



Planning for  
**Cornwall's future**

# Cornwall **Site Allocations** **Development Plan Document**

Preferred options consultation  
September 2016

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## 7. Falmouth & Penryn

7.1 Falmouth and Penryn are located within West Cornwall, approximately 13 Kilometres south of Truro. Falmouth and Penryn are situated on the coast at the entrance to the Fal Estuary. The Fal Estuary is the world's third largest deep water harbour, providing important deep water moorings and facilities to the marine industry, including the strategic marine operations of the Falmouth docks. Penryn is situated at the head of the Penryn River and is the home of the Universities of Falmouth and Exeter in Cornwall at the Penryn Campus.

### 7.2 Key Facts:

Population (2011 Census):	28,890
Dwellings (2011 Census):	13,780
Average house building rate (2005-2015):	136 per annum
Housing need (Bands A-E) October 2013:	1,548
Number of jobs (2011):	11,000
Average Wage (ONS Annual Survey 2013):	£448 per week

7.3 The overall vision and strategy for Falmouth and Penryn is summarised within this section, but is set out in more detail in the Falmouth & Penryn Town Framework; the Town Framework can be viewed on Cornwall Council's website. It should also be noted that a Neighbourhood Development Plan was in preparation at the time of writing for Falmouth, that focuses on matters related to student accommodation; this should also be referred to if bringing forward development proposals within the town.



Looking towards Pendennis Headland

## Vision, Objectives & Targets

7.4 Falmouth and Penryn's vision is:

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

7.5 The Cornwall LP:SP document sets out seven strategic aims for the Falmouth & Penryn Community Network Area, which covers issues relating to Housing and delivering an appropriate mix; Employment, including marine and university related growth; Vitality of the town centres; and Improved transport infrastructure.

7.6 In addition, there are a set of objectives for the towns of Falmouth & Penryn, which are summarised below and set out in full in the Falmouth & Penryn Town Framework:

- 1** **Manage Housing Growth:** Manage the location, distribution and integration of housing growth and the delivery of an appropriate mix of housing for the towns, including affordable housing and provision of quality student accommodation.
- 2** **Design Quality:** Development should deliver high quality design that shows how its mix of uses, scale, massing and architecture contributes to the distinctiveness of Falmouth and Penryn.
- 3** **The Natural Environment:** Respect and enhance the natural environment, including maintaining and enhancing areas of Green Infrastructure, which contribute towards and protect the local identity of the towns and surrounding rural settlements
- 4** **Invest in Technologies:** Embrace new technologies, opportunities surrounding Renewables, modern working and Information Technology, including:
  - a** **Support and retain young people:** Supporting opportunities surrounding the Universities in Falmouth and Penryn, in particular the Tremough Innovation Centre and the Academy for Innovation & Research; plus the provision of incubator units and grow-on space
  - b** **Support industries / business and maximise assets:** Maximise opportunities from the presence of the Universities at Falmouth and Penryn, and the wider Port / docks
  - c** **Achieve a vibrant future for the Port / Docks as part of healthy business infrastructure:** Promote the Port masterplan and enable the delivery of port related projects alongside the diversification of the marine sector
  - d** **Develop infrastructure initiatives to help secure a prosperous economy**

## Targets

7.7 The Cornwall LP:SP document has set the following targets for Falmouth & Penryn:

- To develop 2800 dwellings between 2010 and 2030 within the two towns (excluding student accommodation)<sup>1</sup>
- The provision of bed spaces within purpose-built student accommodation commensurate with the scale of expansion of the university in Falmouth with Penryn
- To deliver around 25,750sqm of B1a office space and 21,667sqm of Industrial space within the Community Network Area

<sup>1</sup> In addition to the 2800 dwellings for Falmouth & Penryn, the wider Community Network Area has been targeted within the delivery of 600 dwellings

## The Strategy

7.8 The core principal of the Strategy for Falmouth and Penryn is to focus on their assets and maximise the opportunities arising from: the presence of the docks; the Port; the Universities; the retail offer; and the leisure and tourism opportunities arising from the outstanding natural and marine environment that surrounds the towns.

7.9 Furthermore, a key aim is to maintain the distinct identities of the towns, and neighbouring villages, whilst maintaining and strengthening the supporting and complimentary roles that the towns provide to each other.

7.10 The strong potential for growth surrounding the presence of the docks and wider Port, the Universities and Innovation Centre, place Falmouth and Penryn in a good position to maintain and enhance their role as a key economic centre for Cornwall.

7.11 New employment space will be provided to support the growth requirements of the docks and its associated industries; support will also be given to providing grow-on space to support the presence of the universities and the Innovation Centre at Tremough. Furthermore, the safeguarding and reprovision of employment space on existing employment sites represents a key strand in maintaining a foundation to the towns' economic health, from which their future economic growth can be built upon.

7.12 Falmouth town centre and Penryn neighbourhood centre should be maintained as their community's primary retail and service centres, with Falmouth also providing for a wider catchment. Due to its constrained nature, there are limited opportunities within Falmouth town centre to grow the retail offer; although consolidation of the town's parking provision could open up opportunities for redevelopment of one or more of these sites, on the basis that it can be demonstrated that an appropriate scale and location of parking provision can be maintained for the town.



*Tremough Innovation Centre. Photo by Aedas*

7.13 Commercial Road and High Street in Penryn provide an important role for its local residents and plays a supporting role to the larger offer at Falmouth. It has limited opportunities for growth and as such its main focus should be upon regenerating the High Street and Commercial Road area; delivering new pedestrian access between these areas and its car parks, to improve accessibility for the town and its retail offer.

7.14 In delivering the housing growth for Falmouth and Penryn, priority will be given to brownfield and urban sites; however the urban capacity is very limited due

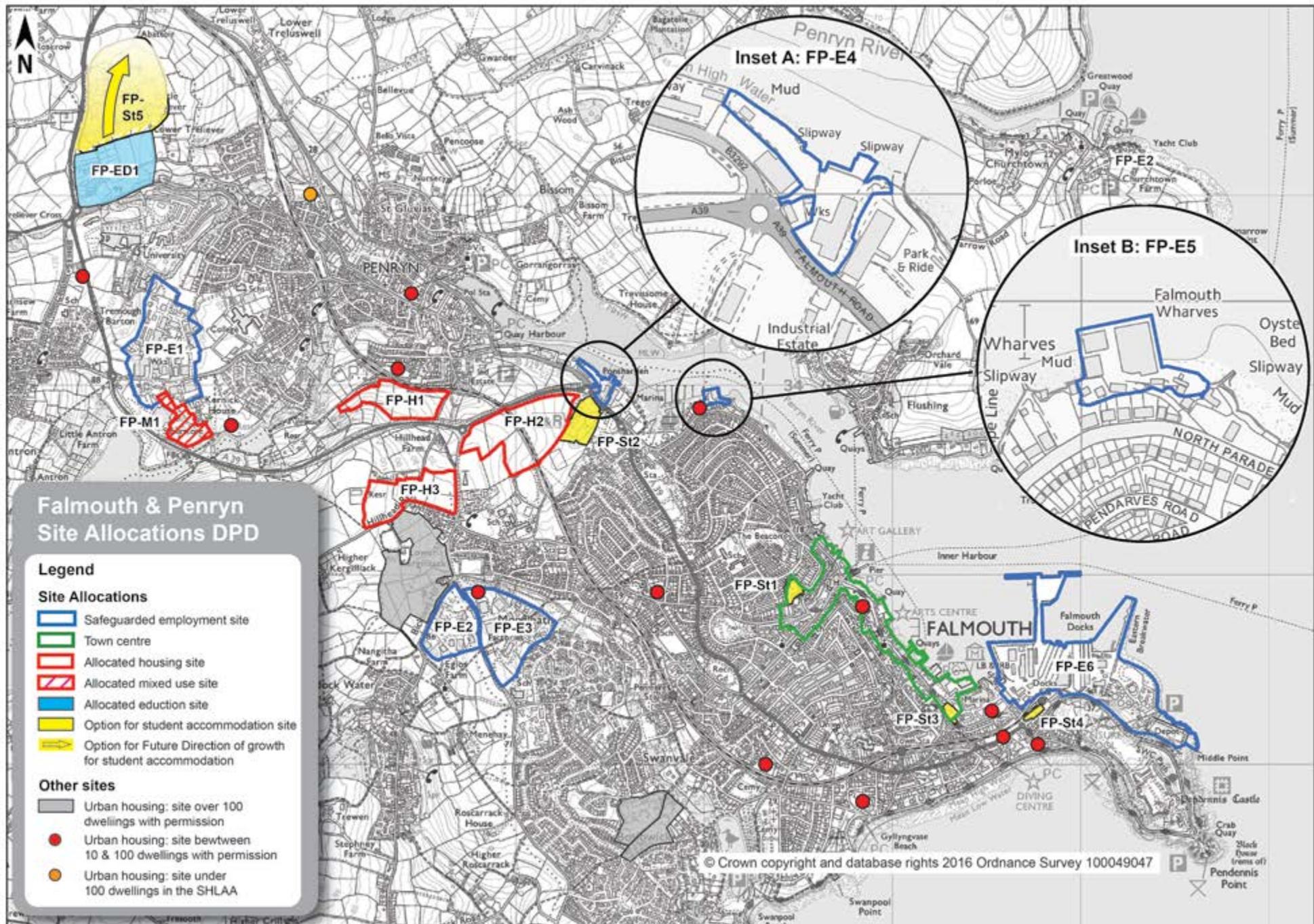


Figure FP1. Falmouth and Penryn Strategy Map

to the constrained nature of the towns. Consequently, remaining growth will need to be provided on Greenfield sites, through a series of urban extensions. In delivering the housing growth for the towns, focus should be given to delivering an appropriate mix of housing to address local housing need. An element of this future need relates to student accommodation, driven by the potential growth of the Universities at the Penryn and Falmouth campuses.

7.15 To support the future expansion of the University, student accommodation needs to be provided strategically to ensure it does not adversely affect the existing housing stock. A range of accommodation should be delivered to cater for varying requirements; this should include delivery of further accommodation on campus, plus delivery of managed, purpose built, accommodation within easy access to Penryn and Falmouth centres and their facilities, with a focus on Falmouth. Having this dedicated provision will help to reduce the reliance on the existing housing stock and other smaller urban sites within the community, which can instead be released for much needed housing, particularly affordable housing.

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



*Falmouth Docks*

## **Economic Growth**

7.17 Falmouth and Penryn's economic aspirations are to broaden and strengthen its economic base and create better paid and skilled job opportunities for its residents.

7.18 The aim is for Falmouth and Penryn to be one of Cornwall's most important economic centres, delivering more, higher quality employment opportunities for its local residents and surrounding communities. Falmouth and Penryn have various assets that are and can continue to be significant economic drivers for the area, such as the port, docks and universities (including its innovation and research functions), as well as the town's natural environment.

7.19 Falmouth's deep water access represents a significant asset; as a result the town has been highlighted as a location to support the growth of Cornwall's Marine Renewable and Marine technology sectors.

7.20 The presence of the University within Falmouth & Penryn represents a key asset and economic driver for Cornwall. One of the Universities specialisms focuses on the creative industries, so there is an opportunity to grow the economic opportunities arising from this industry, particularly within the design, media and digital sectors.

7.21 Building upon the success of the Tremough Innovation Centre also represents a key priority. The delivery of grow-on space in the towns will help to maximise the benefits of the Innovation Centre, as well as help to secure the longer term success of

new and growing business in the area.

