



FALMOUTH TOWN CENTRE SITES:

Neighbourhood Masterplanning

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Prepared for: Falmouth Town Council by AECOM



Falmouth Town Council

My Community 

AECOM

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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.

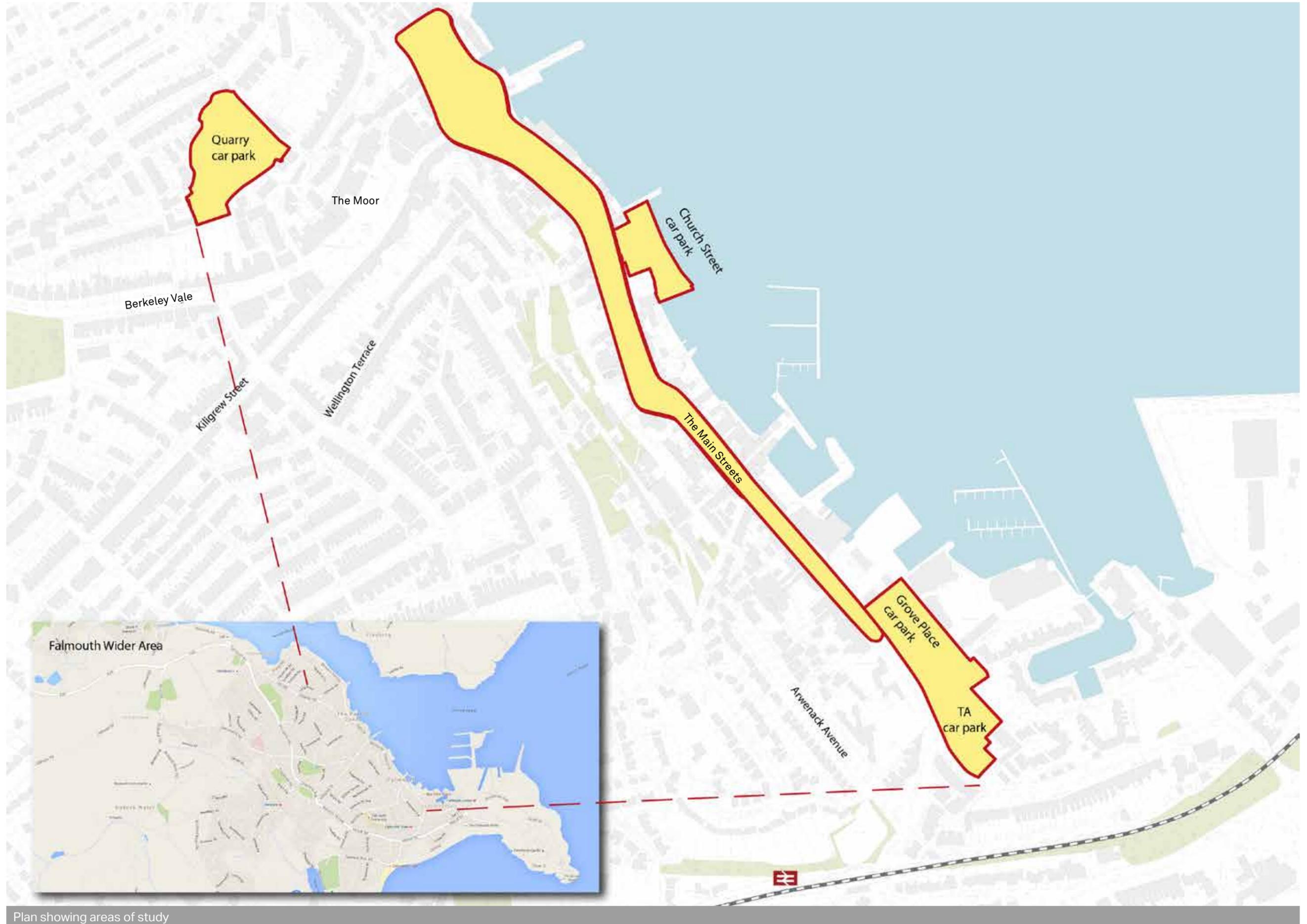
Quarry Car Park

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

