

*This Sustainability Check aims to predict and assess the social, environmental and economic effects that are likely to arise from the adoption of the Falmouth Neighbourhood Development Plan, in order to ensure that the strategies and policies within it contribute to and promote sustainable development*

## Sustainability Check July 2019

### Falmouth Neighbourhood Development Plan 2019 – 2030

Falmouth Neighbourhood Plan Stakeholder  
Group

Falmouth Town Council



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## 1. Introduction

1.1 This paper presents a Sustainability Check (SC) of Falmouth's Submission Draft Neighbourhood Development Plan (NDP). This SC reflects the intentions of a more formal Sustainability Appraisal (SA) and aims to predict and assess the **social, environmental** and **economic** effects that are likely to arise from the adoption of the Falmouth NDP, in order to ensure that the strategies and policies within this contribute to and promote sustainable development.

1.2 The Falmouth NDP Stakeholder Group considered carrying out a full SA (which is not a requirement of the Neighbourhood Planning (General) Regulations 2012), but it was decided that applying a 'lighter touch' SC would be less resource intensive, whilst achieving suitable outcomes to inform the NDP making process. It was considered it to be good practice to carry out a SC as it provides a useful means to assess plan proposals against a set of sustainability objectives - the intention being to help avoid negative environmental and socio-economic effects and to identify opportunities to improve the environmental quality of Falmouth and the prosperity and quality of life of residents through the NDP.

1.3 This report sets out how the SC was applied to Falmouth NDP in the process of progressing from the Pre – Submission ('Reg 14') Draft NDP to the Submission Draft, and the results of this. It includes a broad checklist assessment of the NDP's policies, and deeper assessment of key policies such as those relating to significant redevelopment proposals.

## 2. Falmouth NDP: The SC process

2.1 When adopted, the Falmouth NDP will sit within a framework of higher-level planning documents, including the National Planning Policy Framework (NPPF 2018) and Cornwall's Local Plan. The Cornwall Local Plan: Strategic Policies 2010-2030 (Local Plan) was adopted in November 2016 and was subject to a SA (further details available at [www.cornwall.gov.uk](http://www.cornwall.gov.uk)).

2.2 For consistency, the SC of the Falmouth Submission Draft NDP reflects the 'SA Framework' which was used for the SA process on the Local Plan. The SA Framework is a framework of 19 SA themes together with a number of objectives, appraisal questions and indicators, which provided a methodological framework for the SA on the Local Plan.

2.3 For the purpose of carrying out the SC on Falmouth Submission Draft NDP, it was considered unnecessary to apply the full SA Framework, as this would have entailed a very lengthy and detailed analysis. Instead, the 19 SA Framework themes and objectives (hereafter referred to as the SC themes and objectives) have been considered directly against Falmouth Submission Draft NDP (i.e. without presenting answers to each of the individual appraisal questions which are included within the more detailed SA Framework). The SC themes and objectives are set out in Table 1.

Table 1: SC Themes and Objectives	
SC Theme	SC Objectives
Climatic Factors	To reduce our contribution to climate change through a reduction in greenhouse gas emissions.
	To increase resilience to climate change and reduce vulnerability.
Waste	To minimise the generation of waste and encourage greater reuse and recycling of materials in accordance with the waste hierarchy.
Minerals and Geodiversity	To minimise the consumption of mineral resources and ensure the sustainable management of these resources
	To conserve, enhance and restore the condition of geodiversity in the county.
Soil	To minimise the use of undeveloped land and protect and enhance soil quality.
	To encourage and safeguard local food production.
Air	To reduce air pollution and ensure air quality continues to improve.
Water	To reduce the risk of flooding and vulnerability to flooding, sea level rise and coastal erosion.
	To maintain and enhance water quality and reduce consumption and increase efficiency of water use.
Biodiversity	To conserve, enhance and restore the condition and extent of biodiversity in the county and allow its adaptation to climate change.
Landscape	To protect and enhance the quality of the natural, historic and cultural landscape and seascape.
Maritime	To encourage clean, healthy, productive and diverse waters; To protect coastal areas and ensure sustainable maritime environments.
Historic Environment	To protect and enhance the quality and local distinctiveness of the historic environment.
Design	To promote and achieve high quality, locally distinctive design, sustainable land use and sustainable built development.
Social Inclusion	To reduce poverty and social exclusion and provide opportunities for all to participate fully in society.
Crime and Anti-Social Behaviour	To reduce crime, anti-social behaviour and fear of crime.
Housing	To meet the needs of the local community as a whole in terms of general market, affordable, adaptable and decent housing.
Health, Sport and Recreation	To improve health through the promotion of healthier lifestyles and improving access to open space and health, recreation and sports facilities.
Economic Development	To support a balanced and low carbon economy that meets the needs of the area and promotes a diverse range of quality employment opportunities.
Education and Skills	To maximise accessibility for all to the necessary education, skills and knowledge to play a full role in society.
Transport and Accessibility	To improve access to key services and facilities by reducing the need to travel and by providing safe sustainable travel choices.
	To reduce traffic congestion and minimise transport related greenhouse gas emissions.
Energy	To encourage the use of renewable energy, increase energy efficiency and security and reduce fuel poverty.

KEY	
	Environmental Themes
	Social Themes
	Economic Themes

2.4 The Falmouth NDP Stakeholder Group have carried out the SC, by considering SC themes and objectives (see Table 1) against the overall Falmouth Parish Submission Draft NDP at a broad policy level. Several policies which relate to the more significant proposals in the NDP, for example for the redevelopment of Church Street Car Park, were assessed in greater detail to address the possible flooding, habitat and heritage impacts.

2.5 The Submission Draft NDP was considered as to whether it is likely to undermine, support, or neither undermine or support, the SC themes or, whether the theme is irrelevant to the NDP or the anticipated outcome is unknown at this stage. In cases where a potentially serious negative impact was assessed, policy changes to avoid or mitigate the impact were identified and have been included in the Submission Draft NDP.

