use more this space;
- reduce car parking use from the site, maintaining some for residents, businesses and disabled, alleviating the town centre from vehicular traffic while promoting more pedestrian and cycling movement;
- provide community uses with buildings that are "transparent" and wide spaced in order to minimise the obstruction to existing views; and
- consider creating an arrival space for park and boat services.

The following pages show a proposal for the site as well as some precedent images illustrating the quality and ambiance sought.



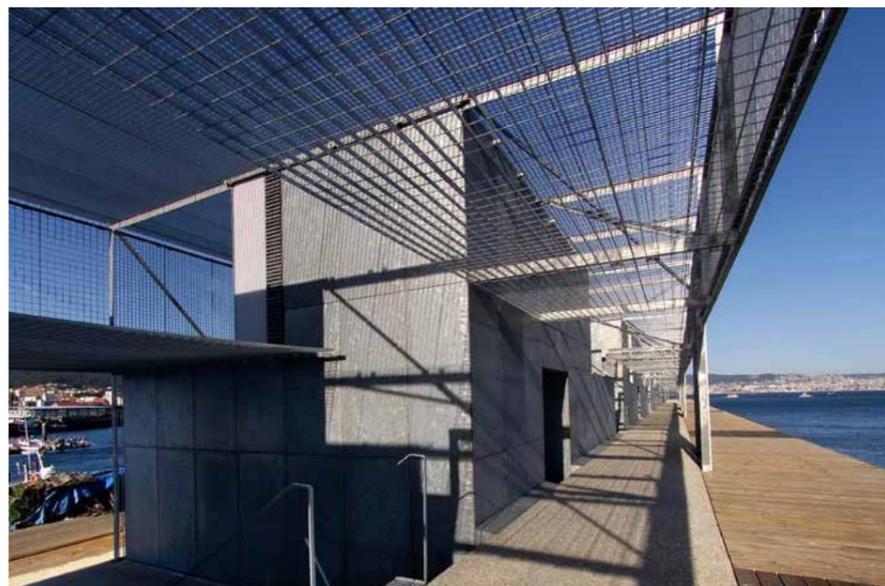
Church Street Site - Aerial photo



Existing view from the waterfront



Existing pedestrian access through alleyway



Fishermans shelters - Cangas Harbour, Portugal



Waterside Pavilion, Tasmania



Waterfront Kiosks, Nazaire



Church Street site transformed into a public space with community use

Summary of objectives:

- Remove most of parking use
- Make it a high quality destination public open space
- Introduce community use
- Include café/restaurant use
- Hard and soft landscaping
- Possible mooring point for the Park and Float service enabling visitors to reach the Town Centre from the out of town car parking areas.

Towards policies for Church Street Site:

The text below could be used as a basis for drafting a policy, remembering that a neighbourhood plan policy must relate to land use planning.

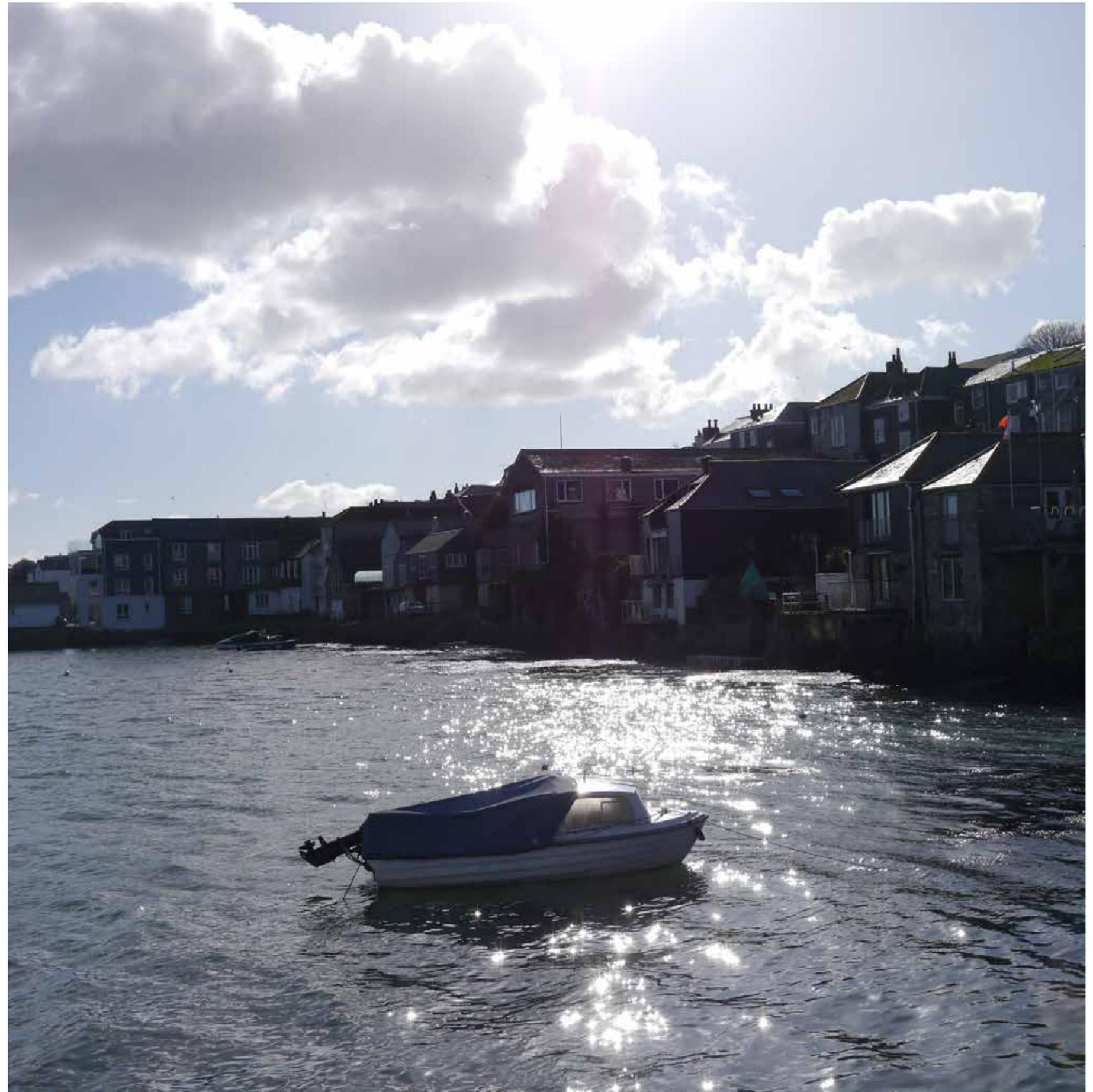
The Plan supports the redevelopment of the Church Street Car Park site in a way that meets the following objectives:

1. Reduce its use as a car park, on the proviso that the same number of spaces are re-provided in advance on other sites in or on the edge of the town centre core, such as the Quarry Site;
2. Make it a very high quality destination public open space;
3. Introduce multi-use community uses (use class D1 and D2) alongside café/restaurant use (use class A3);
4. Design and locate new buildings and structures in such a way that does not obstruct sea views from the Church Street building that back onto the site;
5. Provide car parking for users with disabilities; and,
6. If feasible, include a mooring point for the Park and Float service.

Please note that some of these objectives may not be deliverable through land use planning and therefore it may not be able to be a policy within the neighbourhood plan.

Such types of community aspirations can however be included as projects within the neighbourhood plan, although unlike policies these do not carry statutory weight.

If you are unsure of the distinction between policies and projects within your plan it may be worth speaking to the planning team at your local authority.



5. The Quarry Site

- KEY**
- Site boundary
 - Town centre boundary
 - Carriageway
 - Footpath
 - Town hall & library
 - Estate agent
 - Florist
 - Clothes shop
 - Pub/restaurant
 - Hair dresser
 - Betting shop
 - Car park
 - Private drive/car park
 - Pedestrian access
 - Public right of way
 - Drop in height
 - Bus stop
 - Parallel parking
 - Town square & market place
 - Outside seating
 - Active retail frontage
 - Listed building
 - Listed fountain
 - The Packet Monument (Listed)



The Quarry Site - Analysis plan

Site analysis

The Quarry car park is located to the north east and uphill from The Moor. This former quarry is currently used as a surface car park providing 280 parking spaces. The site has distinctive shape and topography. The site is flat, yet it is surrounded on the north, east and west by quasi vertical ground, product of the former extraction activities. This produces a significant potential "volume" for development that is unaffected by surrounding constraints. The large difference in level from Trevethan Road provides an opportunity to maximise floor height. It needs however to address the south fringe where it has a more direct relationship with existing buildings. If a taller development is included and volume is gained, it would need to consider the views from the surrounding buildings on top of the hill, back-siding onto the quarry. There is also the need to address the poor pedestrian environment and low quality public realm at the current access.

The role of this site is to preserve its existing carparking levels, absorb the decanted carpark from Church Street and Grove Place/TA site as well as to provide further residential or student accommodation. Thus it has been considered the use of a multistorey carpark wrapped with development plus a high quality public realm addressing the street level. The design principles applied are:

- maximise carparking capacity on a multistorey solution;
- wrap residential / student accommodation around the carpark with high quality architecture;
- provide a high quality street level public realm providing a more inviting approach from Quarry Hill; and
- provide high quality landscaped amenity serving the needs or residents as well as proving a visual amenity to properties to the north.

The images below show a conceptual design with a potential solution.



Quarry Site - Aerial photo



Existing view towards the rear of the site showing difference in levels



- ① Residential units / student accommodation
 - ② Landscape podium above carpark
 - ③ Access landscape
 - ④ Existing cliff
 - ⑤ Shared surface
 - ⑥ Access to multistorey carpark under podium
- ↔ Main streets access

Site capacity

Scenario 1: Private housing

- 72 residential units
- 349 car parking spaces

Scenario 2: Student accommodation

- 93 units



The Quarry Site transformed into a multistorey carpark with residential/student accomodation above

Similar scheme at a quarry site in Jersey

Summary of objectives:

- Quarry Site will play a crucial part to enable the regeneration of the Town Centre.
- To host, primarily a multi-storey car park that will accommodate the displaced provision at Church Street as well the reduction at Grove Place.
- Potential to build residential development and/or student accommodation depending on needs identified
- Develop high quality architecture and amenity space addressing its relationship with surrounding buildings and addressing the street scene and surrounding buildings

Towards policies for The Quarry Site:

The text below could be used as a basis for drafting a policy, remembering that a neighbourhood plan policy must relate to land use planning.

The Plan supports the redevelopment of the Quarry site in a way that meets the following objectives:

1. Increase the number of car parking spaces to accommodate provision of spaces displaced from other town centre car parks;
2. Provide either approximately 75 standard (private and affordable) homes or approximately 100 purpose-built student units, or a mix of the two, depending on identified need; and,
3. Achieve a high quality and complementary balance between the different uses, and between the buildings and public, private or communal amenity space by addressing the relationship with surrounding buildings and public areas. Active frontages must be presented to the street with multi-storey parking to the centre and rear of the site being decked with usable communal and/or private amenity space.

Please note that some of these objectives may not be deliverable through land use planning and therefore it may not be able to be a policy within the neighbourhood plan.