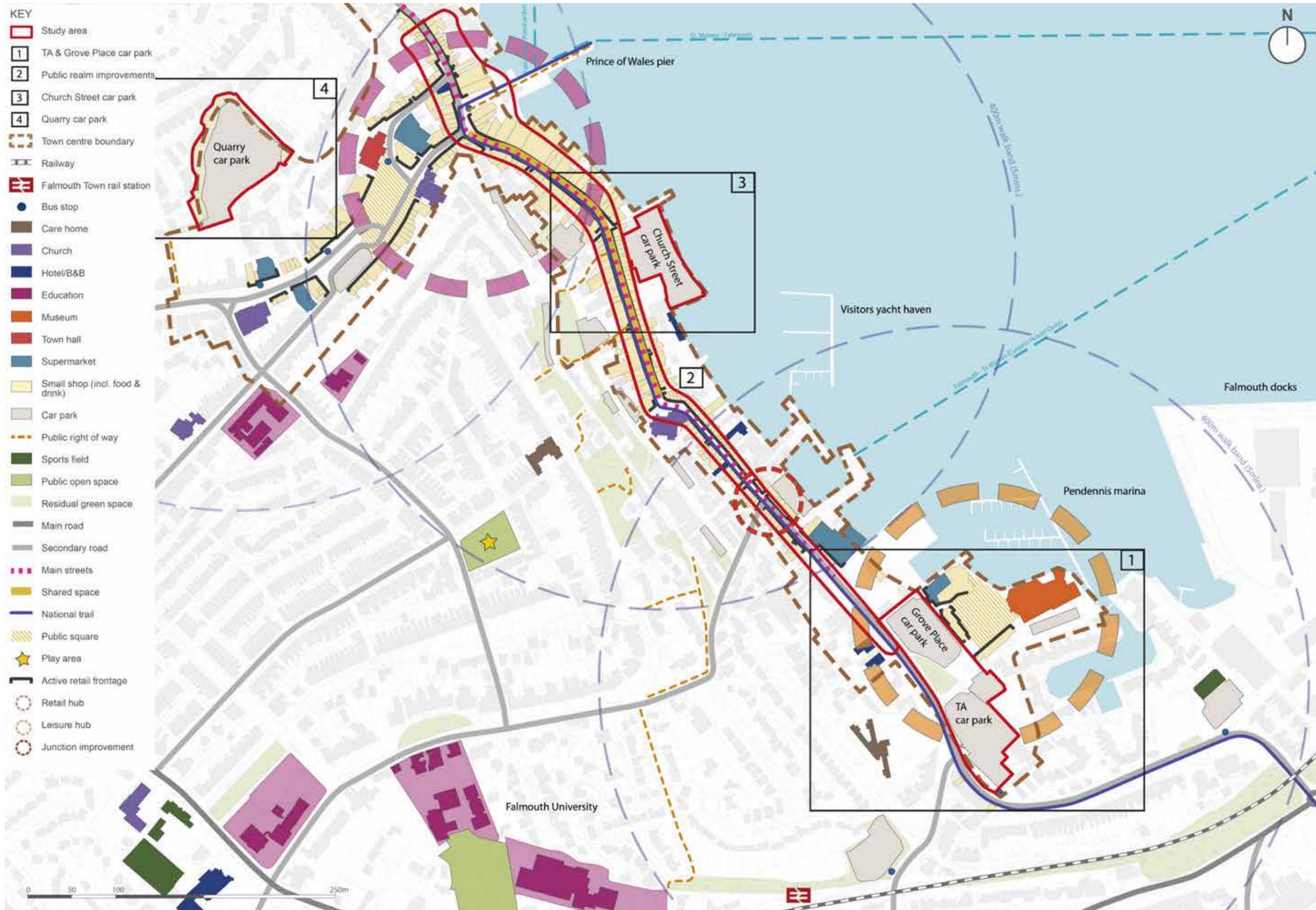
- Strategic concept plan – a diagram overlaid on OS and/or aerial base - three key sites and the street link. Further graphics to indicate important places for enhancement.
- New annotated concept plans of each element/site.
- Identify short key objectives for each site and policy statements.
- Produce 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.