2.6 Consideration of how the Falmouth Submission Draft NDP performed against the SC themes and objectives was carried out through a round table discussion at a meeting of the Falmouth NDP Stakeholder Group, with additional detailed input by the smaller Drafting Group. The questions included at Appendix 1 were used to structure the discussion.

2.7 The outputs of this process are:

1. Sustainability Framework - Questions used to help carry out the SC (Appendix 1)
2. Summary of Submission Draft NDP Baseline Position Key Issues (Appendix 2)
3. Summary of NDP Intentions (Appendix 3)
4. The SC Assessment Table of the Falmouth NDP Policies (Appendix 4)
5. Flood Risk Assessment of Policies TC2, TC3 and TC4 (Appendix 5.1)
6. Habitat Assessment of the Policies HR4, HR5, HR6, TC1, TC, TC3, TC4, BE1, BE 6, and BE8 (Appendix 5.2)
7. Heritage Impact Assessment of Policies HR4, HR5, TC2, TC3 and TC4 (Appendix 5.3)

### 3. SC Results

3.1 The results of the SC are presented in Appendices [2], [3] and [4]. The Submission Draft Falmouth NDP is predicted to result in positive **social**, **environmental** and **economic** effects that contribute to and promote sustainable development in all the SC themes.

3.2 Overall, the Vision, aims and Objectives of the Plan set a sustainable context for tackling the pressures and issues being faced. The policies encourage sustainable development to address these aspects, and wherever possible set criteria to manage new proposals in a way that contributes to the social, environmental and economic well-being of the area.

3.3 A notable feature is that the Plan does not just look at Falmouth in isolation from its surrounds, but seeks to relate to them and their communities by supporting the delivery of necessary sustainable development to meet their needs, and makes suggestions as to how developments outside the Designated Area might be designed to fit with Falmouth as a sustainable whole.

3.4 The most significant potential negative impacts in terms of sustainability come through

(1) the potential for significant effects on a European Site, the Fal and Helford SAC, through the pathways of recreational disturbance and impacts on water quality. However, a strategic solution exists in Policy 22 of the Cornwall Local Plan for the mitigation of recreational impacts and changes have been made to policy wording in the NDP to ensure mitigation against water quality impacts.

(2) the potential for significant impacts on the extensive heritage assets of the town from regeneration. However, Heritage Impact Assessment has been carried out and changes to policy wording in the NDP to ensure that such impacts are effectively avoided or mitigated.

3.5 The sustainability check has ultimately supported and evidenced the community's aspirations and demands to help conserve Falmouth's unique and widely appreciated built heritage and attractive setting.

#### **4. Strategic Environmental Assessment Screening**

4.1 This sustainability check also assists Cornwall Council to undertake a "screening" assessment, evaluating whether the individual, or cumulative, impact of policies put forward could lead to significant environmental impact, and whether a formal Strategic Environmental Assessment is required. In some limited circumstances, where a Neighbourhood Development Plan is likely to have significant environmental effects, it may require a Strategic Environmental Assessment.

4.2 Cornwall Council has carried out its 'Screening' of the Submission Draft Falmouth NDP. Both Natural England and Historic England raised several issues during consultation on the screening report. In response, the Stakeholder Group has worked on the evidence base and the policy wording to provide either evidence, or adjustments to policy wording, to ensure that the NDP does not cause significant environmental effects. Much of this work is recorded in Appendices 5/2 and 5/3 of this SC.

4.3 On 5th July 2019 Cornwall Council confirmed that, following considerable work and rescreening of the NDP, the consultation bodies were now satisfied and that it is of the opinion that SEA is not required for the Falmouth NDP.

## 5. Conclusion

5.1 The SC on the Submission Draft Falmouth NDP has demonstrated that, overall, the vision and objectives that it seeks to achieve, and the policies developed to deliver the desired outcomes succeed in encouraging sustainable development.

### Appendix 1. Sustainability Framework - Questions used to help carry out the SC

SC Theme	SC Objectives	Decision making questions
Climatic Factors	To reduce our contribution to climate change through a reduction in greenhouse gas emissions.	<ul style="list-style-type: none"> <li>• Does it limit greenhouse gas emissions?</li> <li>• Does it secure the highest viable resource and energy efficiency?</li> <li>• Does it encourage the use of renewable energy technologies?</li> </ul>
	To increase resilience to climate change, and reduce vulnerability.	<ul style="list-style-type: none"> <li>• Does it minimise vulnerability and encourage resilience to the effects of climate change?</li> </ul>
Waste	To minimise the generation of waste and encourage greater reuse and recycling of materials in accordance with the waste hierarchy.	<ul style="list-style-type: none"> <li>• Will it reduce the amount of waste produced, collected, and or landfilled?</li> <li>• Will it increase the amount of waste recycled or recovered?</li> <li>• Will it increase levels of composting or anaerobic digestion?</li> <li>• Has space for storage of recycled materials been planned for?</li> <li>• Will it reduce the waste management industry's contribution to climate change?</li> </ul>
Minerals and Geodiversity	To minimise the consumption of mineral resources and ensure the sustainable management of these resources	<ul style="list-style-type: none"> <li>• Will it minimise the consumption of primary mineral resources and encourage re-use of secondary resources?</li> <li>• Will it ensure development does not irreversibly sterilise important mineral resources?</li> </ul>
	To conserve, enhance and restore the condition of geodiversity in the county.	<ul style="list-style-type: none"> <li>• Will it prevent harm to and, where appropriate, enhance geological conservation interests in the county?</li> <li>• Will mineral working impact on designated land?</li> </ul>
Soil	To minimise the use of undeveloped land and protect and enhance soil quality.	<ul style="list-style-type: none"> <li>• Will it protect, enhance and improve soil quality in Cornwall?</li> </ul>
	To encourage and safeguard local food production.	<ul style="list-style-type: none"> <li>• Will it avoid development that leads to the loss of productive soils?</li> </ul>
Air	To reduce air pollution and ensure air quality continues to improve.	<ul style="list-style-type: none"> <li>• Will it reduce pollution including greenhouse gas emissions?</li> <li>• Will it maintain or improve air quality in Cornwall?</li> </ul>