Such types of community aspirations can however be included as projects within the neighbourhood plan, although unlike policies these do not carry statutory weight.

If you are unsure of the distinction between policies and projects within your plan it may be worth speaking to the planning team at your local authority.



6. Grove Place and TA Car Park Sites



Grove Place and TA sites - Analysis plan

Site analysis

Grove Place and the Territorial Army (TA) car park sites provide spaces for the retail and leisure destination, mark the southern end of the main streets, and are the first visual impression when approaching the Maritime Museum cluster and Events Square. Similarly they are the first sites encountered on the walk from Falmouth Town or Falmouth Docks train station to the Town Centre. The cluster formed by the existing Watersports Centre, toilets and visitors information centre has a poor layout and tired / unattractive public realm.

The role for these sites is to support the existing attractions whilst also maximising development opportunities. To achieve this the following design principles have been applied:

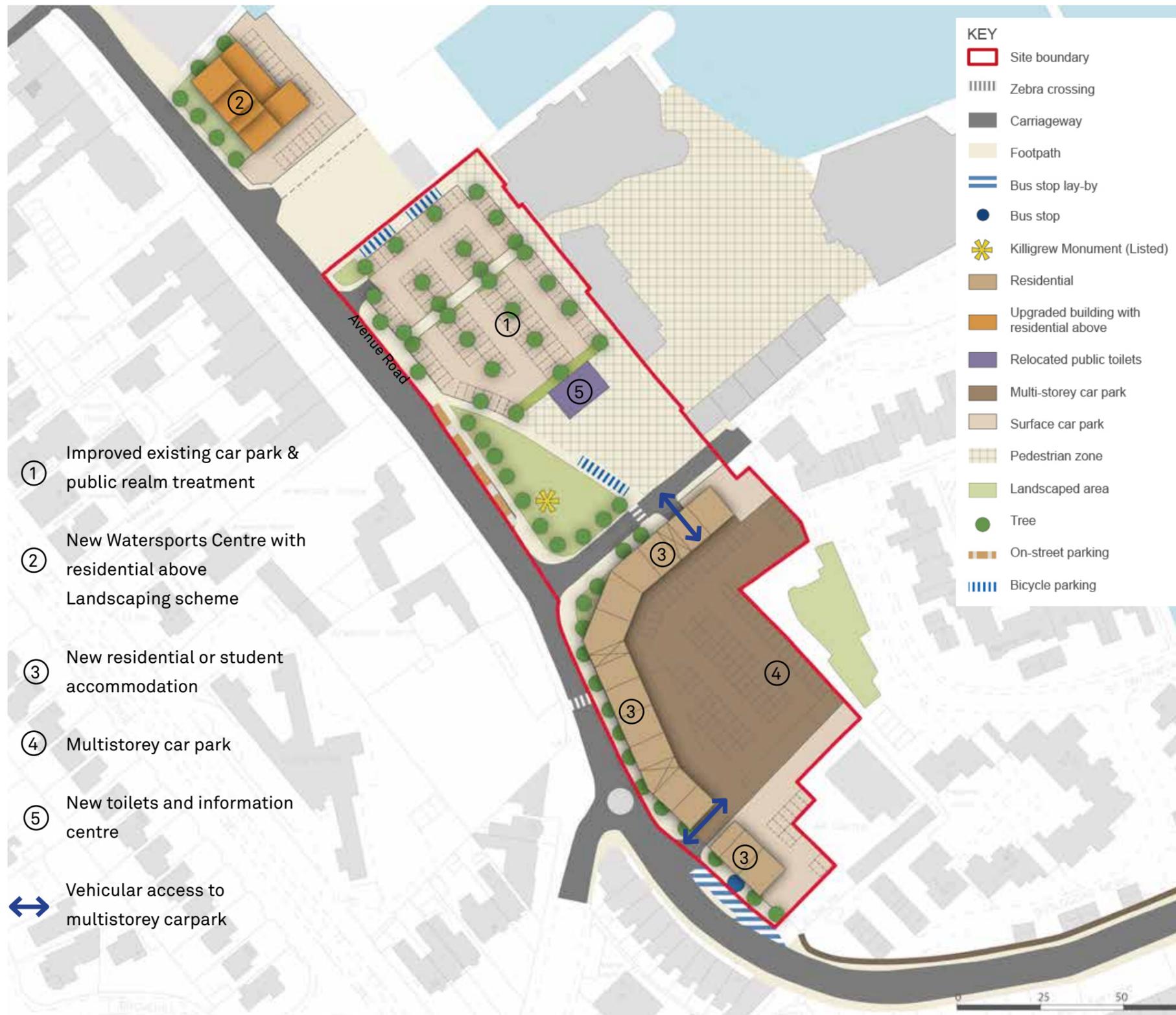
- create an extension of the main streets by improving the public realm;
- redevelop the Watersport Centre, reorganise its activities and add residential development above to enclose the street;
- keep the carparking provision at Grove Place but improve its outlook and quality with new pavings, lighting, landscaping, seating and the reprovision of modern toilets and information centre;
- provide a multistorey parking solution at TA site;
- maximise development potential at the TA site with residential or student accommodation wrapping around the multistorey structure;
- respect the proximity to the Arwenack Manor, which is the oldest building in the city as well as the Killigrew Monument and historic shore alignment.