7.22 Falmouth and Penryn’s economic success will also be supported by a very strong and resilient tourism sector that maximises the distinct benefits arising from the unique assets of the towns and their waterside location, emphasising the importance of the surrounding natural environment.

7.23 The Cornwall LP:SP document seeks the provision of around 25,750sqm of B1a office accommodation and 21,667sqm of new industrial space over the Plan period. Table FP1 highlights progress towards meeting the targets.

<b>Falmouth &amp; Penryn - Employment land (B use class)</b>		
	Office (sqm)	Industrial (sqm)
Local Plan CNA Target	25,750	21,667
Net Completions Apr - 10 to Mar - 16	14,036	5,626
Net extant planning permission / under construction (at Mar -16)	5,290	4,894
Residual Local Plan Target	6,424	11,147

Table FP 1. Falmouth & Penryn - Employment Land

7.24 Falmouth’s port and docks (FP-E6), together with the deep water access, represent key assets to safeguard and exploit for marine related economic opportunities. The expansion and intensification of marine related uses on the docks represents a key opportunity, which will support existing operators, as well as help attract new business to the town. The safeguarding and enhancement of other waterside sites in Falmouth and Penryn to support the Docks operation and other marine related industry is also recognised; in particular the importance of Falmouth Wharf (FP-E5) and Ponsharden (FP-E4), as sites with deep water access, are important assets, so future development should be restricted to marine related employment uses. Other sites that should be protected along Penryn River will be reviewed as part of the emerging Penryn Neighbourhood Plan.

7.25 In seeking to grow Falmouth and Penryn’s economy, it is important to protect its current economic base, as a result the safeguarding of other important employment sites represents a key strand of the strategy. Sites safeguarded as Strategically Important, in line with Policy 5 of the Cornwall LP:SP, are: Kernick Road Industrial Estate (FP-E1); Bickland Business Park (FP-E2); Tregonigie Industrial Estate (FP-E3).

7.26 As well as opportunities to deliver additional space on these existing sites, there is an opportunity for new employment space to be delivered at Kernick Penryn (FP-M1). The site is situated close to the A39 and is well related to the existing Kernick Industrial Estate. This site offers the opportunity for employment generating uses as part of a mixed use development, providing a continued focus on Industrial employment alongside a regenerated and more efficient Kernick Industrial Estate.

7.27 With the importance of ‘grow-on’ employment space to support the continued success of the Tremough Innovation Centre, as well as other office related development that will, in part, be related to the aspirations of the University, the Tremough Expansion allocation (FP-ED1) has been identified as a location where such space could be located, as part of an academically focused development.

## Retail Growth

7.28 Although the most important role of a town centre is to provide a quality retail offer, a good town centre should also provide a complementary offer. Lively, welcoming town centres can provide a leisure offer; a focal point for the community; and act as an important employment base.

7.29 Falmouth is an important retail centre attracting from a wide catchment area. Penryn offers a more local shopping experience for its immediate community within its high street. At Commercial Road, the offer is more varied, with a mix of larger premises operating, including marine related and 'comparison' businesses, which trade at a more strategic level.

7.30 The Cornwall Retail Study Update 2015 indicated that there is no capacity to deliver further convenience floorspace within the Plan period; whilst there is only capacity for approximately 300sqm of Comparison floorspace, generated at the end of the Plan period<sup>2</sup>.

7.31 As a result, there is not a requirement to allocate sites for retail development; so the enhancement of the retail offer should come from other measures.

7.32 **Falmouth Town Centre:** The main focus for Falmouth relates to the consolidation and enhancement of the existing town centre offer. The priority is to maximise the re-use and improvement of vacant and underused premises, in doing so strengthening the existing town centre offer. There is also an opportunity to deliver complementary uses on upper storeys and on vacant sites, which will increase footfall within the town; such as office space, student accommodation etc. If the town centre is to flourish it is important to maintain a good quality, accessible, parking provision. There is an opportunity to review

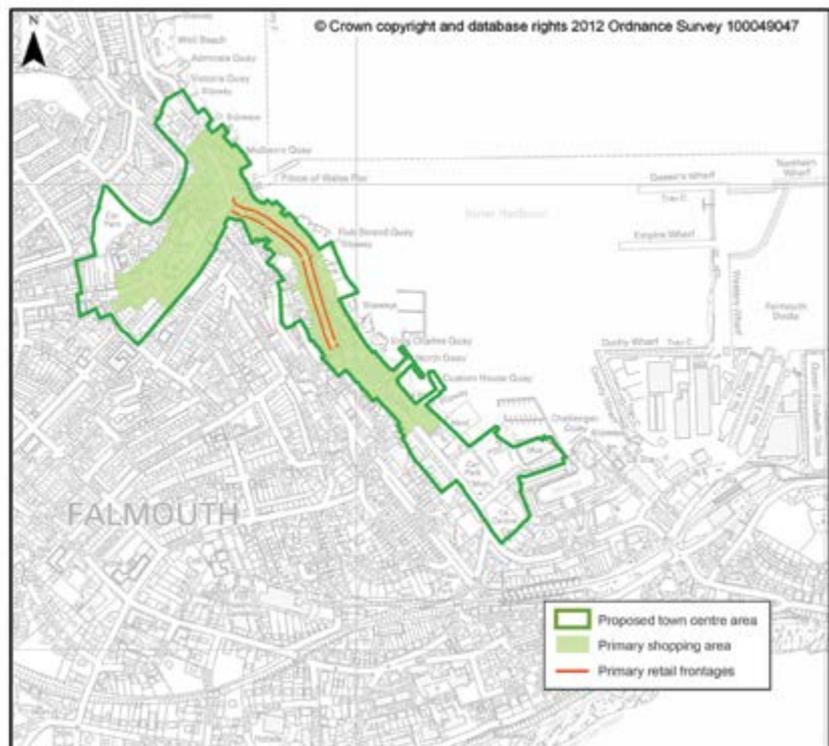


Figure FP2. Falmouth Town Centre

the parking provision amongst the various car parks within the town, but maintaining and strengthening Quarry and Maritime car parks as the primary provision at either end of the town centre corridor. This might then lend itself to looking at some of the other car parks, to determine whether it could be better utilised in another form, for example Church Street Car Park. There is also an aspiration to maximise opportunities for improving public realm and stop-off points / destinations along this town centre corridor.

<sup>2</sup> The Cornwall Retail Study Update 2015 evaluated capacity between 2015 and 2030. Capacity figures are 'net sales area'

7.33 **Penryn Neighbourhood Centre:** The main focus should be the regeneration of the Lower Market Street / Broad Street and Commercial Road areas; delivering an improved public realm and transport improvements at Commercial Road, Broad St and Quay Hill; as well as new pedestrian access between the retail areas and its car parks, to improve accessibility and its current and future retail offer. Focus should be given to maximising the re-use of and improvement to vacant and underused premises, maximising the opportunities arising along Commercial Road.

7.34 Further information on proposals to enhance the retail offer can be seen in the Falmouth & Penryn Towns Framework.

## Housing Growth

7.35 The delivery of good quality housing through holistic, integrated, developments forms a key strand of the overall strategy for Falmouth and Penryn. The need to create, maintain and enhance sustainable communities sits at the heart of this, with new development providing a positive contribution to the neighbourhood that it will sit within. Historically housing growth within Falmouth and Penryn has been stimulated by the area's economic prosperity and whilst there are other pressure that are driving the need to plan for housing in the future, it is important that economic and housing growth still comes forward in a complementary manner.



*New housing*

7.36 The Cornwall LP:SP document has targeted the delivery of **2,800 dwellings** in Falmouth & Penryn between 2010 and 2030. The importance of delivering bespoke student accommodation is also recognised as a key component of the overall housing provision for town; but the delivery of student accommodation will be in addition to the 2,800 dwelling target.

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7.37 The identification of sites to deliver the housing target was prioritised to the urban area; however Table FP2 below shows that urban sites, together with permissions and completions, will not achieve the target. As a result, sites on the edge of Falmouth and Penryn are also need to provide at least 686 dwellings.

<b>Falmouth &amp; Penryn - Housing Delivery</b>	
<b>Target</b>	<b>2,800</b>
Net Completions (Apr -10 to Apr - 16)	796
Net Extant permissions (at Apr - 16)	791
Significant permissions granted since Mar-16	156
Net windfall projection	243
Net additional urban capacity	128
<b>Residual target</b>	<b>686</b>

Table FP 2. Falmouth & Penryn Housing Delivery

7.38 As a result of an assessment of all land immediately adjacent to the existing built area of Falmouth and Penryn, four urban extension sites have been identified to deliver the remainder of the housing target:

- College / Hillhead (FP-H1) – delivering 210 dwellings
- Falmouth North (FP-H2) – delivering 300 dwellings
- Kergilliack - Phase 2 (FP-H3) – delivering 200 dwellings
- Kernick (FP-M1) – delivering 100 dwellings

7.39 These sites offer an opportunity to create expansions to existing neighbourhoods of the towns; in doing so supporting or enhancing the services and facilities available to the new and existing residents; making them more sustainable and desirable locations to live. The appropriateness of the allocations has been assessed, in part, in their ability to integrate into the existing urban form, creating good vehicular and/or pedestrian links.

### **Student Accommodation**

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

7.41 Falmouth and Exeter Universities have ambitions to expand, with an aspiration to increase the number of under-graduate and post-graduate students at the Penryn Campus, to accommodate a further 2,500 students. With only 5% to 8% of students expected to live at home<sup>3</sup>, it is anticipated that accommodation to house approximately 2,375 students will be needed to accommodate the Universities' aspired growth.

7.42 The expansion of the Universities offers many benefits to Cornwall and particularly the Falmouth and Penryn area. As well as the obvious benefits relating to Cornwall's skills agenda, there is the additional employment that would come from the Universities' expansion; the economic benefit to local suppliers and the facilities and services within the towns that the additional students would make use of; plus the spin-off economic opportunities arising from the additional research activity that Exeter University would like to undertake.

7.43 Whilst there are many benefits to the expansion, it is recognised that as a result of the relatively small nature of the two towns, unmanaged growth would have significant detrimental impacts upon the local housing market, with the loss of further housing within Falmouth and Penryn to student accommodation, displacing local residents.

7.44 To enable the benefits to come forward, whilst addressing the potential negative impacts, a three pronged approach is required:

1. The introduction of an Article 4 Direction and Neighbourhood Plan, which will be able to prevent further loss of the existing houses stock to student accommodation;
2. Any increase in the student cap at the Penryn Campus should only be lifted in a phased manner, directly linked to the delivery of bespoke, managed, student accommodation (i.e. when a student accommodation scheme has been built, an equivalent increase in the Penryn Campus student cap is allowed). An appropriate

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3 Statistic provided by FX Plus

mechanism must also be implemented to monitor any future growth and its impacts; and

3. The identification of a small number of sites that could appropriately deliver managed student accommodation; with sites identified both off-site AND on-site to satisfy future needs.