SC Theme	SC Objectives	Decision making questions
<b>Water</b>	<b>To reduce the risk of flooding and vulnerability to flooding, sea level rise and coastal erosion.</b>	<ul style="list-style-type: none"> <li>• Does the proposal reduce, or avoid increasing the risk of flooding overall?</li> </ul>
	<b>To maintain and enhance water quality and reduce consumption and increase efficiency of water use.</b>	<ul style="list-style-type: none"> <li>• Does the proposal maintain or enhance water quality overall?</li> <li>• Does the proposal reduce the overall demand for water?</li> <li>• Will the proposal provide for greater integrated water catchment management and strengthen links between habitats to increase the likelihood of adaptation to climate change?</li> <li>• Will the proposal increase the risk of water pollution events?</li> </ul>
<b>Biodiversity</b>	<b>To conserve, enhance and restore the condition and extent of biodiversity in the county and allow its adaptation to climate change.</b>	<ul style="list-style-type: none"> <li>• Does the proposal protect, enhance or restore biodiversity interests of BAP habitats, Cornwall Wildlife Sites, SSSIs and internationally, nationally and regionally designated areas?</li> <li>• Does the proposal allow adaptation to climate change through the connection of habitats (wildlife corridors)?</li> <li>• Does it protect not only designated areas but also of wildlife interest everywhere?</li> <li>• Will it encourage the provision of new or improved wildlife habitats?</li> </ul>
<b>Landscape</b>	<b>To protect and enhance the quality of the natural, historic and cultural landscape and seascape.</b>	<ul style="list-style-type: none"> <li>• Will it sustain and enhance and/or restore the distinctive qualities and features of the natural, historic and cultural landscape and seascape character?</li> <li>• Will it conserve and enhance the natural beauty of the Cornwall AONB and the Tamar Valley AONB, and increase understanding and enjoyment of the special qualities of the AONBs?</li> <li>• Will it protect, enhance and promote opportunities for green infrastructure within and between urban settlements?</li> <li>• Will it maintain and enhance a high quality living environment?</li> <li>• Will it encourage the location and design of development to respect and improve landscape character and the landscape setting of settlements?</li> </ul>
<b>Maritime</b>	<b>To encourage clean, healthy, productive and diverse waters; To protect coastal areas and ensure sustainable maritime environments.</b>	<ul style="list-style-type: none"> <li>• Will the proposal protect, enhance or restore maritime heritage, habitat and biodiversity, both designated and undesignated?</li> <li>• Will the proposal incorporate adaptation to climate change and its likely effects on the sea, coast and estuaries?</li> <li>• Will the proposal operate within the carrying capacity of the receiving environment, without adverse effect on its sustainability?</li> <li>• Will the proposal operate within safe biological, chemical and physical limits?</li> </ul>

SC Theme	SC Objectives	Decision making questions
<b>Historic Environment</b>	<b>To protect and enhance the quality and local distinctiveness of the historic environment.</b>	<ul style="list-style-type: none"> <li>• Does the proposal reinforce the distinctive character of Cornwall?</li> <li>• Does the proposal have an acceptable/unacceptable level of impact on the historic environment?</li> <li>• Does the proposal preserve and enhance the cultural and social significance of the historic asset?</li> <li>• Will it result in development which is sympathetic towards the need to promote the Cornwall's unique heritage value, historic environment and culture?</li> <li>• Have flood mitigation measures been designed to be compatible with the immediate historic environment?</li> <li>• Has a balance been struck between the level of risk (e.g. in adaptation to climate change or flood risk) and the aspiration to preserve the distinctive qualities of the historic environment?</li> </ul>
<b>Design</b>	<b>To promote and achieve high quality, locally distinctive design, sustainable land use and sustainable built development.</b>	<ul style="list-style-type: none"> <li>• Will it encourage developers to build to higher environmental standards?</li> <li>• Will it help to promote local distinctiveness?</li> <li>• Does the proposal meet targets for renewable energy capture and sustainable construction using BREEAM or Code for Sustainable Homes?</li> <li>• Will it promote high quality, sustainable and sympathetic design that takes account of sustainable construction and transport modes, and green infrastructure?</li> </ul>
<b>Social Inclusion</b>	<b>To reduce poverty and social exclusion and provide opportunities for all to participate fully in society.</b>	<ul style="list-style-type: none"> <li>• Will it improve access to and provision of services, health and community facilities (including community youth facilities) especially in rural areas and for the socially excluded?</li> <li>• Will it reduce poverty, deprivation, discrimination, social exclusion and inequalities?</li> </ul>
<b>Crime and Anti-Social Behaviour</b>	<b>To reduce crime, anti-social behaviour and fear of crime.</b>	<ul style="list-style-type: none"> <li>• Will it reduce crime and anti-social activity, and in turn, provide safer communities in Cornwall (particularly in the most deprived neighbourhoods and identified hot spots).</li> <li>• Will it help reduce the fear of crime?</li> </ul>