Existing view from Avenue Road



Arwenack House, Listed building



Site Capacity

Scenario 1: Private housing

Grove Place car park:

- 120 car park spaces

TA car park:

- 39 residential units (3 storeys)
- 240 car parking spaces in multistorey carpark (3 storeys)

Watersports centre:

- 540 m² for new Watersports Centre at ground floor
- 9 residential units (2 storeys)
- 16 car parking spaces

Total:

- 540 m² Watersports Centre
- 55 residential units
- 376 car park spaces

Scenario 2: Student accommodation

TA car park:

- 46 units for student accommodation (3 storeys)

Watersports centre:

- 540 m² Watersports Centre
- 9 units (2 storeys)
- 16 car parking spaces

Total:

- 540 m² Watersports Centre at ground floor
- 93 residential units
- 376 car park spaces



Example or recent residential development in Cornwall

Similar scheme at a quarry site in Jersey

Summary of objectives:

- The role of Grove Place site will be to mark the start / end of the main streets with a high quality public realm enhancement for the street scene, as well as the re-provision of new toilets and information centres;
- Reconfigure and re-provide the Watersport Centre with a new building hosting residential development above, as well as high quality public realm;
- The TA car park is proposed to host new student accommodation and / or residential provision;
- Provide a new multi-storey carpark, behind the residential provision at the TA site, to re-provide spaces lost at Grove Place and Church Street, whilst increasing existing levels at the Quarry site.

Suggested policies for Grove Place and TA sites:

The text below could be used as a basis for drafting a policy, remembering that a neighbourhood plan policy must relate to land use planning.

We have suggested two alternative policies for these sites, depending on whether student housing is preferred over 'regular' housing.

Scenario 1: Private/affordable housing

The Plan supports the redevelopment of the Grove Place Car Park and TA Car Park sites in a way that meets the following objectives:

1. Provide approximately 42 residential units (use class C3a) on the TA car park site, fronting onto the public highway;
2. Provide multi-storey car parking behind the residential properties on the TA car park site, to replace parking displaced from other town centre car parks;
3. Reconfigure and re-provide the Watersport Centre with a new building hosting residential development above (up to 9 units), as well as high quality public realm;
4. Facilitate improvements to the Grove Place car park site with a high quality public realm enhancement and the re-provision of new toilets and a tourist information centre;
5. Protect and enhance the setting of Arwenack House.

Scenario 2: Student housing

Replace sub-point 1 above with:

1. Provide approximately 95 units of purpose-built student accommodation on the TA car park site, fronting onto the public highway.
Please note that some of these objectives may not be deliverable through land use planning and therefore it may not be able to be a policy within the neighbourhood plan.

Such types of community aspirations can however be included as projects within the neighbourhood plan, although unlike policies these do not carry statutory weight.

If you are unsure of the distinction between policies and projects within your plan it may be worth speaking to the planning team at your local authority.



Capacity Schedule Summary

SITE	Existing		Proposed					
	Use	Capacity (spaces)	All private units	Other uses	Public car park spaces	Private car park spaces	All student accommodation units	loss/gain of public carpark spaces
Watersport Centre with resi above	watersports centre	0	9	New watersports centre @ GF	7	9	0	n/a
Grove Place	public car park	148	0	carpark + toilets + visitor centre	112	0	0	-36
TA site	public car park	194						
Scenario 1 - private resi			42	n/a	288	42	0	94
Scenario 2 - student accomodation			0	540m2	376	0	83	376
notes: 1. resi units car parking ratio 1 space per unit 2. four levels of multistorey carpark @ 80 spaces per level (incl. private resi)								
Church Street car park	public car park	168	0	public square + café + community	0	10	0	-158
Quarry car park	public car park	280						
Scenario 1 - private resi			91		258	91	0	-22
Scenario 2 - student accomodation			0		349	0	114	69

CAR PARK NUMBERS SUMMARY
TOTAL EXISTING
TOTAL PUBLIC SPACES WITH RESI
TOTAL PUBLIC SPACES WITH SUDENT ACCOMM

790
668 (includes existing reprovided + new added spaces)
1041 (includes existing reprovided + new added spaces)

Limitations

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Where the conclusions and recommendations contained in this Report are based upon information provided by others it is upon the assumption that all relevant information has been provided by those parties from whom it has been requested and that such information is accurate. Information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in the Report.

The methodology adopted and the sources of information used by AECOM in providing its services are outlined in this Report. The work described in this Report was undertaken in the period November 2015 to June 2016, although the evidence base goes wider, and is based on the conditions encountered and the information available during the said period of time. The scope of this Report and the services are accordingly factually limited by these circumstances.

Where assessments of works or costs identified in this Report are made, such assessments are based upon the information available at the time and where appropriate are subject to further investigations or information which may become available.

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Where field investigations are carried out, these have been restricted to a level of detail required to meet the stated objectives of the services. The results of any measurements taken may vary spatially or with time and further confirmatory measurements should be made after any significant delay in issuing this Report.

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Project Role	Name	Position	Actions Summary	Signature	Date
Researcher	Jessica Sammut	Urban designer	Research, site visit and drawings	Jessica Sammut	15.01.16
Project Manager/ Technical Specialist	Luis Juarez	Associate Urban Designer	Design revisions	Luis Juarez	15.01.16
Director / QA	Ben Castell	Technical Director	Approval of document	Ben Castell	15.01.16
Qualifying Body	Falmouth Town Council		Submitted comments		06.04.16
Project Coordinator	Ffion Batcup	Project Coordinator	Proof read	Ffion Batcup	31.05.16



Falmouth Town Council

My Community locality

AECOM

7.2 Comments to AECOM

The aim is to make the route through Falmouth, from the Quarry to the TA site special. To seek to reduce vehicular traffic along the high street and improve the environmental and design quality to create a significantly more pedestrian friendly and accessible environment that will draw people and tourists to, and through the town. The aim must be to improve and strengthen its economic vitality of the town centre and its leisure potential.

In support of this, enabling development is needed to fund the improvements. This development should add life to the town and its daytime and evening activities. Such development can include purpose-built and managed student accommodation, housing to meet some of the demand whether purpose built or using upper storeys throughout the town. Space for commercial and retail can add to the mix.