7.45 To facilitate the third point above, a series of site options have been identified to support the delivery of managed student accommodation. Firstly, three sites have been identified to deliver accommodation 'on-site', i.e. within the existing campus or on adjacent land:

- The existing Penryn Campus - Plans are already being progressed to deliver an additional 1,050 units on the University's existing Penryn Campus. Outline permission has already been granted, so no site allocation is required.
- Penryn Campus Expansion (FP-Ed1) – A site has been identified to the north of the existing campus, which will support the growth of the Universities, in relation to academic and support facilities, 'grow-on' space relating to the Tremough Innovation Centre, etc. As part of this expansion it is estimated that the site could also accommodate an additional 200+ student bed spaces.
- Treliever Future Direction of Growth (FP-St5) – The precise boundary of the site and in turn the number of bed spaces has yet to be determined, but could accommodate a significant amount of student accommodation. If selected the site should link with FP-Ed1 and in turn the existing campus; provide associated services and facilities to support the accommodation; plus support the delivery of improved sustainable transport links to the town centres

7.46 The two to three sites at an expanded Penryn campus could cater for at least half of the Universities' aspired growth. To support the delivery of any remaining growth, a further 4 site options have been identified that could accommodate purpose built, managed, student accommodation. These sites will be expected to incorporate an appropriate on-site management regime to ensure there is a mechanism to deal with any issues from the students and/or the neighbouring residents in a timely manner. The 4 sites are set out below and highlighted on Figure FP1:

- Quarry Carpark (FP-St1) – approx. 300 bed spaces
- Falmouth Road (FP-St2) – approx. 800 bed spaces
- Arwenack Street (FP-St3) – approx. 150 bed spaces
- Ocean Bowl (FP-St4) – approx. 200 bed spaces

7.47 The development of these off-site options with high quality accommodation, with associated services and facilities, will also offer an attractive alternative to the existing rented housing stock within the community, which might help to reduce demand from students for existing HMO properties.

7.48 The combination of the 'on-site' options, together with the 4 off-site options would deliver more student accommodation than is required; as a result Cornwall Council is seeking feedback through this consultation, to determine which combination of the 4 off-site options and the Future Direction of Growth should be allocated within the final Allocations DPD.

7.49 Any proposed development relating to student accommodation, including change of use, should also have due regard to the Falmouth Neighbourhood Development Plan, which when adopted will form part of Cornwall's Local Plan and will provide policies to manage student accommodation proposals within the town.

## Infrastructure

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

### Education

7.51 Primary – There are currently 6 primary schools within the Falmouth & Penryn urban area, which cater for approximately 1600 pupils. It is anticipated that they will have a collective capacity to accommodate a further 120 students by 2017, although this is as a result of a surplus at Falmouth Primary, with most other schools operating over capacity. It is estimated that the proposed growth will generate the demand for approximately 240 additional primary school age children. It is expected that this additional demand will be catered for through the expansion of the towns' existing schools, with Penryn Academy and Falmouth School targeted.

7.52 Secondary – There are two secondary schools within the area, one in each of the towns. Collectively these schools have the capacity to accommodate just under 2,400 students, and by 2017 they are anticipated to accommodate approximately 2,040 students, but with Penryn operating over capacity. As a result of the area's growth over the Plan period, it is anticipated that the schools will have to cater for approximately 280 additional students. It is estimated that growth within Falmouth can be accommodated by Falmouth School, particularly with the consolidation of their campus onto one larger site, by incorporating the former Budock Hospital. However, with Penryn School already operating at capacity, a small expansion (e.g. 3 to 4 classes) in the medium term will be required to cater for its growth.

7.53 Universities – the presence of Falmouth University and the University of Exeter at the Woodlane and Penryn campuses provide significant further education facilities for the two towns, as well as Cornwall as a whole. The existing campus at Penryn is undergoing significant expansion and it is anticipated that not all growth within the Plan period will be able to be accommodated within the confines of its current site. As a result of an assessment of additional site options, the Tremough Phase 2 site (FP-ED1) has been identified, which is immediately to the north of the existing campus; this will ensure the growth of the Universities are not inappropriately constrained, whilst taking advantage of the facilities and linkages to the existing campus.

### Utilities

7.54 Water / Drainage – South West Water confirmed that there were no strategic issues with regard to supplying the proposed growth. Any localised reinforcement work that might be required would be payable by the developer. Capacity of the foul water system will need to be improved to deliver the proposed growth. There have been instances of foul water back up and overflow within Falmouth in particular. Ensuring that the foul system has appropriate capacity and is fit for purpose is essential in order to secure an appropriate provision for the local community and its growth within the Plan period. Cornwall Council will continue to engage with South West Water to ensure the issue is addressed.

7.55 Falmouth and Penryn both have areas that are identified as drainage catchment areas, which can impact on surface water flooding. New development should make use of Sustainable urban drainage systems (SUDS), so that fluvial water is returned to the watercourse in a controlled manner. This will help ensure development does not exacerbate flooding issues, whilst in some instances reduce the risk of flooding further downstream. The delivery of these systems will also help create capacity in the foul system.

7.56 Electricity – Western Power Distribution (WPD) has indicated that an upgrade is likely to be required to the area’s primary substation to support the proposed growth, but is unlikely to be required in the next 3 – 5 years. Cornwall Council will continue to work with WPD to ensure any necessary upgrade is implemented at the appropriate time.

### **Healthcare**

7.57 Falmouth and Penryn currently have five GP surgeries, as well as a community hospital at Falmouth. These five surgeries provide for over 43,000 residents from within the towns and surrounding villages, including the student population. However, the facilities are considered to be undersized when compared to the Premises Size Guidance. When factoring in the proposed housing growth it is estimated that there will be a need for approximately 2,000sqm of new healthcare space, of which 630sqm is generated by the proposed growth, if facilities continue to be utilised in their current form. Furthermore, the proposed growth will generate the need for approximately 4.2 additional FTE GPs.

7.58 The Health and Care system is looking at new ways of delivering care, with an aim to reduce the need for A&E attendance and hospital admissions. A transformation programme is in place, with the objective to support the “bottom up” development of local care communities. Groups of GP Practices (known as Locality Groups) are working with health, social care and voluntary sector partners to lead the development of solutions, appropriate for their local population. This work is being managed within 10 Localities across Cornwall. The Falmouth and Penryn Locality is looking at a number of initiatives for the future, including: Securing GP involvement in the planning of nursing teams and addressing resilience issues; Working with Royal Cornwall Hospital Truro to pursue opportunities for the provision of ‘infusions’ from Falmouth Community Hospital; and Supporting work to develop a more integrated model for adult social care provision.

7.59 As well as the Locality initiatives, at the time of writing Westover Surgery was developing plans to significantly increase the size of its surgery, whilst Penryn Surgery was seeking grants to improve their facilities; plus a scheme was coming forward by a developer at Kernick which included a health facility. Furthermore, with the expansion of the Tremough campus, the University are seeking to improve the facilities and services it provides for its students, which is likely to include healthcare. Cornwall Council will continue to work with NHS Kernow and NHS England to ensure sufficient healthcare provision is in place to accommodate the proposed growth.

## Transportation

7.60 Falmouth & Penryn's Transport Strategy sits within the context of Cornwall Council's overarching transport strategy, *Connecting Cornwall* – as set out in more detail in section 2.12.

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



*Union Corner Roundabout improvements*

7.62 Falmouth and Penryn are peripheral to the trunk road network in Cornwall and are further constrained by their peninsula location. The key access point to the towns is Treluswell roundabout, which is located at the crossroads of the A39 and A393 routes from Falmouth/Penryn to Truro and CPR respectively (two major economic centres for Cornwall). It also lies on the A394 corridor to Helston and the Lizard Peninsula. Treluswell is already operating over capacity and as a result of its strategic location within the network, together with the proposed residential and commercial growth, additional pressure will be created on the junction that could restrict growth unless improvements are implemented. As a result, this represents the main highway improvement project.

7.63 The project has secured the necessary funding and should be implemented by 2017. It will facilitate freer flowing traffic movement along the A39 towards the University, Falmouth Docks and key future housing and employment sites. The other key network constraint was at Union Corner, but an improvement project has already been completed, using Department for Transport's Local Pinch Point fund, which supports the growth proposals.

7.64 Falmouth and Penryn has a number of other junctions (see Figure FP2) that will be over capacity and suffer congestion if the proposed development comes forward without highway improvements, so it will be necessary to increase capacity at these junctions in order to limit congestion in the future. Junction improvements could include replacement of mini roundabouts, lane re-allocation, signalling improvements or widening.

7.65 In addition to the highway infrastructure improvements, the delivery of complementary sustainable measures also plays a vital role in managing the network. These improvements include creating a comprehensive cycle and pedestrian network in line with national best practice from the Cycling Demonstration Towns pilots. During 2014/15 significant improvements were carried out to the towns walking and cycling network, with the aim of developing a 'cycling culture' within the towns. These

improvements link the development sites with key destinations such as employment and service centres. A second phase of enhancements is proposed, which will deliver additional links when funding is secured.

7.66 Improvements to bus services, stops and passenger information will help facilitate both internal trips and external trips to key towns such as Truro and CPIR and allow residents and visitors to access cheaper forms of travel to the private car.

7.67 The key transport improvements are summarised in Figure FP3 and listed below in Table FP3.

<b>Falmouth &amp; Penryn Transport Strategy Measures</b>	
Junction improvements	Kernick roundabout (project being implemented)
	Union Corner double mini roundabout (project completed)
	A39 North Parade Roundabout
	Treluswell roundabout (project in delivery)
	Kimberley Park Road/Dracaena Avenue
	Quay Hill/Commercial Road Signalled Junction
Bus improvements	The One Public Transport System for Cornwall (OPTSC) project will deliver a high quality, accessible and integrated public transport network for Cornwall by December 2018. Work is underway to identify improvements to bus services, vehicles, infrastructure, information, ticketing and branding that will significantly improve the offering to both existing passengers and non-users, increasing the appeal of public transport to drive up patronage on bus and rail and make the network more financially viable. Falmouth and Penryn will be one of two areas where early delivery of some of these interventions will be trialled.
Rail Improvements	Provision of improved station facilities, better information and a platform extension at Falmouth Town, enabling the introduction of a 3 carriage service. Longer term aspiration to increase frequency of service from 2 to 3 trains per hour.
Publicity and Promotion (Smarter Choices Initiatives)	Public transport timetables, information on car clubs and car share schemes and personalised travel plans

Table FP 3. Falmouth & Penryn - Transport Strategy Measures

7.68 Whilst the measures set out above represent strategic infrastructure to accommodate the targeted growth, developers of significant schemes will still be expected to assess the impacts of their proposal on the network as part of their planning application. As part of these more detailed assessments, it might identify additional site specific improvements that may be required in addition to the schemes highlighted.



## Green Infrastructure

7.69 Falmouth & Penryn's Green Infrastructure Strategy takes a lead for the Cornwall-wide GI strategy, as set out in more detail in section 2.13.

7.70 Falmouth & Penryn's Green Infrastructure (GI) should be multi-functional; delivering joint benefits for biodiversity, public rights of way, public open space, and flood attenuation, where applicable.

### Biodiversity

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

7.72 Links out into the surrounding area should be enhanced where possible. These include links to Falmouth Reservoirs, Budock Water, Swanpool Beach and Swanpool, Maenporth Valley, Roskcrow Wood,



*Palm trees in Foxhill Rosehill Gardens*

Treliever Quarry screening woodland, Horneywink Wood and Bagatelle Plantation. The key habitat corridors identified on the accompanying map have been designed to link these main habitat areas. The public open space and public right of way networks on the map should also be utilised as green corridors, providing linkage between the urban area and the surrounding countryside.

### Green Links

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

### Sustainable Urban Drainage

7.74 Due to local topography and drainage catchment areas surrounding the towns, and the potential for wider impacts of surface water runoff and flooding, developments need to address the drainage of land and developments in a sustainable manner that will not adversely impact adjacent areas. Sustainable Urban Drainage Systems (SUDS) should be used to address on site issues and reduce the potential of flooding off-site.