SC Theme	SC Objectives	Decision making questions
<b>Housing</b>	<b>To meet the needs of the local community as a whole in terms of general market, affordable, adaptable and decent housing.</b>	<ul style="list-style-type: none"> <li>• Will it provide an appropriate mix of housing to ensure delivery of long-term regeneration schemes for the county?</li> <li>• Will it reduce the number of people homeless or in temporary accommodation?</li> <li>• Will it contribute towards the provision of affordable, social and key worker housing?</li> <li>• Will it reduce the number of unfit homes, and those falling below the decent homes standards?</li> <li>• Will it deliver adaptable housing to meet the lifelong needs of the population?</li> <li>• Will it provide a well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes?</li> <li>• Will it provide energy efficient development which reduces the annual cost of heating/lighting and helps reduce greenhouse gas emissions?</li> <li>• Will it make the best use of land?</li> </ul>
<b>Health, Sport and Recreation</b>	<b>To improve health through the promotion of healthier lifestyles and improving access to open space and health, recreation and sports facilities.</b>	<ul style="list-style-type: none"> <li>• Will it improve health and well-being and reduce inequalities in health?</li> <li>• Will it improve access to health services?</li> <li>• Will it improve access to the countryside, coast, recreation and open spaces?</li> <li>• Will it increase participation and engagement in physical activity and sport?</li> <li>• Will it lead to unacceptable noise levels?</li> </ul>
<b>Economic Development</b>	<b>To support a balanced and low carbon economy that meets the needs of the area and promotes a diverse range of quality employment opportunities.</b>	<ul style="list-style-type: none"> <li>• Will it promote a diverse range of employment opportunities?</li> <li>• Will it provide affordable, small scale, managed workspace to support local need?</li> <li>• Will it support the development of access to ICT facilities including Broadband, particularly in rural areas?</li> <li>• Will it raise the quality of employment and reduce seasonality?</li> </ul>
<b>Education and Skills</b>	<b>To maximise accessibility for all to the necessary education, skills and knowledge to play a full role in society.</b>	<ul style="list-style-type: none"> <li>• Will it help improve the qualifications and skills of young people?</li> <li>• Will it improve facilities and opportunities for lifelong learning (particularly for those with greatest need)?</li> <li>• Will it help increase the County's skilled and professional workforce?</li> <li>• Will it support a viable future for rural communities?</li> <li>• Will it encourage a greater diversity of choice in skills training as part of regeneration efforts?</li> <li>• Will it increase accessibility to training facilities?</li> </ul>

SC Theme	SC Objectives	Decision making questions
<b>Transport and Accessibility</b>	<p><b>To improve access to key services and facilities by reducing the need to travel and by providing safe sustainable travel choices.</b></p> <p><b>To reduce traffic congestion and minimise transport related greenhouse gas emissions.</b></p>	<ul style="list-style-type: none"> <li>• Will it promote sustainable forms of transport (public transport including bus and rail, cycle and pedestrian routes) and ensure the necessary associated infrastructure is made available?</li> <li>• Will it reduce traffic congestion by promoting alternative modes of transport?</li> <li>• Will it reduce the need to travel by seeking to balance homes, jobs, services and facilities?</li> <li>• Will it lead to a reduction in greenhouse gas emissions?</li> <li>• Will it improve service provision or provide a service or facility which is accessible to all, including those with disabilities and those in the more rural areas?</li> <li>• Will it transfer freight from road to rail and/or sea?</li> </ul>
<b>Energy</b>	<p><b>To encourage the use of renewable energy, increase energy efficiency and security and reduce fuel poverty.</b></p>	<ul style="list-style-type: none"> <li>• Will it promote and support the use of renewable and low carbon energy technologies?</li> <li>• Will it help reduce fuel poverty?</li> <li>• Will it encourage local energy production?</li> </ul>

## Appendix 2. Summary of the Submission Draft Falmouth NDP Baseline Position Key Issues

A2.1 The baseline situation is recorded in the profile of Falmouth and its community given in the Evidence Base, which can be found at [www.planforfalmouth.info](http://www.planforfalmouth.info)

A2.2 In summary, Falmouth is located in a beautiful setting on Cornwall’s southern coast, and features in the popular imagination as a classic sailing-ship port, for despite its growth at its heart it retains its essential 18th and 19th century sea-port character. Its variety of buildings, opes and alleyways, glimpsed views of the sea, the small harbour and busy quays, provides a human-scale and visual interest that is cherished by local residents and is also a key part of the ‘offer’ of Falmouth as a tourism destination and centre for maritime recreation. The presence of two state-of-the-art Universities and a working Docks provide a strong economic core. Falmouth has a unique mix of strengths and weakness: There are immense opportunities for prosperity through tourism growth, Dock development, higher education expansion, and new maritime and knowledge-based industry, yet there are environmental, economic deprivation and infrastructure issues that threaten the town’s future well-being and prosperity. Such pressures and issues include:

- a. Dealing with the impact of increasing student numbers stimulated by the growth of the Universities, on the balance of the community, the private rented housing sector, and demand for purpose-built student accommodation.
- b. Responding to the fact that most new housing growth will occur outside Falmouth’s boundaries, yet have most impact within the town, and the need to ensure that they work together as a sustainable whole.

- c. Delivering an appropriate mix of housing – which includes addressing issues associated with affordable housing and student accommodation.
- d. Encouraging employment opportunities so that Falmouth achieves its strategic role as a major centre in Cornwall, particularly in relation to Falmouth University and Combined Universities of Cornwall at Tremough (CUC), Falmouth Docks / Port of Falmouth and tourism, whilst tackling significant levels of local deprivation, and a relatively low local wage base
- e. Maintaining Falmouth as a strategic shopping centre and providing opportunities for new retail development and town centre environment enhancement to secure the centre’s vitality and viability and to strengthen the retail provision in the town centre.
- f. Harnessing the full potential of the waterfront and its opportunities for employment, leisure and tourism
- g. Ensuring that decaying older buildings and Victorian Infrastructure are dealt with sympathetically, and new buildings achieve excellence in design, so that Falmouth’s unique character is maintained.
- h. Resolving pedestrian and traffic conflicts within the town centre, by considering pedestrian prioritisation and supporting public realm improvements.
- i. Improving and retaining community services and facilities address current shortfalls in the Network Area and to meet further demand resulting from growth.
- j. Ensuring that green spaces are protected and enhanced and that the needs of the community for leisure and recreation are met.
- k. Responding to the peninsula like location which restricts the trading catchment and can cause transport problems.
- l. Ensuring that transport infrastructure, including essential car parking and sustainable transport modes, provides proper connectivity around and into the town, as part of delivering a sustainable future for Falmouth
- m. Ensuring that the planning relationship between Falmouth and Penryn, and with the community network area, is managed to ensure that sustainability is delivered.

A2.3 Together these pressures and issues could be a significant threat to the prosperity of the community, its social well-being, and the quality of the urban environment if not effectively addressed.

A2.4 In the absence of a Falmouth Neighbourhood Development Plan and without the Plan’s ability to guide and shape development, Falmouth would be subject only to the strategic plans of the NPPF, the Cornwall Local Plan and its Allocations Development Plan Document. These are considered to lack

sensitivity to local conditions at the local town level, leading to the risk of locally unsympathetic proposals which do not go far enough in delivering sustainable development, and fail to effectively address the negative pressures and impacts described above. Furthermore, the aspirations of the community for the future of their town would be less well-defined and consequently less responded to.