Each site, and the public realm, should be backed by policies to encourage and control where necessary.

Strategic Plan

There needs to be a clear simple diagram to get the key strategy across to all readers e.g. three sites one street. It's a bit complex at the moment.

The more detailed plan could show more street/opes/rights of way and links branching off the main street. The access and movement plan could be combined with the other plan.

TA Site Car Park

This is on the right lines.

The increase in parking spaces (approx. 168) needs to be divided fairly and viably between the Quarry and the TA site, so the two should be seen together.

The most valuable enabling development is likely to be student accommodation. But it could be considered as 'enabling uses' including housing (which could cover student housing, single person's housing, maybe young couples), hotel, commercial or retail.

The development that surrounds the multi-storey needs to be very well designed. It should take account of the scale of the surroundings and architecture.

The corner could be cut back enough to give glimpses of the harbour.

Grove Place Car Park

The views/glimpses of the harbour are important and should not be obstructed by development.

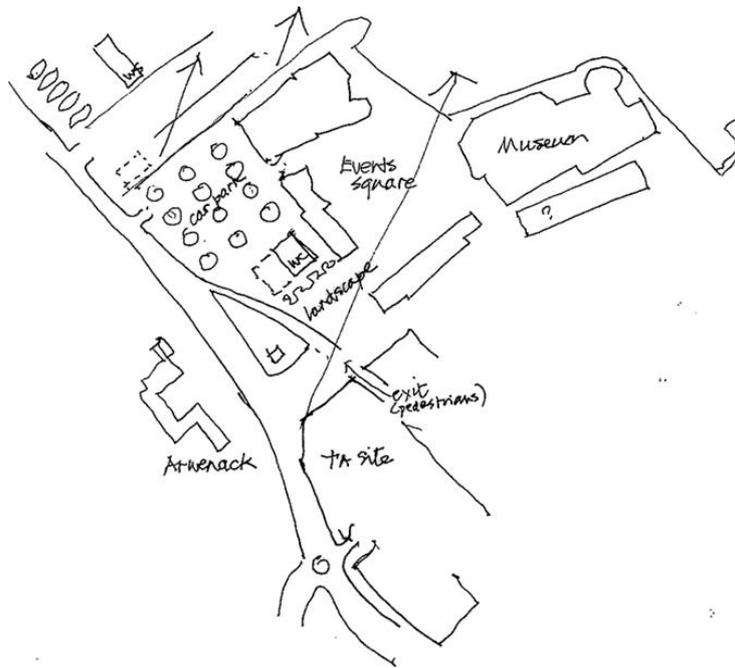
At the north west corner there needs to be a better sense of arrival in the space and a clear, legible and attractive route into the events square without having to negotiate the car park or recycling areas. What can be done to improve the northern edge of the space and views of the water. Is there scope to relocate the toilets and make better use of that plot.

The line of the rose garden around the monument is important, and the landscape could be extended to lead into the Square so long as parking numbers are not significantly affected.

Parking should be retained, though with some reduction of spaces to accommodate the extended landscaping

The toilets could be moved, and maybe some enabling development.

See sketch by M J Long below.



The Water sports Centre

The site would benefit from considerable upgrading to improve the visitor experience and visual impact on the street. A priority would be an improved boundary treatment along the street and potentially a wider pavement.

The slipway and access must be retained

Some frontage development could be used to improve it, perhaps a redevelopment of the existing building to upgrade it, and add housing above.

The pedestrian experience from Trago to Event Square should be improved and made safer, including maintaining and improving access to Custom House Quay and Trago.

Church Street Car Park Site

It should not be developed and privatised for housing. Neither Option is acceptable.

It should be for the community, a draw for pedestrians and a destination for tourists.

A limited amount of enabling development could be considered. It could include a café, market, pop-up or specialist uses (related to the harbour activities) in a well-designed and flexible retail and leisure space at the back of the site away from but overlooking the water. It should be a 'transparent' structure of a single storey and could potentially be bridged to existing businesses in Church Street. Use could be made of the roof terrace. A sketch would be useful to sell the idea.

A promenade could be created around its three seaward edges and activity spaces within. The activity spaces can be used for temporary activities and festivals, various pop up activities and provide space for seasonal market stalls.

There is no need for an 'iconic' building however a pavilion building such as a restaurant could be included on the southern area, if well designed.

The majority of the parking should be displaced to the Quarry and TA sites. Some should be retained for residents and businesses.

Consider indicating the site as an 'opportunity' to be further explored as there are technical and array of legal ownerships to deal with which may require support from the Council to use CPO.

The Quarry Site

The combination of a multi-storey car park and development is the right approach.

The increase in parking spaces (by approx. 168) needs to be divided fairly and viably between the Quarry and the TA site, so the two sites should be seen together. There is not enough parking indicated.

The most valuable enabling development is likely to be student accommodation. But it could be considered as 'enabling uses' including housing (which could cover student housing, single person's housing, maybe also for young couples), hotel, commercial or retail.

The design needs to be better, so that the wall of the carpark is hidden. Development cascading down from the heights could be considered. The development must create a good frontage onto the street and reinforce the street.

Its success will partly depend on the Shuttle Bus linking it into the town.

However the gradient from the Moor to the Quarry is a disincentive, and some means to ease this needs to be considered. To ensure good usage of the car park will require it to be both accessible to the town and for the internal layout to be welcoming and easy to navigate.

The current steep approach could be made easier through the use of escalators but these are expensive to provide and maintain. A less steep gradient could be offered via an improved Webber Hill approach and perhaps a new accessible path to Berkley Way.