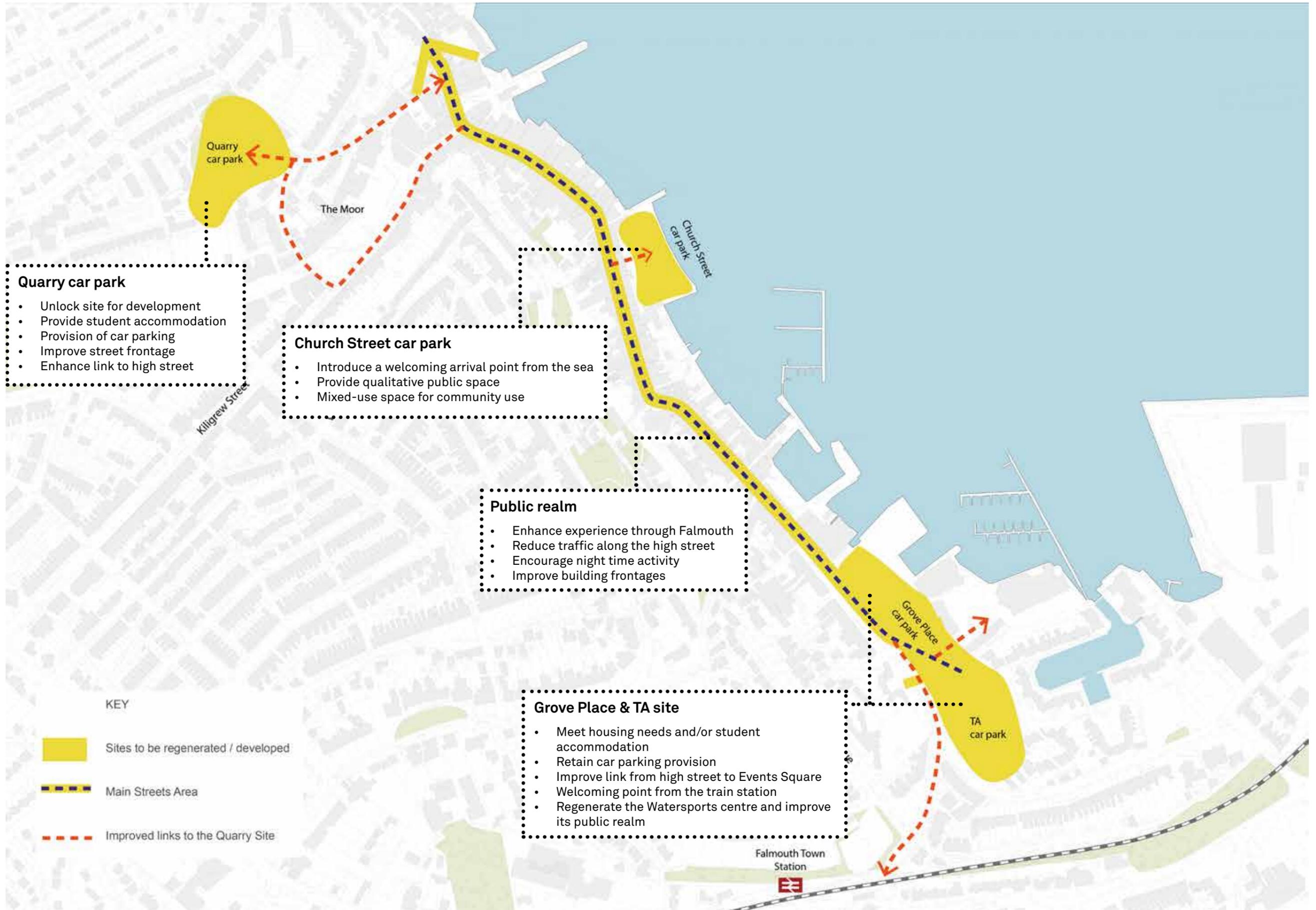
Main streets shops and ambience



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

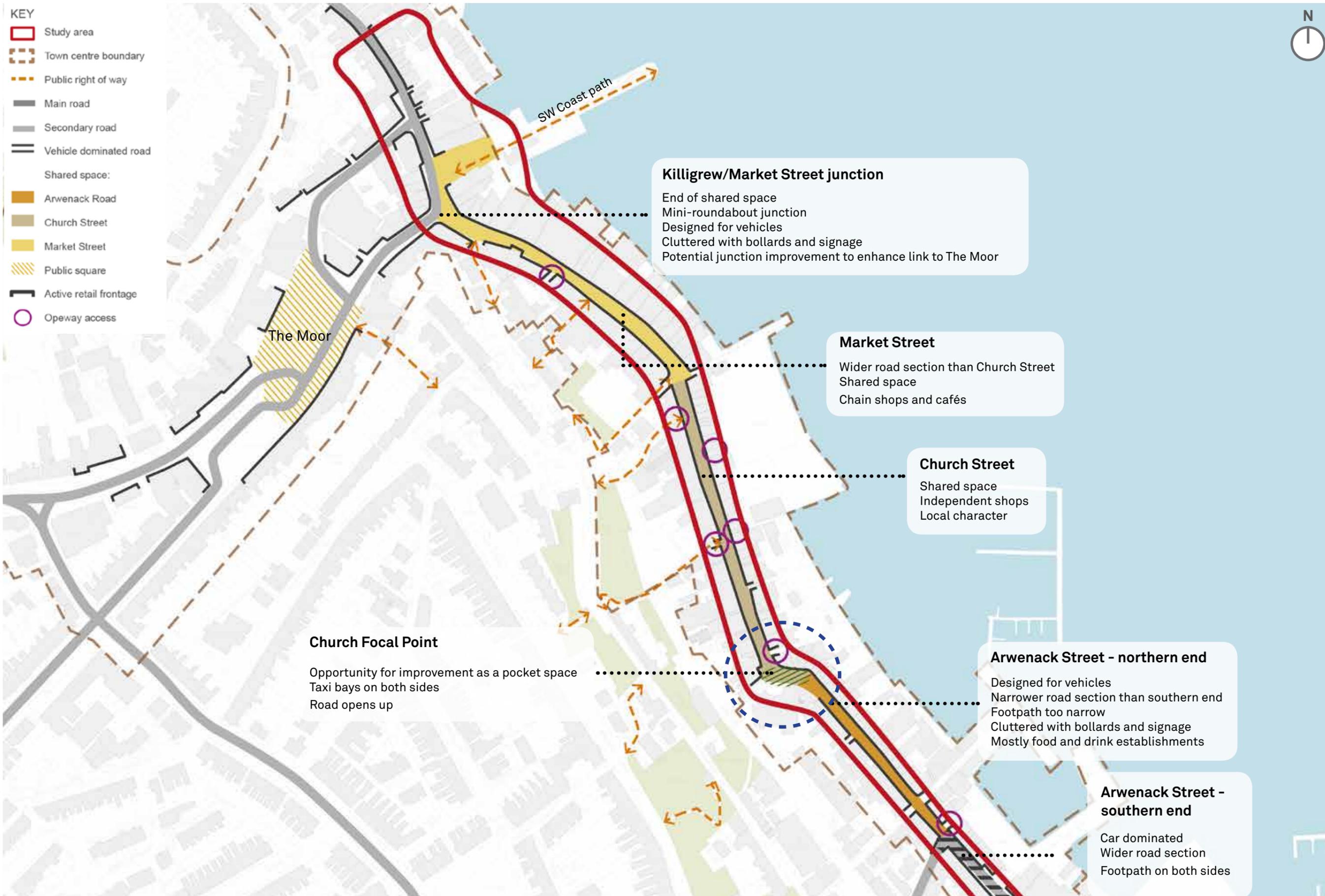
These two sites are intimately linked with the National Maritime Museum and retail / restaurant cluster. Their role will be to mark the start / end of the main streets with a high quality public realm enhancement for the street and the existing car parking at Grove Place. Although it is envisaged that 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.