### Appendix 3. Summary of NDP Intentions.

A3.1 The Falmouth NDP focuses on the key planning issues facing Falmouth, setting out both the short term and longer term priorities for action to enable sustainable growth and increase prosperity.

A3.2 The Plan focuses around the concept of Falmouth as a distinctive, vibrant, resilient, inclusive and well-balanced, attractive sea-port town, forming the sustainable social and economic heart of the wider community of the Falmouth/Penryn Community Network, serving an important strategic role in enabling Cornwall's economy to reach its full potential, and responding effectively to the vagaries of climate change.

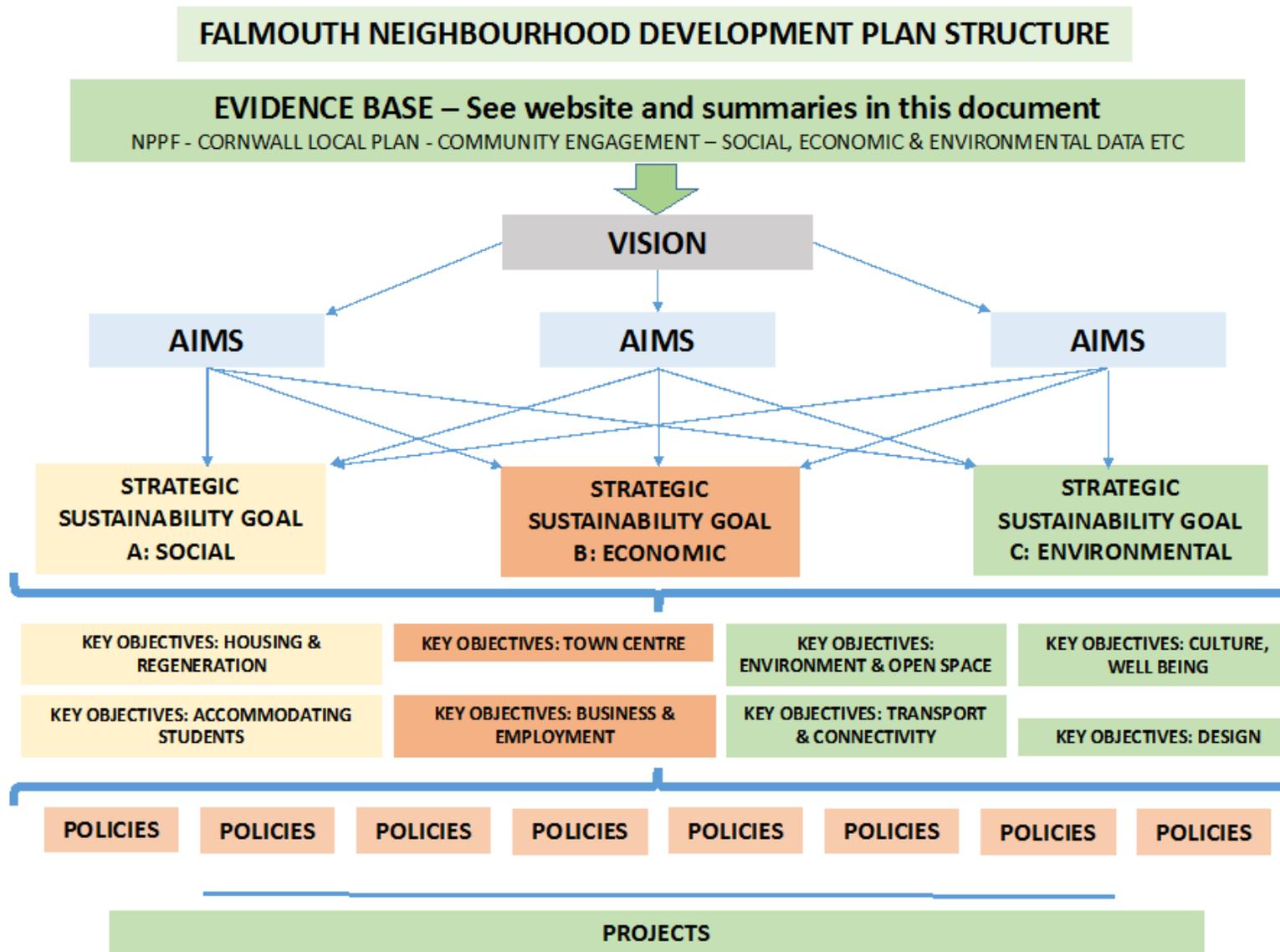
A3.3 To achieve this the Plan includes proposals and policies to:

- a. provide housing that meets local needs and provides greater choice of tenure and mix
- b. back measures that aid the transformation of the Cornish economy, whilst ensuring that our community remains balanced and that local residential amenity is protected.
- c. support the vitality and viability of the town as a service and shopping centre for its residents and the surrounding communities
- d. develop high quality employment and training facilities that meet the needs of local businesses and local people
- e. Protect and enhance the town's unique architectural heritage, and its setting in attractive countryside
- f. Seek net gains in the biodiversity and health of our environment whilst enabling the development necessary to meet present and future needs
- g. conserve and enhance existing open spaces and leisure facilities and take opportunities to provide more
- h. At all times to ensure that whilst meeting today's reasonable needs, we protect the interests of future generations
- i. build social, economic and environmental resilience in anticipation of future changes and challenges.

A3.2 The Neighbourhood Development Plan opens by setting a vision and broad aims for the future of the town, from which key objectives are developed, aligned to the three key sustainability aims:

- Social: Ensuring a strong, healthy and just society
- Economic: Achieving a sustainable economy
- Environmental: Living within environment limits

A3.3 The Plan then provides sets of planning policies, proposals and project initiatives intended to deliver the vision for Falmouth 2030. This is illustrated in the Figure 1 and 2 below:



**Figure 1: Falmouth NDP Delivering Sustainable Development**

## Figure 2: Falmouth NDP Delivering Sustainable Development

### VISION

'In 2030, Falmouth will be a distinctive, vibrant, resilient, inclusive and well-balanced, attractive sea-port town, forming the sustainable social and economic heart of the wider Falmouth/Penryn Community Network, serving an important strategic role in enabling Cornwall's economy to reach its full potential, and responding effectively to climate change'.