## Public Open Space

7.75 Standards have been adopted for six different essential types of open space, based upon an assessment of existing provision. Falmouth and Penryn has a lower than average provision of some of these types of open space. There are also acknowledged issues in terms of cemetery capacity and hence a need for a new site(s) to be provided to serve the immediate and future needs of the towns. Whilst there are various categories of open spaces, most highlighted below, the principles of multi-functionality will be sought, i.e. providing new open spaces, or upgrading existing spaces that can perform more than one role; this in turn could help to reduce the minimum space requirements set out below. Furthermore, the creation of fewer, but larger, better quality open spaces will generally be sought. To deal with the demand generated by the proposed growth, Table FP4 sets out the space requirements when delivering new development.



*A winter view over Swanpool*

<b>Falmouth &amp; Penryn Open Space Requirement</b>		
	Minimum new space (per dwelling) sqm	Equivalent additional off-site contribution (per dwelling) sqm
Parks & Gardens	11.03	8.52
Natural & Semi-natural spaces	10.51	22.27
Formal Sports Pitches	24.56	0.00
Children's Play Spcaes	1.54	0.02
Teenager's equipped spaces	0.30	0.25
Allotments	2.90	0.00
Cemetery	7.12	0.00
<b>TOTAL</b>	<b>57.96</b>	<b>31.06</b>

*Table FP 4. Falmouth & Penryn Open Space Requirement*

7.76 For more information on the open space strategy, including design requirements, the minimum size of new open spaces sought and the cost of delivering the open space, refer to the Open Space Strategy for Larger Towns in Cornwall.

7.77 Finally, it would be expected that appropriate arrangements, including financial, are put in place to ensure any newly created green infrastructure can be appropriately maintained.

7.78 Please refer to the Falmouth and Penryn Town Framework to obtain more information on the Green Infrastructure Strategy for the two towns.

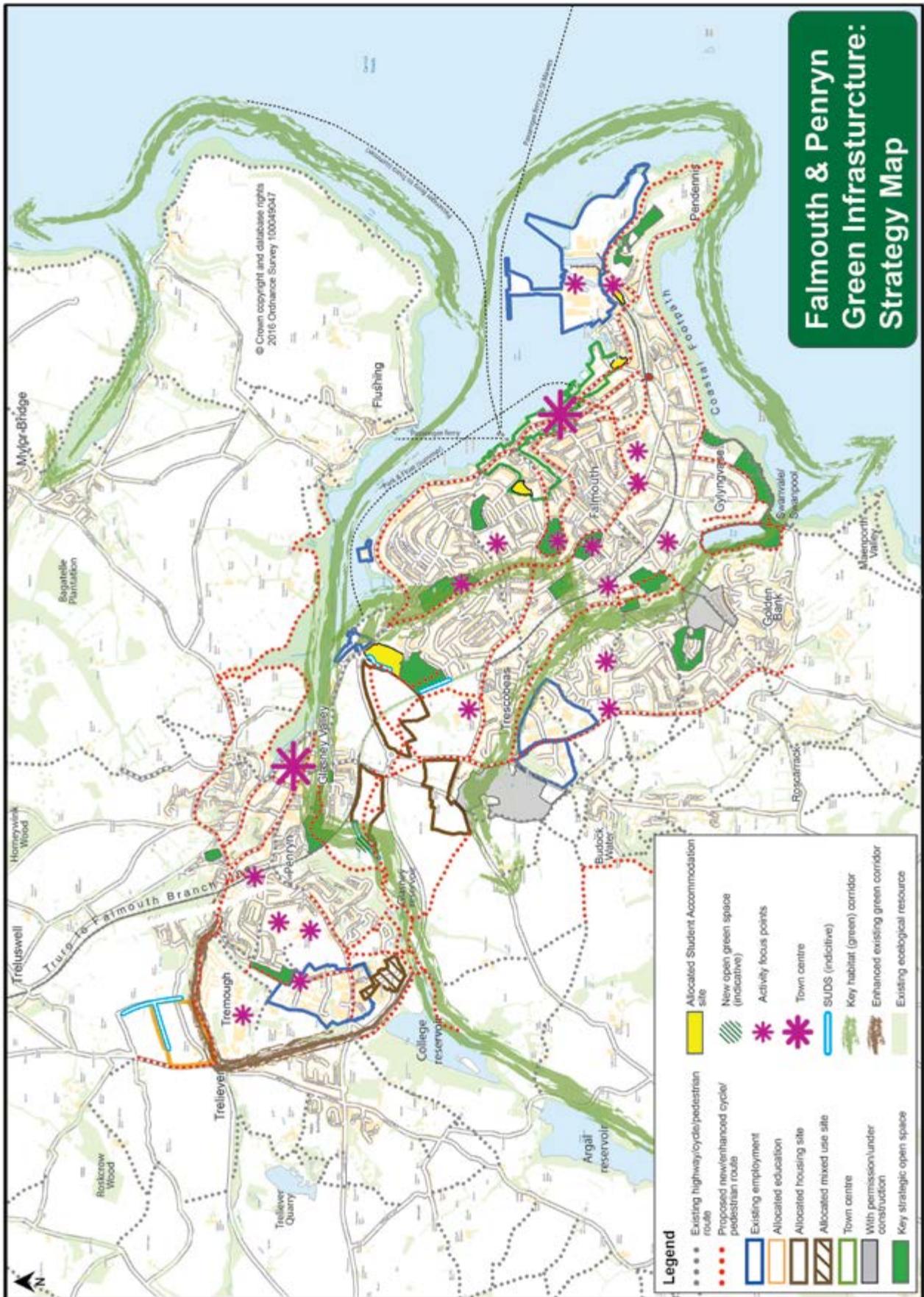
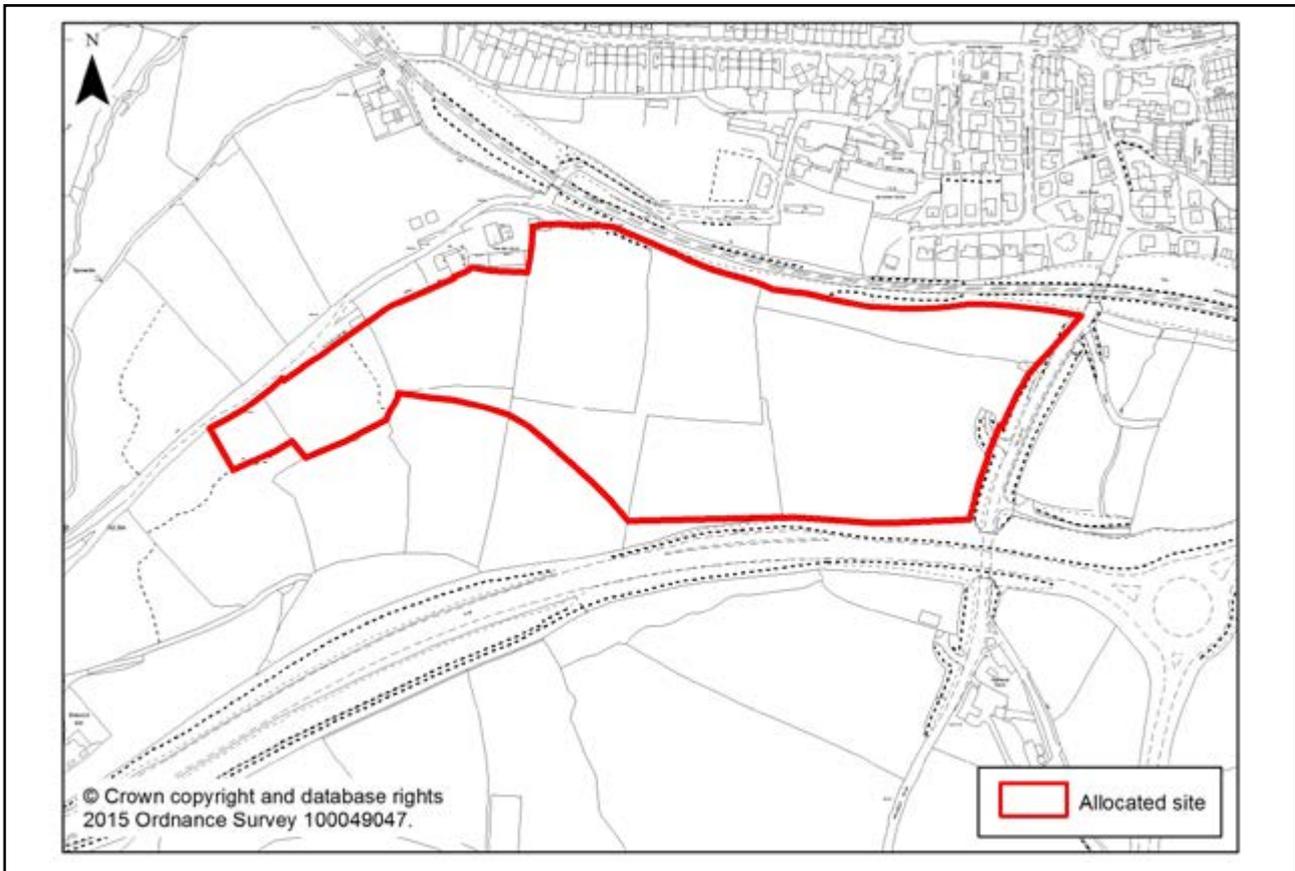


Figure FP4. Falmouth & Penryn Green Infrastructure Strategy Map

# Falmouth and Penryn Allocations

<b>Policy: FP-H1</b>	<b>College / Hillhead</b>
<b>Site area:</b> 6.7 hectares	<b>Allocation:</b> Approximately 210 dwellings



## Additional Requirements & Considerations

- a) A residential development that should deliver approximately 210 dwellings
- b) At least 25% of the dwellings should be provided as 'accessible homes'; plus some of the dwellings should be specialised housing (including extra care housing)
- c) The scale and massing of development should not dominate the landscape, plus the masterplan must ensure an appropriate separation of Falmouth and Penryn is maintained, when also taking into consideration the other site allocations in proximity to this site
- d) Development on the southern edge of the site should sit beneath the ridge line and/or a strong green buffer is created on the southern boundary, which extends above the height of the buildings. This will also help to retain a green buffer, which can act as a habitat corridor, linking green spaces to the east and west of the site.
- e) It would be expected that the main vehicular access would be off of Hill Head, with good pedestrian linkages back into the town centre and adjacent communities being enabled. Furthermore, the creation of improved pedestrian links into the wider valley area is strongly encouraged
- f) Development should maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs

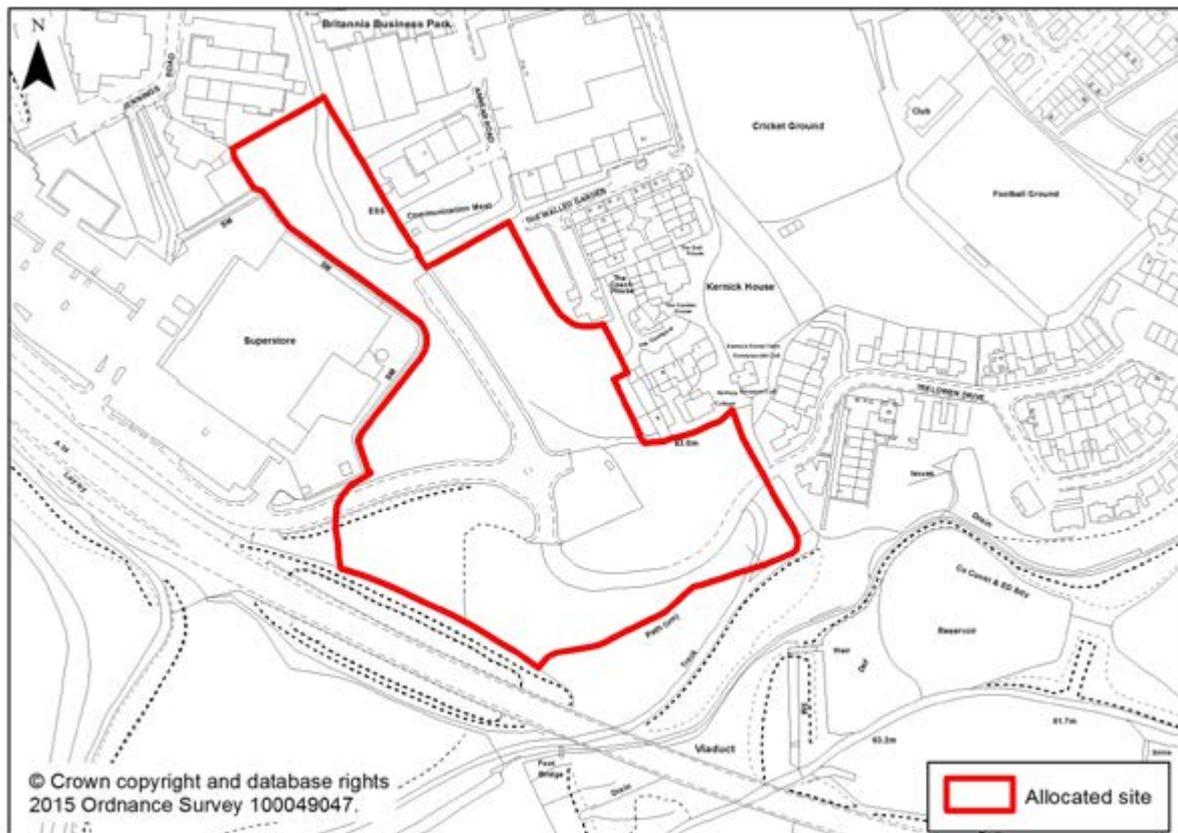
of both existing and new residents

g) At least 50.8sqm of public open space per dwelling should be provided, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 1. However, consideration would be given to providing some or all of the open space on fields adjoining the site, on the basis that they are well integrated with the built development. Delivery of this space will also act as part of the mitigation necessary to address recreational impacts upon the Fal and Helford Special Area of Conservation (SAC). The site will also be expected to provide an appropriate contribution to mitigate against water based recreational impacts at the SAC

h) Sustainable Urban Drainage solutions will need to be incorporated within the site in order to minimise risk of flooding both on and off-site.

i) Planning permission for the development of only part of the site will not be granted unless it is in accordance with a masterplan / concept plan for the entire site.

<b>Policy: FP-M1</b>	<b>Kernick</b>
<b>Site area:</b> 3.3 hectares	<b>Allocation:</b> Approximately 100 dwellings; B1a office space



### Additional Requirements & Considerations

- a) A residential development that should deliver approximately 100 dwellings as part of a mixed use development, that also provides a range of employment generating uses.
- b) At least 2,000sqm of B1a office space should be delivered as part of the development; this can include the 1,371sqm of office space within the extant permission (PA13/03246) that is located within the north of the site
- c) It is anticipated that the additional employment uses would be situated on the boundary of the site with the ASDA foodstore, to provide an adequate buffer between its service yard and the residential development to the eastern side of the site, which would adjoin existing residential development.
- d) At least 25% of the dwellings should be provided as 'accessible homes'
- e) Development of the site should give due consideration to the setting of various historic assets within the wider setting of the site, such as the Grade II listed Kernick House and Kernick Lodge. It should also consider the importance of the valley system to the South of the site and its ecological value and importance.
- f) Vehicular access to the site would be from the existing Asda service road and roundabout that is already provided. Good pedestrian linkages back onto Kernick

Road, providing routes into the town centre should be enabled. Furthermore, the creation of improved pedestrian links into the wider valley area is strongly encouraged.

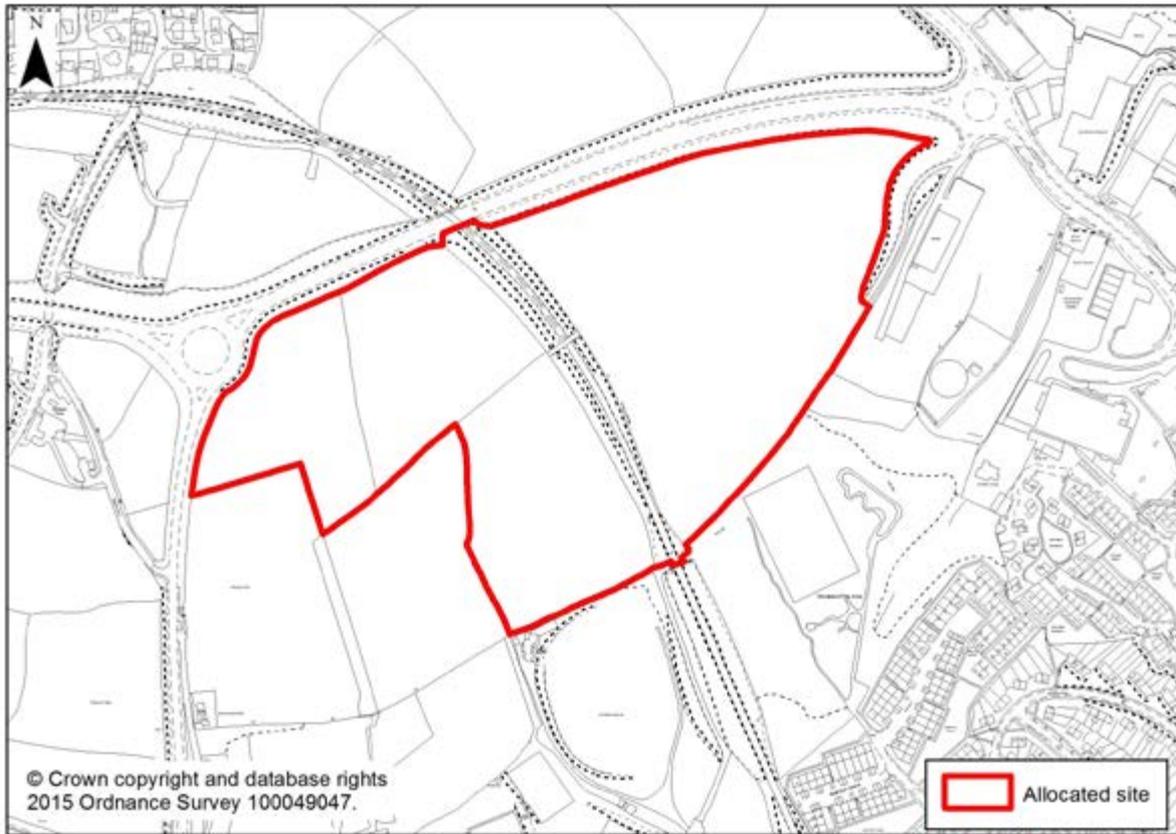
g) Development should maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs of both existing and new residents

h) At least 50.8sqm of public open space per dwelling should be provided, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 1. Consideration would be given to providing this on adjacent land, or as an off-site contribution to creation or upgrade of an open space within the vicinity of the site. Delivery of this space will also act as part of the mitigation necessary to address recreational impacts upon the Fal and Helford Special Area of Conservation (SAC). The site will also be expected to provide an appropriate contribution to mitigate against water based recreational impacts at the SAC

i) Sustainable Urban Drainage solutions will need to be implemented that minimises risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the valley system and watercourses to the south of the site, and further downstream into the College and Glasney Valleys

j) Planning permission for the development of only part of the site will not be granted unless it is in accordance with a masterplan / concept plan for the entire site. Furthermore, the masterplan should give due regard to the extant permission (PA13/03246) that already forms part of the site area

<b>Policy: FP-H2</b>	<b>Falmouth North</b>
<b>Site area:</b> 14 hectares	<b>Allocation:</b> Approximately 300 dwellings



### **Additional Requirements & Considerations**

- a) A residential development site, accommodating approximately 300 dwellings
- b) At least 25% of the dwellings should be provided as 'accessible homes'; plus some of the dwellings should be specialised housing (including extra care housing)
- c) The vehicular access should be off of the A39 roundabout on the western edge of the site. The development will need to secure an appropriate vehicular link over the railway line. In addition, it is expected that the stone bridge is retained and utilised within any development proposal
- d) A pedestrian link should be created to the east of the site, so that it connects into the site at Falmouth Road (FP-St2), as well as maximising opportunities to provide connections to existing and new neighbourhoods adjoining this site.
- e) Development should look to positively relate to the Trescobeas open space, with buildings fronting on to it. It should also maximise opportunities to meet any identified shortfalls or gaps in local facilities within the existing communities that would meet the needs of both existing and new residents
- f) Sustainable Urban Drainage solutions will need to be implemented that minimises risk of flooding both on and off-site and demonstrates an appropriate system that minimises risk to the railway line and Penryn River, which leads to the Fal & Helford SAC

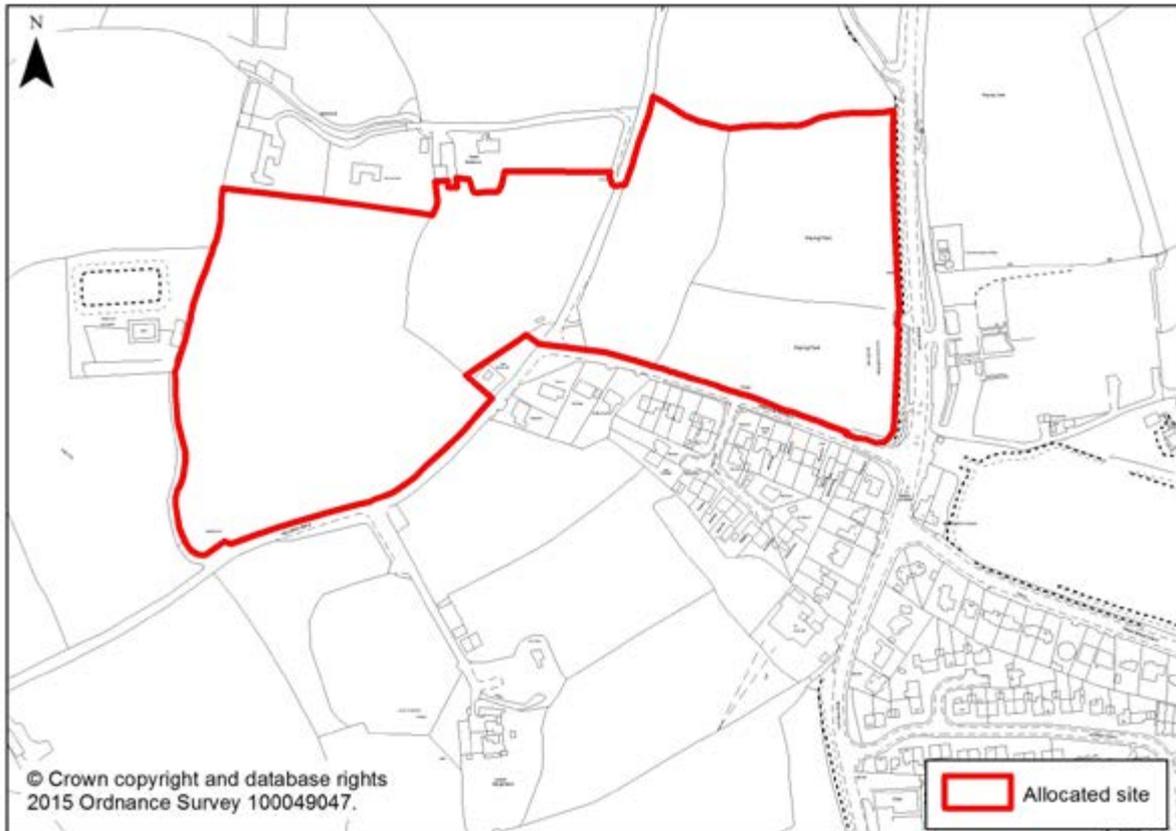
g) The site sits prominently within the landscape from wider viewpoints, including the AONB and as a result development should deliver a layout, landscape scheme and design quality that appropriately manages and minimises the visual impact created

h) An appropriate green screen / buffer should be created on the northern boundary of the site, to retain visual separation between Falmouth and Penryn, when also taking into consideration the other site allocations.

i) At least 50.8sqm of public open space per dwelling should be provided, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 1. Consideration would be given to allowing a reduced on site provision in return for an offsite contribution to improve and manage the Trescobeas Open Space. Delivery of this improved open space will also act as part of the mitigation necessary to address recreational impacts upon the Fal and Helford Special Area of Conservation (SAC). The site will also be expected to provide an appropriate contribution to mitigate against water based recreational impacts at the SAC

j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site.