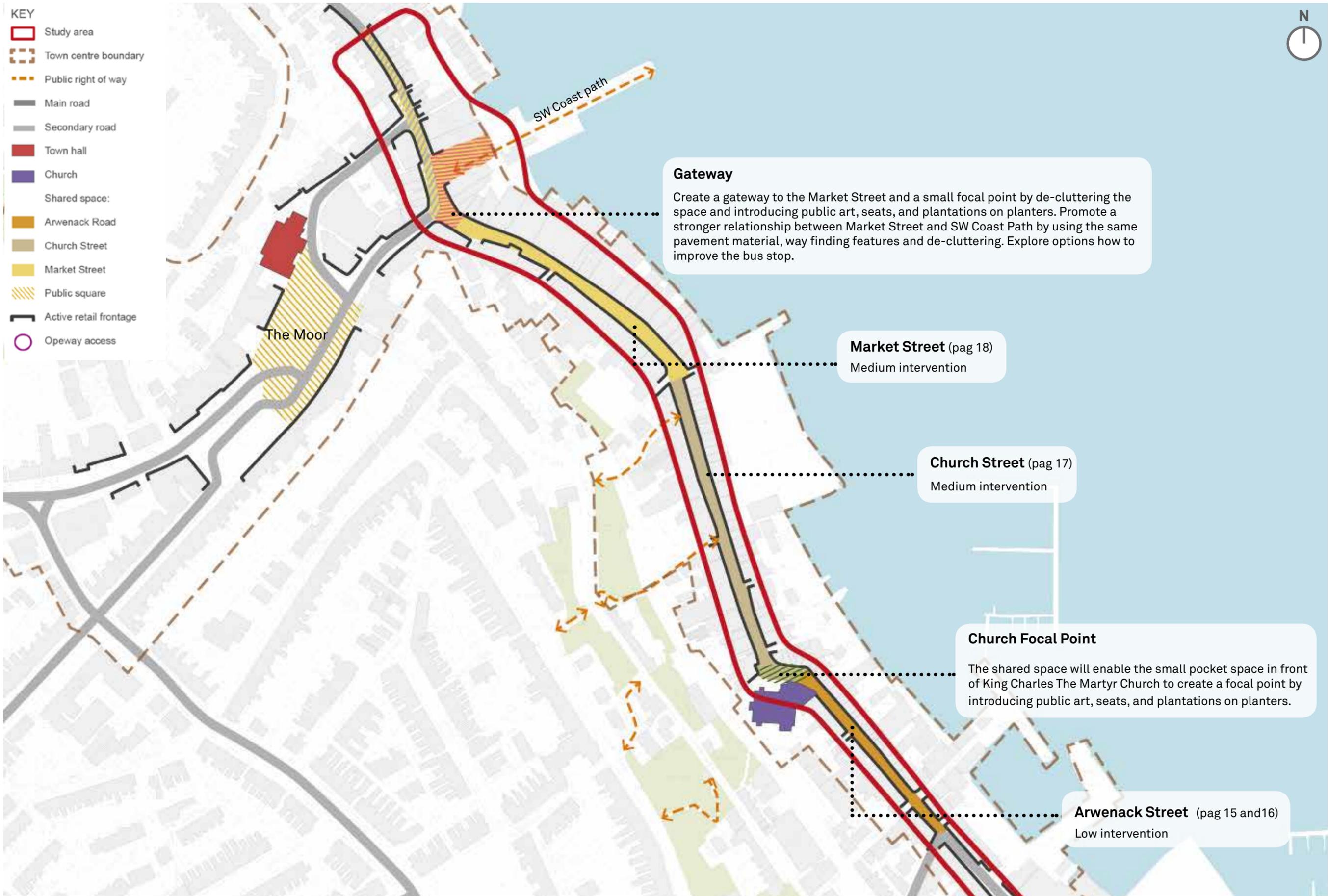
The TA car park is proposed to host new student accommodation and / or residential provision. Behind and under it, a new multistorey carpark will be placed to re-provide spaces lost at Grove Place and Church Street, whilst keeping existing levels at the Quarry site. Depending on the final scheme, it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