If, for example, Argos was sold for development, a lift could be installed to the rear to give easier access to the car park, and would give the added attraction of footfall if the development was for retail.

The Public Realm

Shared space/surface may be a good solution, but see below.

The management of deliveries, the use of the Shuttle Bus, and the part pedestrianisation during most of the day need to be considered.

The use of seats and planters should be minimised to avoid clutter in the narrow streets.

Better examples of lighting needs to be found.

The historic character of the streets needs to be better reflected.

The uniqueness of the shops and signage needs to be encouraged, and some control placed over the standard signage of the multinational and chain stores.

Policies and/or ideas are needed to bring upper storeys into use, with a focus on Falmouth's housing needs.

The key should be place-making. In particular:

Main Street

The aim should be to seek to reduce vehicular traffic along the high street and improving the environmental and design quality to create a significantly more pedestrian friendly and accessible environment to improve the economic vitality of the town centre and its leisure potential.

Please bear in mind that a design code for the street design in the NDP may be set out around these key areas, for example:

- **Robustness:** dealing with heavy vehicles, turning movements, reducing risk of vehicle damage, resilient to weathering – extreme conditions here, improving appearance with age, capable for being repaired sensitively after excavations

- **Historic character:** identify local distinctiveness, retain special features and materials, what is historic street pattern, debate carefully whether to retain historic character of pavement kerb carriageway even if level
- **Accessibility:** design level surfacing, non-slip surfaces, consider visual contrast for safer areas, careful use of cobbles and setts if they are existing and of historic value, consider use of tactile paving in natural materials,
- **Activity:** scheme must promote activities we value, existing or new, consider viability of shopping, specialist shopping, local produce, find balance between creating an exciting independent retail area and managing advertising and activities that may affect others – e.g. clutter. Promote differences of spaces, encourage movement and exploration. Can we encourage more appropriate street activities if we reduce cars e.g. cafes, market stalls.
- **De-clutter:** review at every stage, survey and involve all relevant parties, combine features or signs, reduce unnecessary signs, negotiate, highways and advertising key issues. Shop signs rather than 'A' boards, rationalise signage,
- **Place making:** never consider one aspect in isolation, get into habit of engaging owners, highways, designers, users. Identify how whole space is used, review how it can be improved, sense of place strengthened. Buildings, space, people.

For consideration, two precedents of Oxford and Brighton show some of the character and quality we have in mind. These are appended below.

Corrections

Arwenack (not Falmouth) Manor is the oldest building in Falmouth.

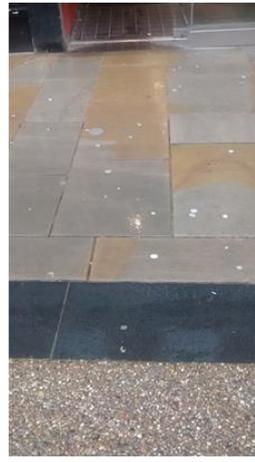
The colour coding suggests a supermarket in the whole of the largest building facing Events Square. In fact, Tesco's occupies only its western corner and does not impinge on the square.

It is important to note that the shape of the rose garden traces the original shore line in this area, and is a helpful key to understanding historic photos of the generous sweep of the shore line.

Precedents for the public realm:

Images of Oxford streets [apologies for quality of photos]

These give an indication how the traditional street character can be retained by careful detailing and use of materials. In this case York stone is used for the pavements, a black slate is used in place of the traditional kerb and an aggregate is rolled into the tarmac surfacing to give a more natural appearance. On one photo [at the end] the surfacing is a bit different possibly a less dense granite aggregate rolled in. This also uses a shallow dished channel made up of smooth setts. Of course substitute granite for York stone.



Images of New Road in Brighton

Note:

- Small unit smooth stone paving will resist traffic movements more easily but will give a smoother more accessible surface. It will also be very expensive.
- Seating on the street works if you have plenty of space.
- Street cafes colonise the space but there is also space here to allow a clear accessible walking route along the building line – very good for people with visual impairments.
- The drainage channel on the old kerb line.
- Works like a public promenade – space to commute or stroll and space to sit and watch.



NOTE: As yet no response from AECOM has been received, and no revisions of their report. If nothing more is forthcoming (as presumably they were paid), then the report can only be used as a basis for debate?

Appendix 7.3 – Frameworks

(Produced by Tim Kellett Urban Design)