<b>Policy: FP-H3</b>	<b>Kergilliack (Phase 2)</b>
<b>Site area:</b> 8.8 hectares	<b>Allocation:</b> Approximately 200 dwellings



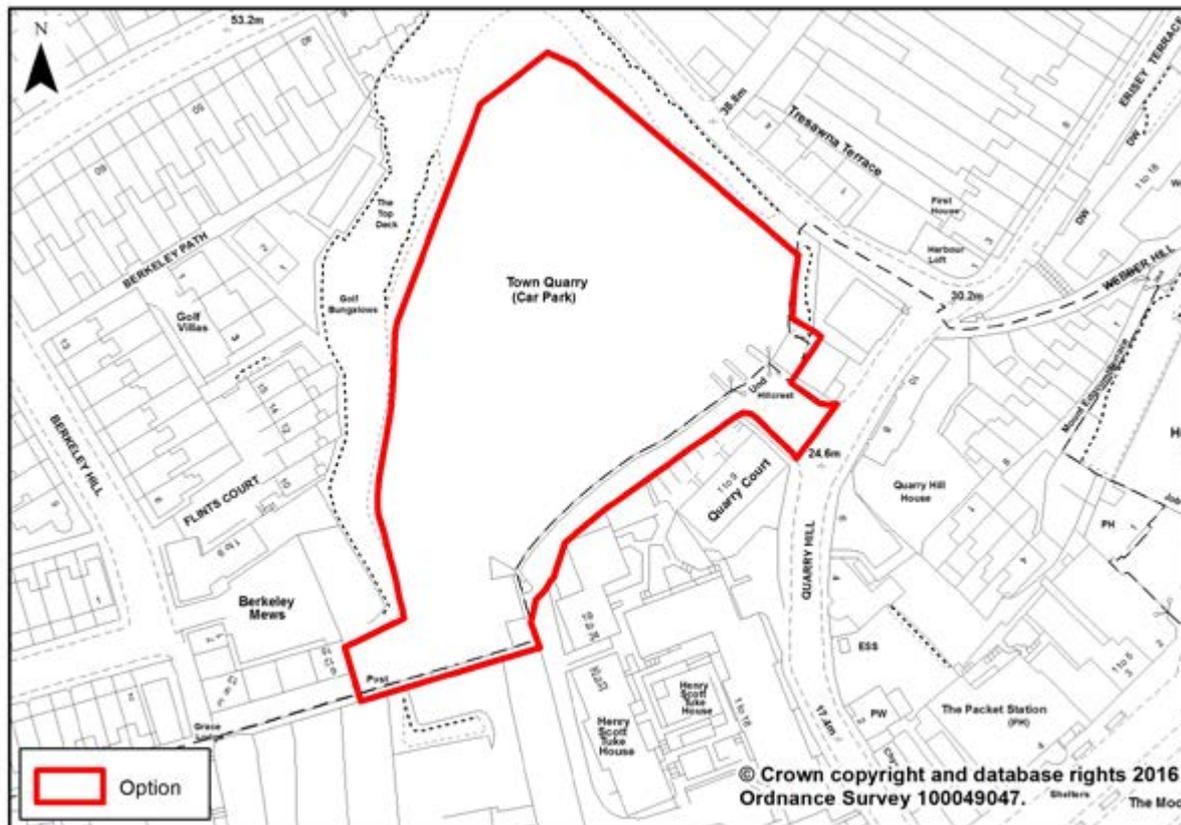
### Additional Requirements & Considerations

- a) A residential development, delivering approximately 200 dwellings, that should act as a second phase to the permitted development to its south (PA12/10394)
- b) At least 25% of the dwellings should be provided as 'accessible homes'; plus some of the dwellings should be specialised housing (including extra care housing)
- c) It is anticipated that the main vehicular access to the site would be off of Kergilliack Rd. Furthermore, the scheme will need to positively address the Kergilliack Rd / Hill Head Rd junction within any scheme
- d) Development of the site should support the delivery of pedestrian linkages back into Falmouth, ensuring routes within the site and highway crossings link into the wider prioritised pedestrian routes
- e) At least 50.8sqm of net additional public open space per dwelling should be provided on site, in line with the Falmouth & Penryn Green Infrastructure Strategy and the minimum size thresholds within Table 1. Furthermore, it should be demonstrated that the appropriate relocation of the existing school pitches have been delivered. Delivery of this space will also act as part of the mitigation necessary to address recreational impacts upon the Fal and Helford Special Area of Conservation (SAC). The site will also be expected to provide an appropriate contribution to mitigate against water based recreational impacts at the SAC.

f) Sustainable Urban Drainage solutions will need to be incorporated within the scheme in order to minimise risk of flooding both on and off-site

g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. Furthermore, the masterplan should link with the development proposed under PA12/10394, to ensure good pedestrian and vehicular permeability within the site and the accessibility to both Falmouth and Penryn.

<b>Policy: FP-St1</b>	<b>Quarry Car park (Option)</b>
<b>Site area:</b> 0.7 hectares	<b>Allocation:</b> Approximately 300 units of C1 Student Accommodation



### Additional Requirements & Considerations

- a) A development that should deliver approximately 300 units of student accommodation and car parking
- b) Any development must demonstrate that there would be no net loss of existing parking provision within the site, to serve the wider requirements of the town (plus maximise opportunities to increase parking provision above the current level); plus delivers additional need for parking spaces generated by the development.
- c) Any development would also be expected to demonstrate that a parking provision is maintained to serve the town during the construction process.
- d) An appropriate on-site management presence will be required to ensure adequate on-site security for students and to provide an appropriate level of supervision to minimise the potential for any unneighbourly impacts arising
- e) The main pedestrian and vehicular access to the site would be from Quarry Hill, for both occupiers of development and visitors using the new car parking facility.
- f) The scale and massing of development should respond appropriately to the levels within the quarry and have particular regard to the relationship of any development with the residential and other neighbouring properties, in particular those that sit immediately above the quarry.

g) It is expected that the development would be served by existing facilities within the town centre, unless it can be demonstrated that small additional provision within the site to serve the accommodation and adjacent community would be necessary and that it would not generate any harmful impact on the vitality or viability of the town centre.

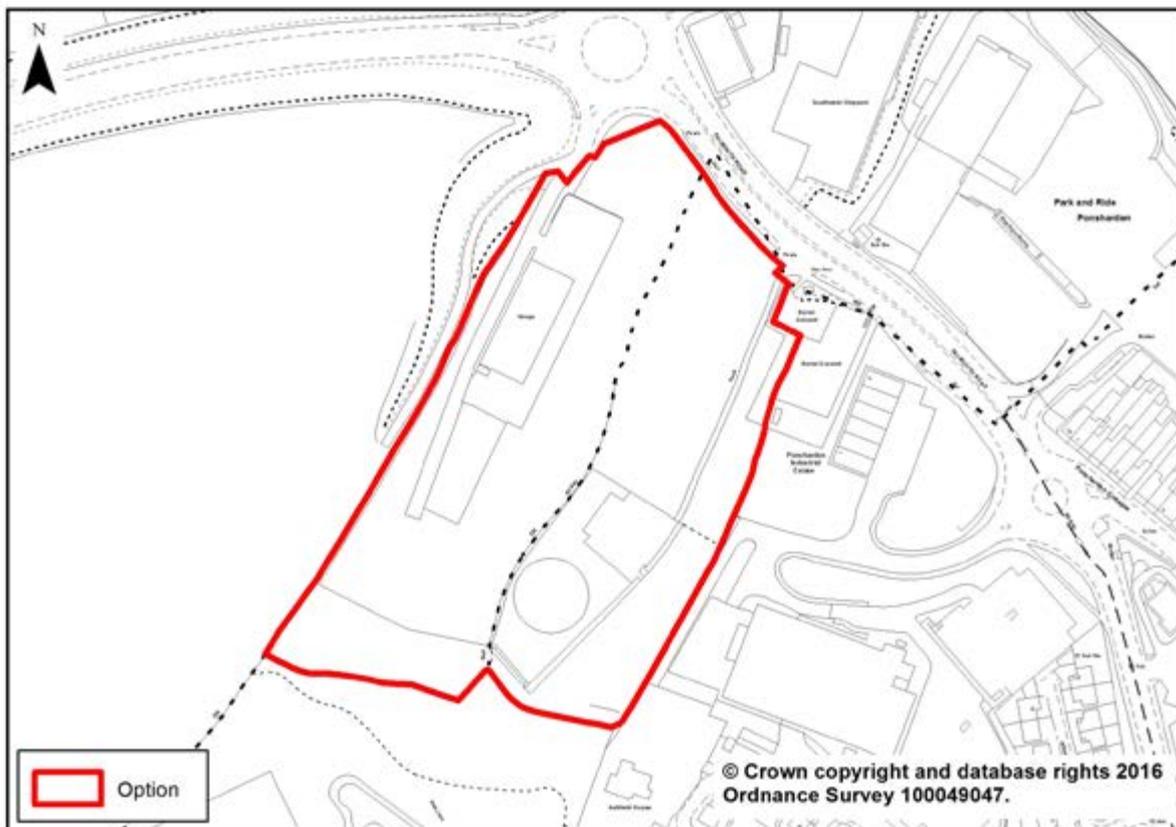
h) Development should consider the wider impacts on the built environment arising from high density development of this site, and that as a consequence a high quality design of development should be realised that does not generate any harmful impacts on the wider built environment or townscape of Falmouth.

i) Any development of the site will have appropriate regard to the potential for below ground contamination, and demonstrate that this can be appropriately addressed through the proposed development.

j) Sustainable Urban Drainage solutions will need to be implemented that minimises risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding neighbourhoods, properties and the wider town.

k) Planning permission for the development of only part of the site will not be granted unless it is in accordance with a masterplan / concept plan for the entire site and which adequately demonstrates that the phased delivery of the site can be achieved without wider adverse impacts on the town centre, local residents, businesses and visitor parking.