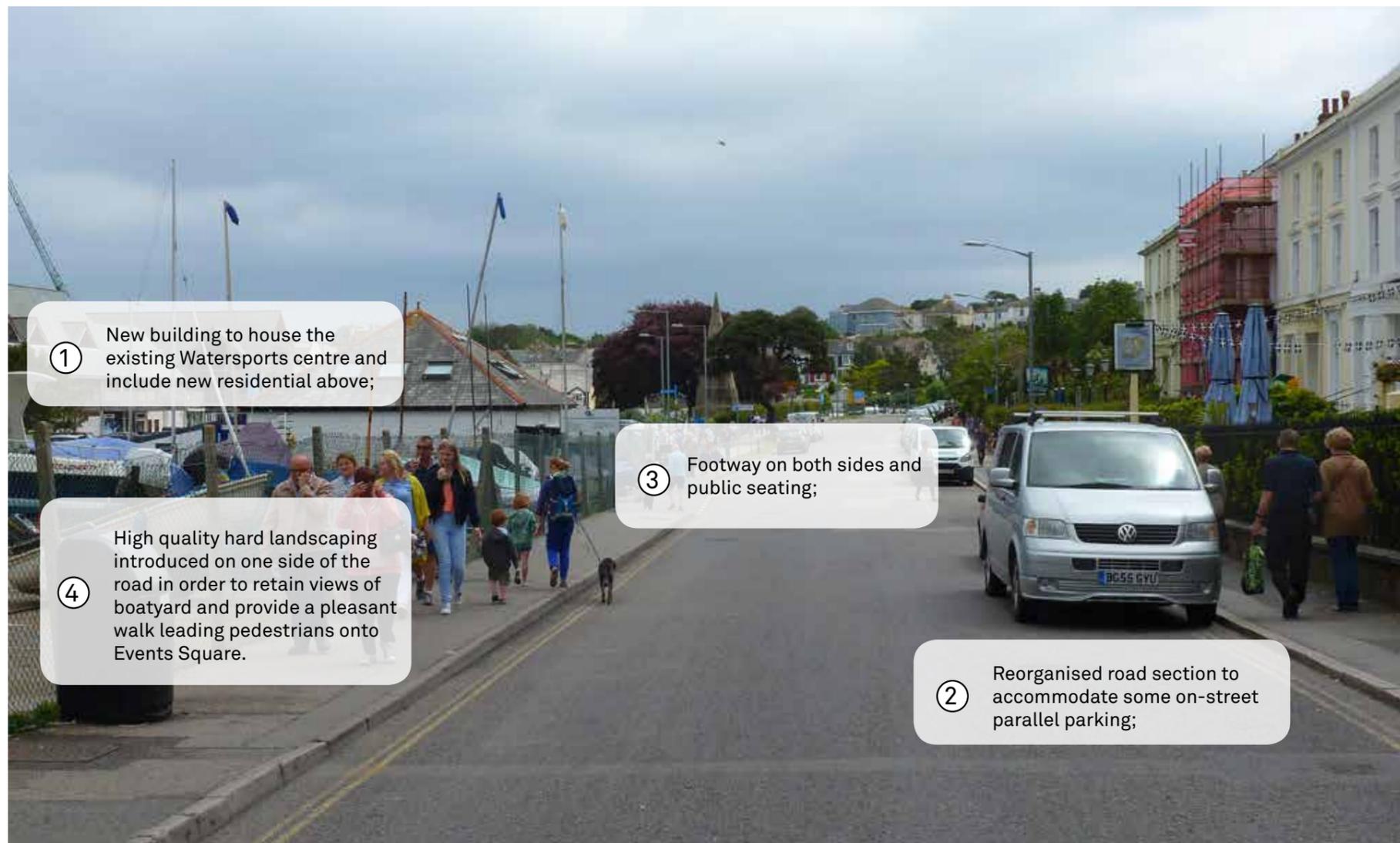


Main Streets interventions plan

Arwenack Street - Southern end potential improvements



View of existing Watersports Centre



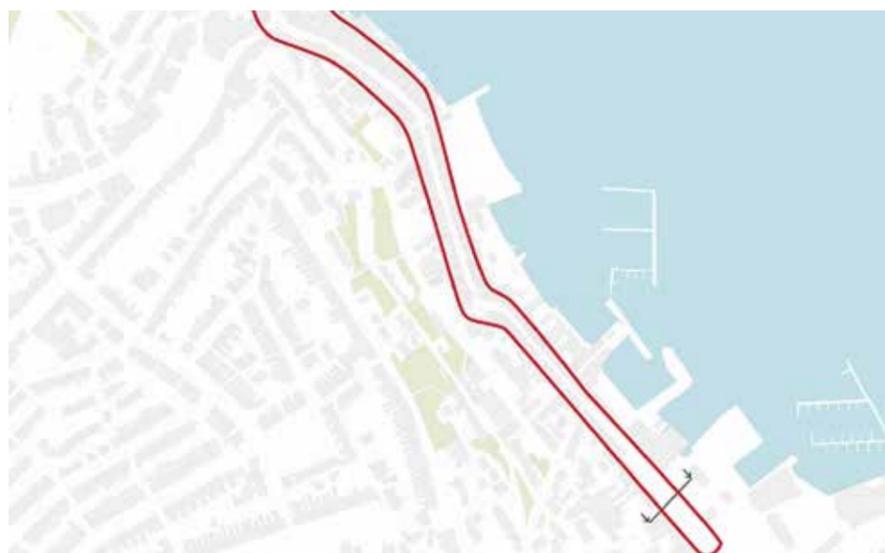
① New building to house the existing Watersports centre and include new residential above;

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



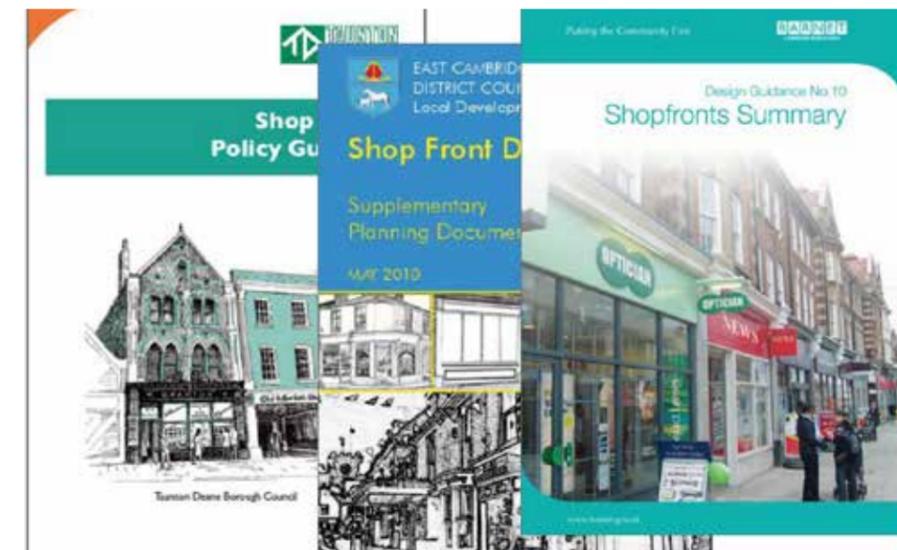
Nottingham Shop Frontage Design Guidance (1995)



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.