### BROAD AIMS

- To enhance the town and maintain its excellent qualities up to 2030 and beyond.
- To balance the competing needs for growth and development with protection and enhancement.
- To promote development that is sustainable socially, economically and environmentally.

### SUSTAINABILITY GOAL A. SOCIAL: ENSURING A STRONG, HEALTHY AND JUST SOCIETY

- Creating and maintaining a balanced town community
- Accommodating growth, housing need and university expansion
- Managing student growth

### KEY OBJECTIVES

#### Housing and Regeneration

- *To create sustainable communities by providing framework plans to help guide the development of Falmouth's urban extensions.*
- *To ensure the urban extensions are connected to the existing housing on the peripheries and to ensure these are supported with the necessary facilities.*
- *To encourage the development of town houses and apartments in order to increase densities and improve the viability of providing affordable and social housing to meet identified needs.*
- *To ensure good, high-quality design to the best current standards for sustainable building.*
- *To ensure that the process of construction meets Considerate Contractor's Standards*
- *To address Falmouth's affordable and social housing needs.*

#### Urban capacity

- *To ensure that the potential urban capacity of Falmouth to sustainably accommodate housing, regeneration, improvement and environmental enhancement is achieved*

#### The Private Rented Sector and Accommodating Students

- *To maintain community balance, and protect the character and amenity of residential areas that may be subject to changes of use to houses in multiple occupation;*
- *To minimise harm to the living conditions of existing residents of such areas;*
- *To maintain a diverse housing stock which caters for all sections of the population including families;*
- *To optimize the availability of private rented accommodation to meet the housing needs of all Falmouth's residents, , including for affordable and social housing;*
- *To ensure that the economic benefits to be derived from the expansion of the Universities of Falmouth and Exeter are enabled to come forward for the benefit of Falmouth and Cornwall.*
- *To ensure that the likely growth in student numbers is absorbed in ways that are sustainable and work to the benefit of both Falmouth and the Universities*
- *To support the Cornwall Local Plan Site Allocations Development Plan Document strategy for student accommodation.*

### POLICIES

- **GUIDANCE NOTE HR 1: Guiding Principles for Falmouth Urban Expansion developments**

- **GUIDANCE NOTE HR 2: Guiding Principles for the Ashfield community:**
- **GUIDANCE NOTE HR 3: Requirements for the Lower Kergilliack community:**
- **POLICY HR 4: Falmouth AFC Site**
- **POLICY HR 5: Identified urban capacity sites:**
- **POLICY HR 6: Criteria for Urban Capacity sites**
- **POLICY HR 7: Cohousing and self-build developments**
- **POLICY HMO1 – Student Accommodation**
- **POLICY HMO2 – Build to Rent Development**

#### **SUSTAINABILITY GOAL B. ECONOMIC: ACHIEVING A SUSTAINABLE ECONOMY**

- Supporting sustainable growth
- Promoting marine and creative and digital industries
- Regenerating the town centre

#### **KEY OBJECTIVES**

##### **Town Centre**

- *To consolidate and enhance the ‘offer’ of Falmouth town centre as an attractive destination for shoppers, visitors and tourists through a Town Centre Strategy:*
  - *Enhancing the quality of the public realm.*
  - *Creating a pedestrian friendly, safe and accessible environment in the main streetsthrough the town.*
  - *Managing vehicle movements, deliveries, parking and support shuttle bus services.*
  - *Increasing footfall and adding vitality to the town and its daytime, evening and night time activities through:*
    - *support for existing and new businesses;*
    - *infill development to improve vacant or underused premises;*
    - *the use of upper storeys, space for residential, commercial and retail uses;*
  - *Protecting and enhancing the historic environment and distinctive character of the town centre.*
  - *Ensuring that any redevelopment opportunities coming forward on the key sites (Quarry Car Park, Church Street Car Park, and former TA site) contribute to the town centre strategy.*

##### **Business, Tourism and Employment**

- *To ensure Falmouth’s future economic prosperity by providing new opportunities for industry, businesses, tourism, retail, and leisure, and the maintenance and development of existing port operations and related businesses’*
- *To ensure that the positive impacts arising from the presence of the Combined Universities is optimized*
- *To ensure that Falmouth’s tourism infrastructure is enhanced to take into account modern visitor expectations and that the full potential of the towns cultural, environmental and social assets is released.*
- *To use the town’s key assets (marine, learning, tourism industries and its essential character) to position Falmouth as a unique and sustainable place to live, work, visit and learn in.*

#### **POLICIES**

- **POLICY TC 1: The Falmouth Town Centre Strategy**
- **POLICY TC 2: Church Street Car-Park**
- **POLICY TC 3: Quarry Car Park**

- **POLICY TC 4: The Former TA Site**
- **POLICY TC 5: New uses for upper floors in the town**
- **POLICY BE 1: Supporting the Harbour, Port and Docks.**
- **POLICY BE 2: Supporting Value Added Enterprises**
- **POLICY BE 3: Tourism Facilities and Accommodation**
- **POLICY BE 4: Protection of existing stock of holiday accommodation**
- **POLICY BE 5: Facilities for small boat moorings**
- **POLICY BE 6: Revival of Prince of Wales Pier**
- **POLICY BE 7: Enhancing and Promoting the Moor**
- **POLICY BE 8: Dracaena Community and Visitor facilities**
- **POLICY BE 9: Supporting Festivals Infrastructure**
- **POLICY BE 10: Small scale workshop development**
- **POLICY BE 11: Innovation/home business hub.**
- **POLICY BE12: Home based enterprise.**
- **POLICY BE 13: Intensification and Enhancement of Existing Employment Sites**