<b>Policy: FP-St2</b>	<b>Falmouth Road (Option)</b>
<b>Site area:</b> 3.2 hectares	<b>Allocation:</b> Approximately 800 units of C1 Student Accommodation



### **Additional Requirements & Considerations**

- a) A development that should deliver approximately 800 units of student accommodation and a local centre containing services and facilities to serve the occupiers of the development and adjacent neighbourhoods.
- b) An appropriate on-site management presence will be required to ensure adequate on-site security for students and to provide an appropriate level of supervision to minimise the potential for any unneighbourly impacts arising
- c) The layout, scale and massing of the development must have regard to the historic environment and in particular the Scheduled Jewish and Congregationalist Cemeteries at Ponshardon, demonstrating that any potential impacts are less than substantial and that the design responds to these heritage assets accordingly.
- d) The site layout should enable bus services to appropriately enter and leave the site, thereby facilitating the use of sustainable transport measures.
- e) Any development will be required to demonstrate that there would be appropriate levels of parking provided to serve the development.
- f) The main pedestrian and vehicular access to the site would be from the existing access point at the Ponshardon roundabout. Pedestrian connections should also be implemented that links the site with the surrounding neighbourhoods, including the proposed development at Falmouth North (FP-H2), thereby ensuring

that development of these sites complement one another.

g) It is expected that the development would provide appropriate ancillary services and facilities to serve the accommodation provided, which should also be designed and located in a way that the surrounding communities could also access them.

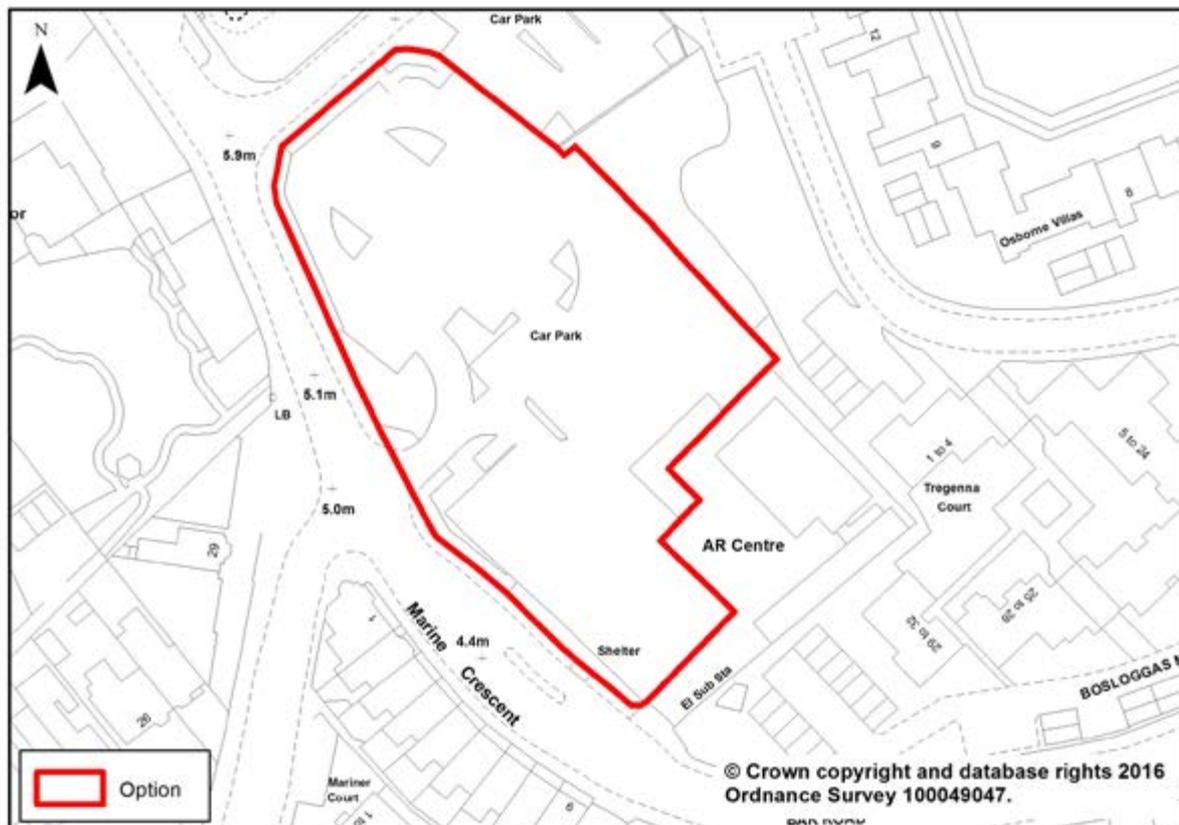
h) A high quality design is expected that positively responds to the area's wider built and natural environment.

i) Any development of the site will have appropriate regard to the potential for below ground contamination, and demonstrate that this can be appropriately addressed through the proposed development.

j) Sustainable Urban Drainage solutions will need to be implemented that minimises risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding neighbourhoods, properties and the wider town.

k) Planning permission for the development of only part of the site will not be granted unless it is in accordance with a masterplan / concept plan for the entire site and which adequately demonstrates that the phased delivery of the site can be achieved without wider adverse impacts on either the towns or adjacent neighbouring communities.

<b>Policy: FP-St3</b>	<b>Arwenack Street (Option)</b>
<b>Site area:</b> 0.5 hectares	<b>Allocation:</b> Approximately 150 units of C1 Student Accommodation



### Additional Requirements & Considerations

- a) A development that should deliver approximately 150 units of student accommodation and a car park
- b) Any development must demonstrate that there would be no net loss of existing parking provision within the site, to serve the wider requirements of the town (plus maximise opportunities to increase parking provision above the current level); plus delivers additional need for parking spaces generated by the development.
- c) Any development would also be expected to demonstrate that a parking provision is maintained to serve the town and maritime museum during the construction process.
- d) An appropriate on-site management presence will be required to ensure adequate on-site security for students and to provide an appropriate level of supervision to minimise the potential for any unneighbourly impacts arising
- e) The scale and massing of development should respond appropriately to the built and natural environment surrounding the site, in particular neighbouring properties and uses, and importantly the historic environment and designated assets, including Kiligrew Monument, Arwenack House and Manor. The design solution must also be brought forward ensuring there is no harmful impact upon the wider historic townscape of Falmouth.

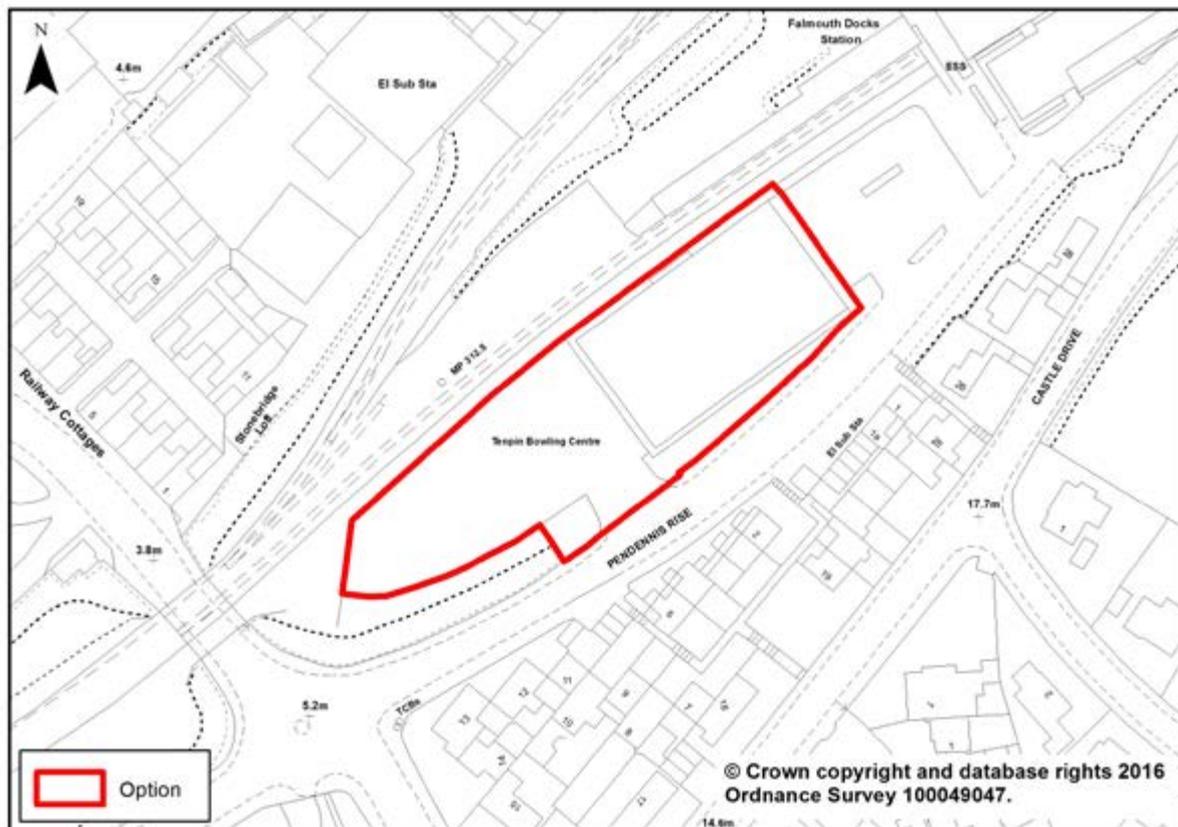
f) It is expected that the student accommodation would be served by existing facilities within the town centre, unless it can be demonstrated that ancillary facilities be necessary and that it would support the vitality and viability of the town centre.

g) Any development of the site will have appropriate regard to the potential for below ground contamination, and demonstrate that this can be appropriately addressed through the proposed development.

h) Sustainable Urban Drainage solutions will need to be implemented that minimises risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding neighbourhoods, properties and the wider town.

i) Planning permission for the development of only part of the site will not be granted unless it is in accordance with a masterplan / concept plan for the entire site and which adequately demonstrates that the phased delivery of the site can be achieved without wider adverse impacts on the town centre, local residents, businesses and visitor parking.

<b>Policy: FP-St4</b>	<b>Ocean Bowl (Option)</b>
<b>Site area:</b> 0.4 hectares	<b>Allocation:</b> Approximately 200 units of C1 Student Accommodation



### Additional Requirements & Considerations

- a) A development that should deliver approximately 200 units of student accommodation
- b) An appropriate on-site management presence will be required to ensure adequate on-site security for students and to provide an appropriate level of supervision to minimise the potential for any unneighbourly impacts arising
- c) Any development will be required to demonstrate that there would be an appropriate level of parking to serve the accommodation provided.
- d) The design of the development shall recognise and appropriately address the potential for noise impacts arising from neighbouring uses, including Falmouth Docks and the railway branch line
- e) It is expected that the student accommodation would be served by existing facilities within the town centre, unless it can be demonstrated that ancillary facilities are necessary and that it would support the vitality and viability of the town centre.
- f) The scale and massing of development should respond appropriately to the built and natural environment surrounding the site, in particular neighbouring properties, uses and protected trees; plus the design solution must also be brought forward ensuring there is no harmful impact upon the wider historic

townscape of Falmouth.