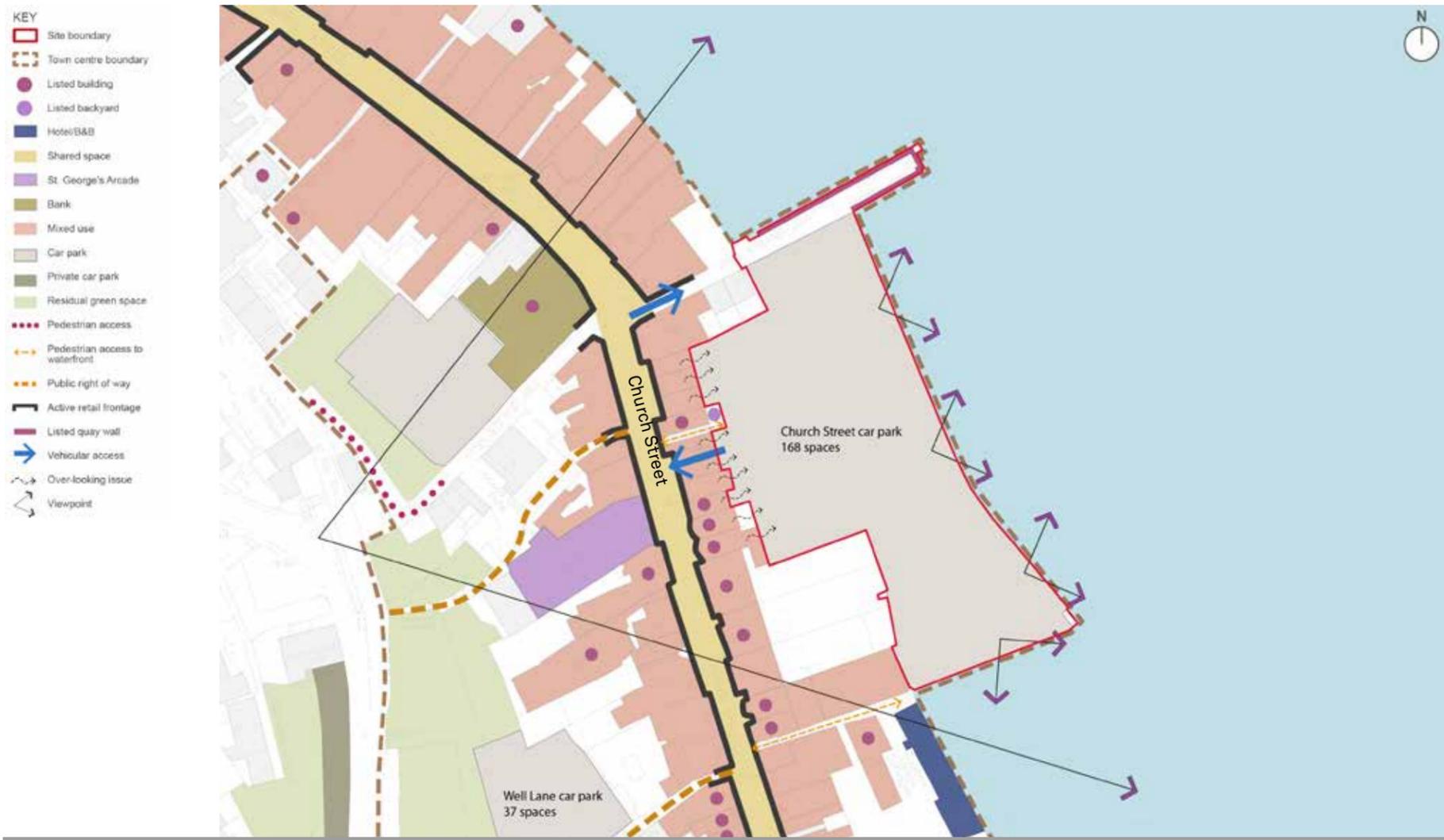
The Town Council will work with partners, including traders, residents and Cornwall Council, to explore ways of implementing a major public realm improvement scheme to prioritise the needs and experience of pedestrians for the long-term benefit of all parties.

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.



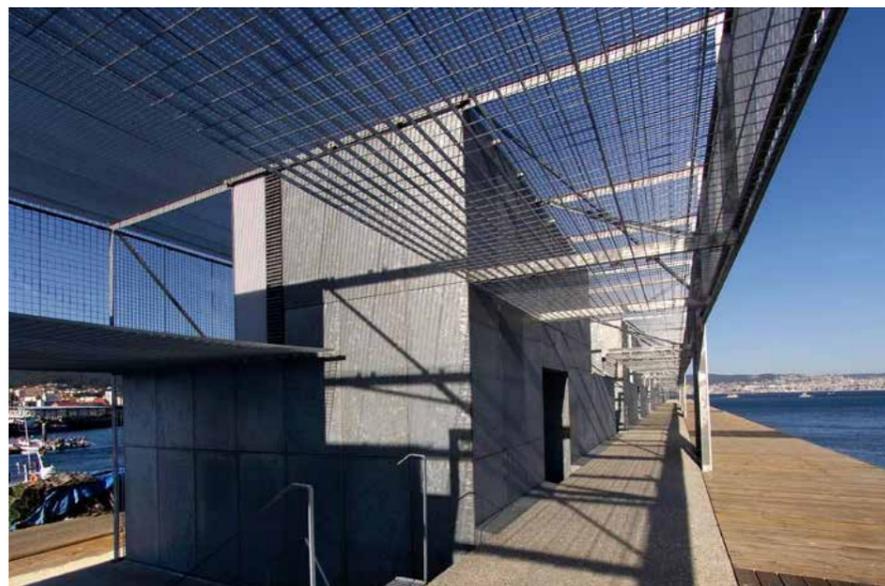
Church Street Site - Aerial photo



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.