#### **SUSTAINABILITY GOAL C. ENVIRONMENTAL: LIVING WITHIN ENVIRONMENTAL LIMITS**

- Creating a better town centre environment
- Ensuring adequate provision of infrastructure
- Protecting valued green space
- Promoting leisure, recreation and culture
- Reducing the town's carbon footprint through the use of renewable and low carbon energy sources, energy saving design, and encouraging integrated transport solutions
- Avoiding increased vulnerability to the impacts of climate change, such as flooding, coastal change and changes to biodiversity and landscape
- Building on Falmouth's Plastic Free Coastline status

#### **KEY OBJECTIVES**

##### **Environment and Open Space**

- *To establish policy for the protection and enhancement of key and secondary open spaces*
- *To implement specific and general improvement plans for open spaces in the town*
- *To establish a Falmouth Green Corridor and introduce a Falmouth Garden Walk*
- *To establish a strategy for sports, play and recreation*
- *To identify additional space or sites for allotments and cemeteries*
- *To set out responsibilities for the management and maintenance of open spaces, and support or establish management groups for open spaces and beaches.*

##### **Transport and Connectivity**

- *To provide a good public transport service to serve the town and its peripheries*
- *To encourage the use of more sustainable modes of transport through the provision of safe, well-lit and maintained cycle routes and footpaths*
- *To locate and improve car parking to serve the town centre and increase its footfall and economic viability*

##### **Culture and leisure**

- *Supporting the cultural sector in Falmouth and influencing development proposals to ensure that they respect or enhance cultural interests that help to build a sustainable and balanced community.*

- *Building or improving places and spaces for the delivery of cultural and health and wellbeing activities thereby tackling deprivation, raising/delivering expectation and ensuring services are adequate for Falmouth and the surrounding area, including a 'cultural hub'*
- *Supporting creativity, innovation and the creative industries by enabling the provision of space and facilities that help to embed creative industries as an essential and accepted part of Cornwall's economy.*
- *Developing ways of funding the cultural sector, through planning agreements and community infrastructure levy, and the provision of opportunities for cultural expression through development.*
- *Introducing measures that support and help develop community arts and the 'festival culture'*

#### **Health and well-being**

- *To assist in ensuring that the medical and health facilities required to meet the future needs of Falmouth and its adjoining communities are available locally.*

#### **Design Policies**

- *To ensure that development is designed to the highest standards and respects its setting and surroundings*
- *To enhance the character of the town, its built environment, views, vistas and open spaces*
- *To promote place-making, local distinctiveness, and enhance and protect the historic environment of the town*

#### **Delivery Plan**

- *To deliver the Falmouth Neighbourhood Development Plan and the community aspirations it embodies by organising resources and making the best use of funding streams through planning obligations, grant aid and public investment.*

### **POLICIES**

- **POLICY FOS 1: Protection of key open spaces.**
- **POLICY FOS 2: Assessment of secondary open spaces.**
- **POLICY FOS 3: Specific Improvement Projects for Pendennis Point and Falmouth Seafront.**
- **POLICY FOS 4: Green Corridor and Gardens Walk.**
- **POLICY FOS 5: General open spaces and sports, play and recreation facilities.**
- **POLICY FOS 6: Funding.**
- **GUIDANCE NOTE FOS 7: Provision of municipal facilities – Cemeteries and Allotments.**
- **PROJECT FOS 1: Specific Improvement Projects for Pendennis Point and Falmouth Sea**
- **PROJECT FOS 2: The Falmouth Green Corridor and Garden Walk Projects**
- **PROJECT FOS 3: Responsibility for the management and maintenance of open spaces**
- **PROJECT FOS 4: The Falmouth Beaches Management Group (FBMG)**
- **PROJECT FOS 5: A Falmouth Open Spaces Management Group**
- **PROJECT FOS 6: Improvements and enhancements to secondary parks, gardens sites and amenity areas, and none-specific open spaces**
- **PROJECT FOS 7: Development of a sports, play and leisure strategy**
- **POLICY TCON 1: Sustainable transport measures in new development**
- **POLICY TCON 2: Sustainable transport measures in the Town Centre**
- **POLICY TCON 3 Protection of footpaths, bridleways and cycleways.**
- **GUIDANCE NOTE TCON 3: Sustainable transport and peripheral development sites**
- **PROJECT TCON 4: Sustainable Transport Strategy**
- **POLICY CUL 1: Development of new and regeneration of cultural facilities.**
- **POLICY CUL 2: Protection of existing venues.**
- **POLICY CUL 3: Cultural expertise in new development.**

- POLICY CUL 4: Cultural use of Open Spaces
- POLICY HA 1: Support for the provision of health and social facilities.
- POLICY DG 1: Design in Housing Proposals.
- POLICY DG 2: Development Generally.
- POLICY DG 3: Design and Local Distinctiveness in the historic core.
- POLICY DG 4: Design and Local Distinctiveness outside the historic core.
- POLICY DG 5: Shop front design and signage.
- POLICY DG 6: Design and the historic environment.
- POLICY DG 7: Design in the Conservation Area.
- POLICY DG 8: Development within the setting of the Conservation Area.
- POLICY DG 9: Trees and large tree-like shrubs in the Conservation Area
- POLICY DG10: Historic Parks and Gardens.
- POLICY DG 11: Impact on Views and Vistas.
- PROJECT DG 11: Views and Vistas.
- POLICY DG 12: Local Listing of Non-Designated Heritage Assets.
- Project DG 12: Local Listing Project.
- POLICY DP 1: Delivering Community Priorities.

#### Appendix 4. Sustainability Checklist for Submission Draft Falmouth Neighbourhood Plan

Neighbourhood Plan Policies	SIGNIFICANT IMPACT YES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
SUSTAINABILITY AIM A.  SOCIAL: ENSURING A STRONG, HEALTHY AND JUST SOCIETY																				
GUIDANCE NOTE HR 1: General requirements for Falmouth Urban Expansion developments	NO	+/-	0	0	-	-	0	+	+	0	+	++	++	+	++	+	0	0	++	+
Comment		Although new greenfield development will have impacts on climate, soil and water, HR1 sets guidelines that will help to ensure that the new urban extensions become part of Falmouth's community, integrate site landscape and biodiversity, include a mix of new dwellings that meet local housing requirements and incorporate sustainable building techniques, which will mitigate and outweigh the negative impacts. HR2 to 5 are of similar effect.																		