7.3.1. Ashfield Community - HR2 (DPD Falmouth North: FP-H2 & FP-H4)

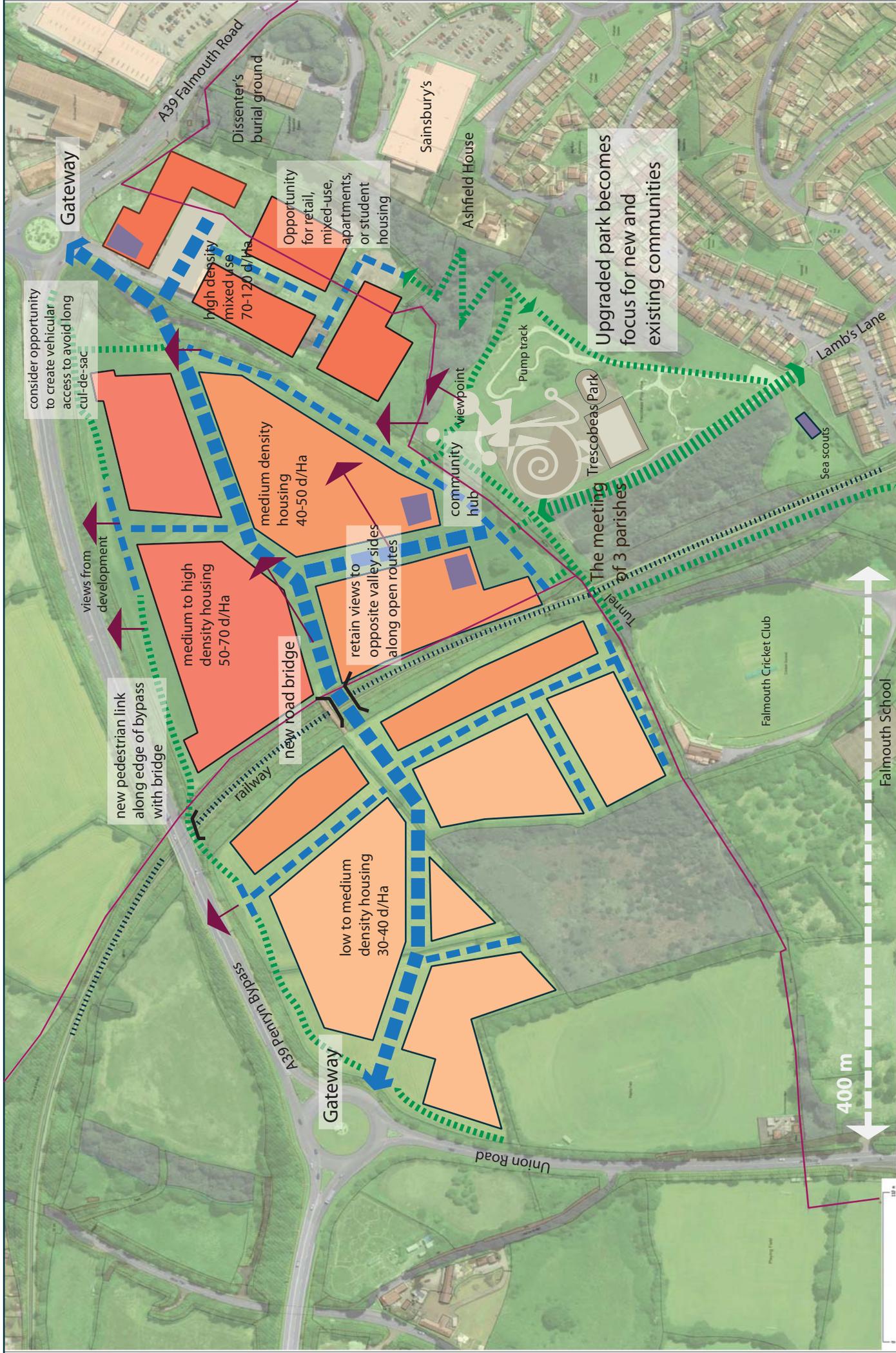
7.3.2. Lower Kergilliack Community - HR3 (DPD Kergilliack Phase 2: FP-H3)