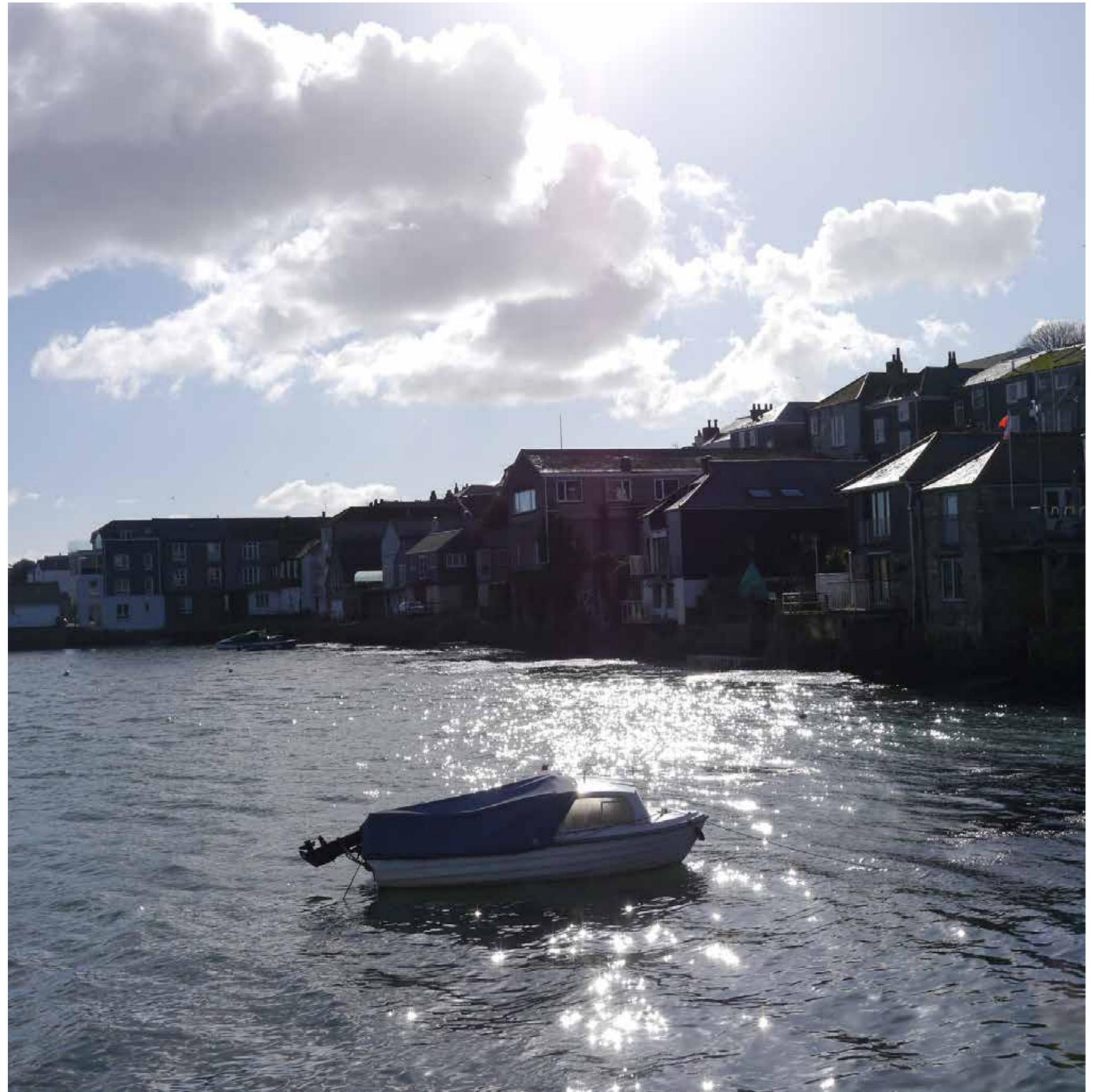
The Plan supports the redevelopment of the Church Street Car Park site in a way that meets the following objectives:

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.

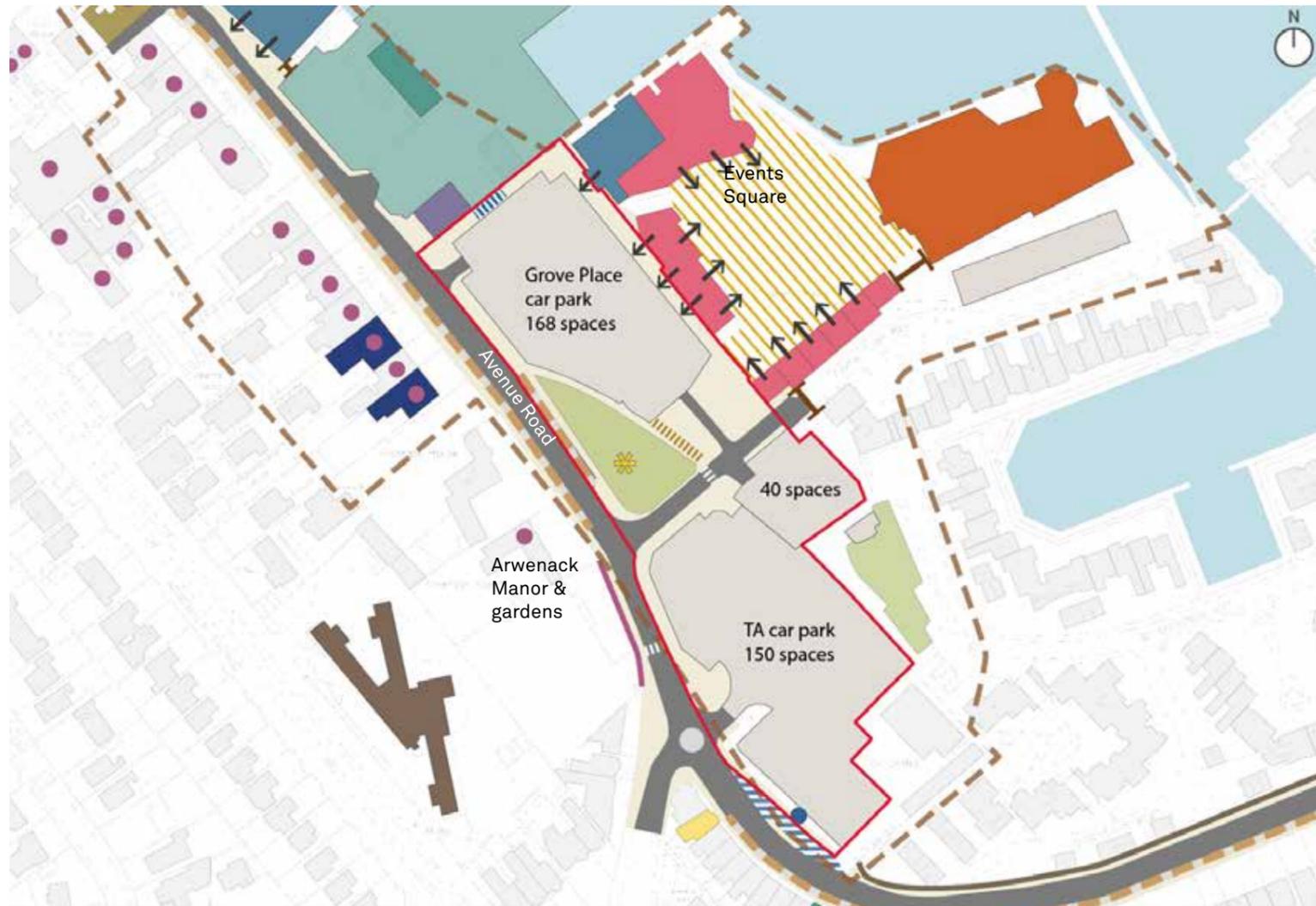
Such types of community aspirations can however be included as projects within the neighbourhood plan, although unlike policies these do not carry statutory weight.