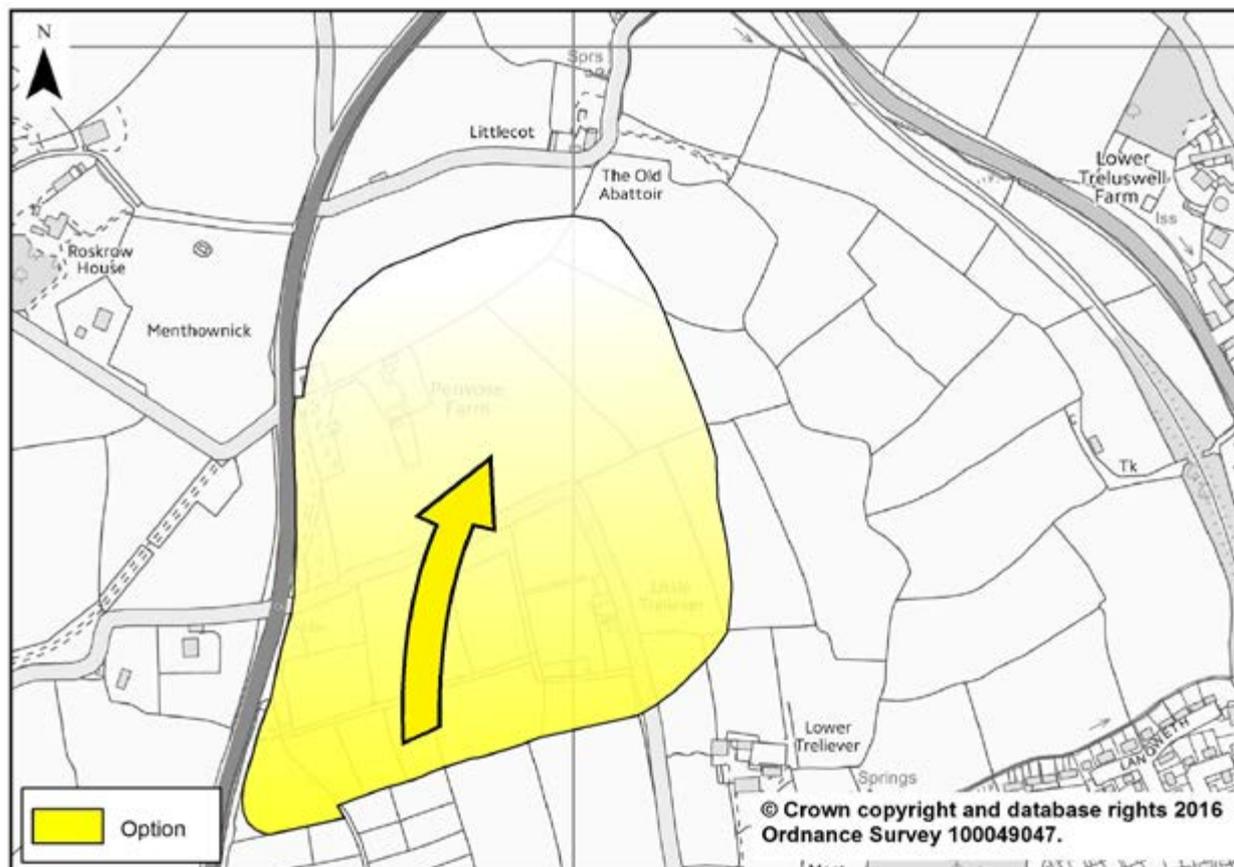
g) Development of this site will also be required to demonstrate that it has properly considered the relationship with the uses ongoing at the neighbouring docks site, and that particular regard is had to the potential hazards associated with industrial operations within the docks, and that any mitigation or safeguarding measures are incorporated into the proposed development.

h) Any development of the site will have appropriate regard to the potential for below ground contamination, and demonstrate that this can be appropriately addressed through the proposed development.

i) Sustainable Urban Drainage solutions will need to be implemented that minimises risk of flooding both on and off-site, and which has particular regard to the potential for flooding into the surrounding neighbourhoods, properties and the wider town.

j) Planning permission for the development of only part of the site will not be granted unless it is in accordance with a masterplan / concept plan for the entire site and which adequately demonstrates that the phased delivery of the site can be achieved without wider adverse impacts on the town, local residents, and neighbouring businesses including the docks.

<b>Policy: FP-St5</b>	<b>Treliever Direction of Growth (Option)</b>
<b>Site area:</b> To be determined	<b>Allocation:</b> Future Direction of Growth for Student accommodation



### Additional Requirements & Considerations

- a) A direction of growth to deliver a student campus
- b) The land should deliver C1 Student Accommodation, together with ancillary and supporting uses within Use Classes A1, A3, A4, A5 and D1;
- c) Any future delivery of student accommodation at this location would need to be supported by a range of complimentary uses to provide facilities and services to support students living at the site, to address the barriers to and distance of existing services and facilities from the site. Such supportive uses would need to include, as appropriate or required, A1, A3, A4, A5 and D1 Uses
- d) Any future development on this land should provide pedestrian linkages and connections with the site allocation to the south (FPEd-1) and to the existing campus further to the south, plus maximising opportunities for connections into the town centre;
- e) Development of the land should maximise opportunities for enhancing and improving access to and use of sustainable transport, including the local bus and rail services;
- f) Any future development of student accommodation at this location would be required to provide appropriate mitigation to the potential for impacts on the Fal

and Helford Special Area of Conservation, arising from recreational pressures on the SAC generated by the scale and type and location of the development and site. (Such potential for impacts would typically be considered through initial screening in relation to Natura 2000 sites, and subsequent assessments generated by the outcome of the formal Screening process);

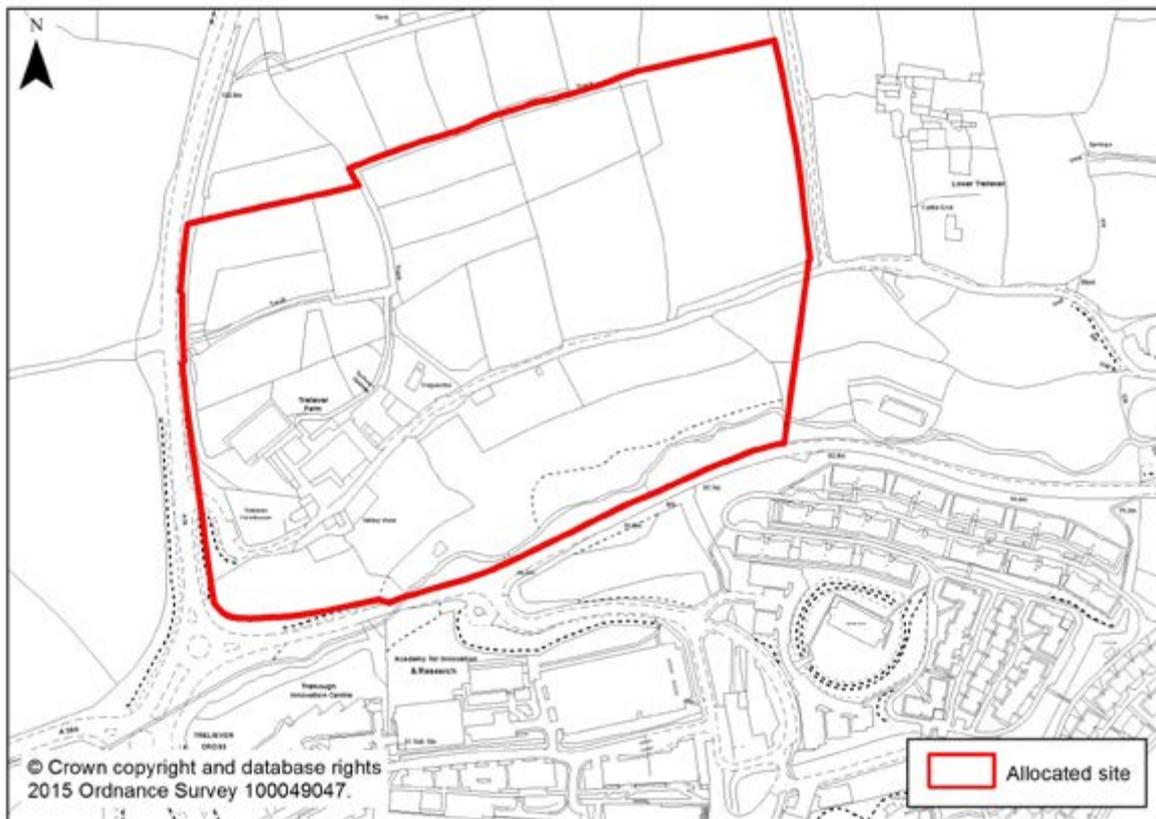
g) A landscape impact assessment should be undertaken to guide the location and heights of buildings on the land; ensuring larger buildings are located away from the most prominent areas of the site, in doing so protecting the skyline and tree line of the higher ground adjoining the A39 corridor, where possible

h) Sustainable Urban Drainage solutions will need to be incorporated within any development of the land in order to minimise the risk of flooding both on and off of the land;

i) Existing trees and hedgerows on the land should be retained as important ecological assets, and for the valuable contribution that they make to the wider landscape and setting. Additional landscaping and tree planting should be incorporated into any proposals for the development of this land, in order to help integrate it into the wider landscape, and to reinforce the skyline and tree line of the A39 corridor;

j) Planning permission for the development of only part of the land will not be granted, unless it is in accordance with a masterplan / concept plan for all of the land that would be developed within the direction of growth

<b>Policy: FP-ED1</b>	<b>Penryn Campus Expansion</b>
<b>Site area:</b> 12 hectares	<b>Allocation:</b> D1 Education and supporting facilities; B1 office space; C1 Student Accommodation



### **Additional Requirements & Considerations**

- a) A mixed use site that should deliver:
  - D1 higher education facilities, plus academic support facilities. Supplementary development will also be permitted where it is demonstrated that it supports the University's activity
  - C1 Student Accommodation
  - B1 office space
  
- b) Priority should be given to delivering development on the southern part of the site, as it is closely related to the existing campus, plus the land has a reduced visual impact. The ground levels rise to the north and as a consequence development here would need to be supported by a robust Landscape & Visual Impact Assessment that demonstrates development within this area can be managed sensitively
  
- c) Whilst focusing development on the southern part of the site, built development should be drawn away from the immediate southern boundary of the site, which is a combination of Flood Zones 3 and 3b; plus the trees along the boundary represent an important ecological asset
  
- d) It is anticipated that the main vehicular access would be off of Treliever Rd, whilst ensuring ecology and environmental impacts are appropriately managed
  
- e) Good pedestrian linkages back onto the existing campus and to Penryn,

providing routes into the town centre should be enabled.

f) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site.

<p><b>Policy FP-E1: Kernick Road Industrial Estate</b></p>	<p><b>Allocation:</b> Safeguarded for employment uses (B1, B2, B8)</p> <p><b>Additional Requirements &amp; Considerations:</b> The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be B1, B2, B8 uses</p> <p>Any development / redevelopment within FP-E2 and FP-E3 will need to ensure the height and massing of buildings have due regard to hisotic structures (Bickland) and the Barrage Balloon site</p> <p>(See Figure FP1 for site boundaries)</p>
<p><b>Policy FP-E2: Bickland Industrial Estate</b></p>	
<p><b>Policy FP-E3: Tregonigge Industrial Estate</b></p>	

<p><b>Policy FP-E4: Ponshardon</b></p>	<p><b>Allocation:</b> Safeguarded for marine related employment uses (B1, B2, B8)</p> <p><b>Additional Requirements &amp; Considerations:</b> The sites represent existing strategically important employment sites, so are safeguarded in line with Policy 5 of the Cornwall Local Plan: Strategic Policies document.</p> <p>Any new development within the sites should be marine related B1, B2, B8 uses</p> <p>Development FP-E2 and FP-E3 will also need to ensure the site is capable of being used as a key access point to and from the water for operators on site, as well as Falmouth Docks (FP-E1)</p> <p>(See Figure FP1 for site boundaries)</p>
<p><b>Policy FP-E5: Falmouth Wharf</b></p>	
<p><b>Policy FP-E6: Falmouth Docks</b></p>	