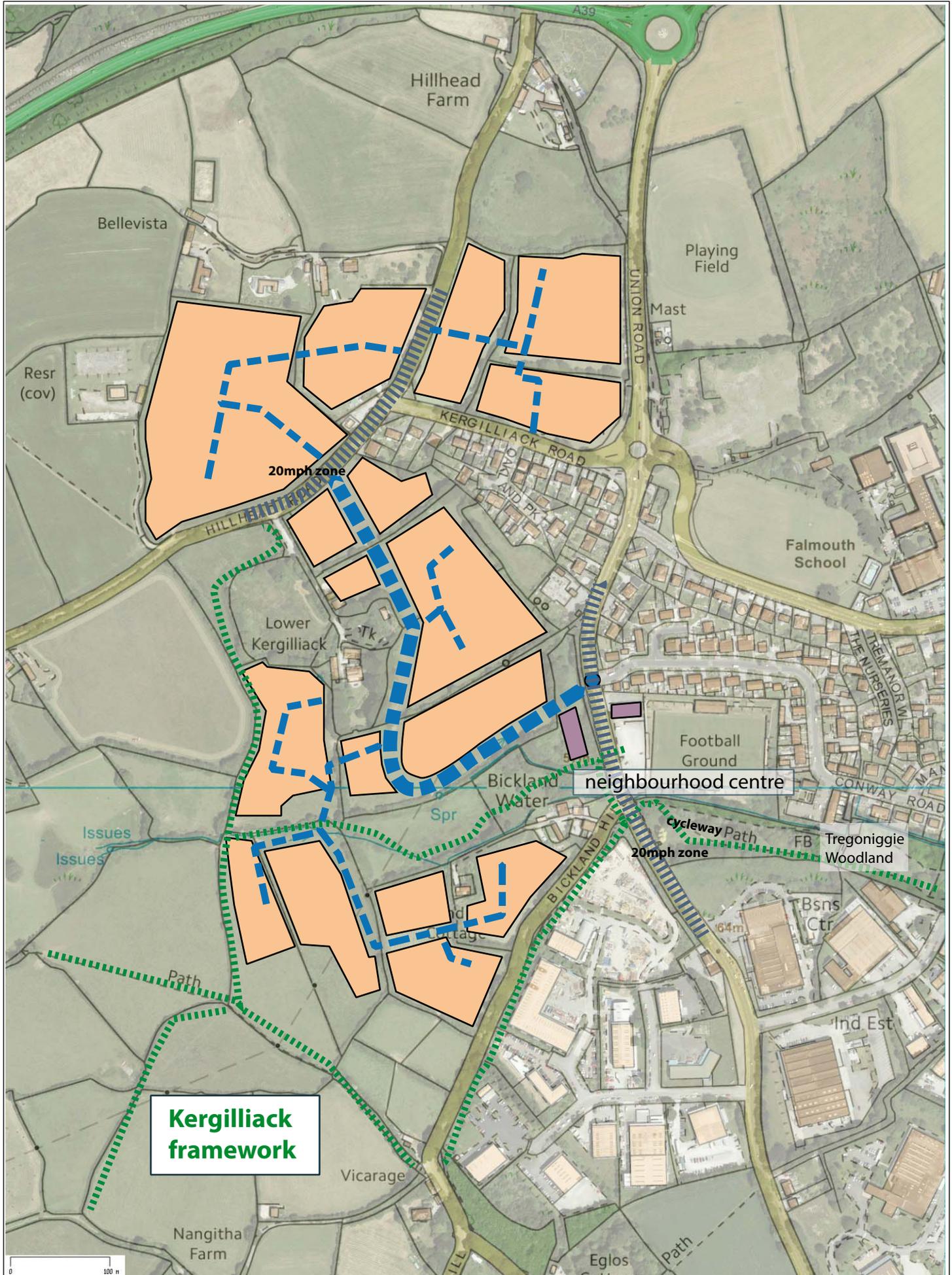
7.3.3. Church Street Car Park – TC2

7.3.4. The Quarry – TC3

7.3.5. Former TA site – TC4

Falmouth North: Framework plan to link new and existing communities





Kergilliack framework

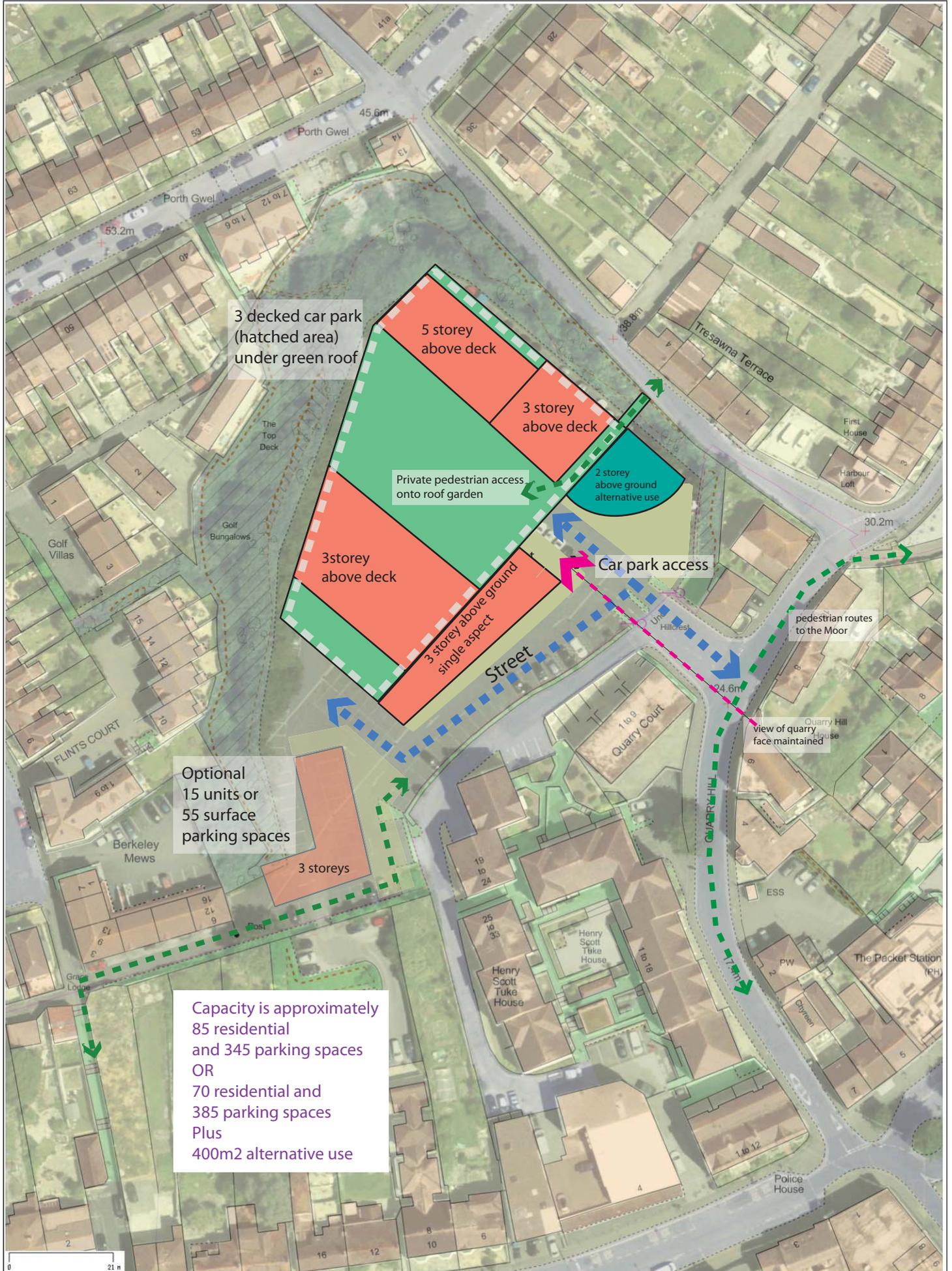
neighbourhood centre

20mph zone

20mph zone

Quarry Car Park: feasibility study for development framework incorporating decked car park and housing

Neighbourhood plan evidence 2018



TA Site development framework

For decked car park and housing

Neighbourhood plan evidence 2018



Map Centre (Easting/Northing): 181307 / 32283 | Scale: 1:1000 | © Crown copyright and database right. All rights reserved (100050788) 2016 : © Aerial Imagery - www.getmapping.com

Capacity for:
 42-60 units depending
 on sizes and use of roof space
 200m² retail
 300 space decked car park

Scale approx 1:1000 