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

- KEY**
- Site boundary
 - Town centre boundary
 - Railway
 - Zebra crossing
 - Carriageway
 - Footpath
 - Pedestrian access to waterfront
 - Bus stop lay-by
 - Bus stop
 - Care home
 - Bank
 - Charity shop
 - Art gallery/shop
 - Restaurant/cafe/pub
 - DVD shop
 - Barber
 - Hotel/B&B
 - Museum
 - Supermarket
 - Public toilets
 - Watersports
 - Car park
 - Parallel parking
 - Motorcycle parking
 - Bicycle parking
 - Tennis court
 - Public open space
 - Public square
 - Active retail frontage
 - Listed building
 - Listed wall
 - Killigrew Monument (Listed)
 - Gate



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:

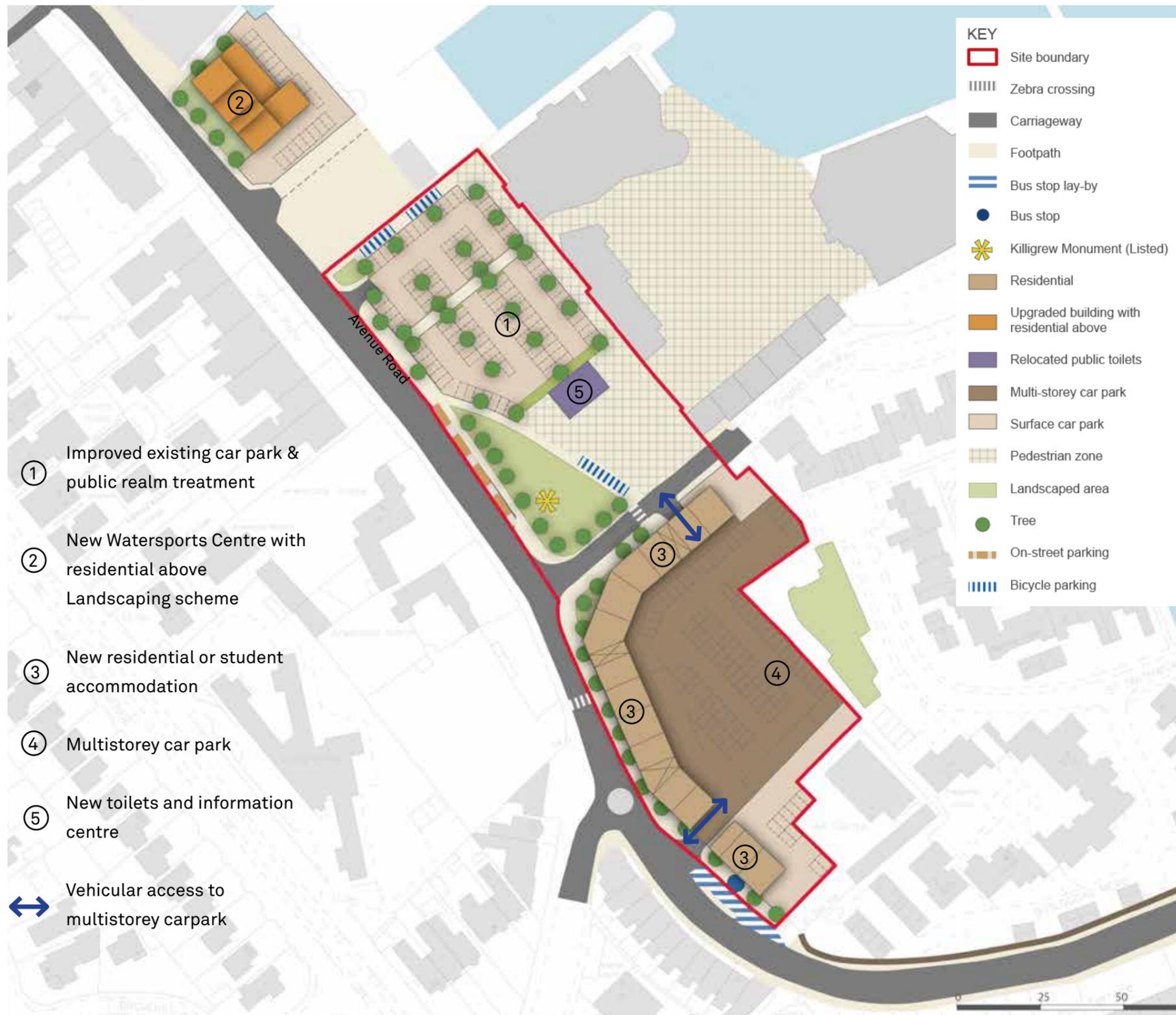
- create an extension of the main streets by improving the public realm;
- redevelop the Watersport Centre, reorganise its activities and add residential development above to enclose the street;
- keep the carparking provision at Grove Place but improve its outlook and quality with new pavings, lighting, 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)

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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**

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