Neighbourhood Plan Policies SUSTAINABILITY AIM A. SOCIAL: ENSURING A STRONG, HEALTHY AND JUST SOCIETY	SIGNIFICANT IMPACT YES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
GUIDANCE NOTE HR 2: Requirements for the Ashfield community:	NO	+/-	0	0	-	-	0	+	+	0	0	+	++	+	+	++	+	0	++	+
Comment		As above																		
GUIDANCE NOTE HR 3: Requirements for the Lower Kergilliack community:	NO	+/-	0	0	-	-	0	+	+	0	0	+	++	+	+	++	+	0	++	+
Comment		As above																		
POLICY HR 4: Falmouth AFC Site	NO	+/-	0	0	-	-	0	+	+	0	0	+	++	+	+	++	+	0	++	+
Comment		No further comment																		
POLICY HR 5: Identified urban capacity sites:	NO	++	+	0	++	+	0	+	+	0	+/-	++	+	+	++	0	+	0	+	+
Comment		Urban capacity sites are mostly previously developed land close to facilities so well-designed development there may reduce travel needs, and help improve local design, introduce sustainable building practices, improve social cohesion and mitigate impacts on historic environment and may also bring about improvements (eg repairs, maintenance, revealing heritage assets etc)																		
POLICY HR 6: Criteria for Urban Capacity Sites	NO	+	+	0	++	+	0	+	+	0	+/-	++	+	+	+	0	+	0	+	+
Comment		Urban capacity sites are mostly previously developed land close to facilities so reducing travel needs, and can help improve local design, introduce sustainable building practices, and improve social cohesion. Good design will help mitigate impacts on historic environment and may also bring about improvements (eg repairs, maintenance, revealing heritage assets etc)																		
POLICY HR 7: Cohousing and self-build developments	NO	+	+	0	+	+	+	0	+	0	0	+	+	+	+	+	+	+	+	+
Comment		Benefits of co-housing include reducing isolation, community well-being and resilience, building skills, the sharing of resources and energy, increasing efficiency and reducing waste, and reduced carbon footprint. Also require less parking provision and able to incorporate high standards of sustainable building, at higher densities. May also include small workshops.																		

Neighbourhood Plan Policies SUSTAINABILITY AIM A. SOCIAL: ENSURING A STRONG, HEALTHY AND JUST SOCIETY	SIGNIFICANT IMPACT YEEES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
POLICY HMO1 – Student accommodation	NO	0	+	0	0	0	0	0	0	0	+	+	++	++	++	0	0	0	+	+
		Policy intended to manage impacts of unbalanced growth in student accommodation.																		
POLICY HMO2 – Build to Rent Development	NO	+	+	0	0	+	0	0	0	0	+/-	+	++	++	++	0	0	0	+	0
		Build to rent can be use previously developed land in accessible locations, address housing needs and aid economic development. Some negative impacts that are mitigatable.																		

Neighbourhood Plan Policies SUSTAINABILITY AIM B. ECONOMIC: ACHIEVING A SUSTAINABLE ECONOMY	SIGNIFICANT IMPACT YEEES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
POLICY TC 1 - The Falmouth Town Centre Strategy	NO	+	0	0	+	+	0	0	++	+	++	++	+	+	+	+	++	0	++	0
Comment		This policy aims to consolidate and enhance the ‘offer’ of Falmouth town centre as an attractive destination for shoppers, visitors and tourists, and will provide the opportunity to improve public realm, accessibility and historic environment, as well as opening up the potential of the Church Street Car Park.																		

Neighbourhood Plan Policies	SIGNIFICANT IMPACT YEEES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
<b>SUSTAINABILITY AIM B.</b> <b>ECONOMIC: ACHIEVING A SUSTAINABLE ECONOMY</b>																				
<b>POLICY TC 2: Church Street Car-Park</b>	<b>NO</b>	+	+/-	+	+	+	+	+	+	+	+/-	++	+	+	0	++	++	0	+	+
<b>Comment</b>	This site represents the greatest opportunity for Falmouth to make best use of one of its unrealised assets, realizing the potential for net gains in sustainable development which outweigh the limited negative impacts. It will also facilitate the removal/control of buried contaminants so enhancing water quality.																			
<b>POLICY TC 3 - Quarry Car Park</b>	<b>NO</b>	+	+/-	+	+	+	+	+	+	+/-	+/-	++	+	+	++	+	+	0	++	+/-
<b>Comment</b>	The Quarry faces may include biodiversity assets that will need to be identified and any impacts adequately mitigated against with no net loss. Water drainage and reported springs will be complex and need careful treatment to ensure no on or off-site flooding issues occur. These issues are covered by the provisions of the policy and outweighed by the considerable benefits the development could bring to Falmouth to town centre.																			
<b>POLICY TC 4: The Former TA Site</b>		+	+/-	+	+	+	+	+/-	+	+	+/-	++	+	+	+	+	+/-	0	+	+/-
<b>Comment</b>	The minor negative impacts of this development are outweighed by the considerable benefits the development could bring to Falmouth to town centre.																			
<b>POLICY TC 5: – New uses for upper floors in the town</b>		+	0	0	0	0	0	0	0	0	+/-	0	+	+	+	+	++	0	+	0
<b>Comment</b>	Introduction of new uses in the TC will increase footfall and vitality, increase night-time oversight and thereby contribute to community safety, and provide small-scale housing opportunities.																			
<b>POLICY BE 1: Supporting the Harbour, Port and Docks.</b>	<b>NO</b>	+	+	0	0	0	+	+/-	0	+/-	0	0	+	+	0	+	++	0	0	0
<b>Comment</b>	Supporting the means of economic growth can bring value that helps achieve sustainable outcomes																			
<b>POLICY BE 2: Supporting Value Added Enterprises</b>	<b>NO</b>	+	+	0	+	+	+	0	+	++	0	+	0	0	0	0	++	++	0	+
<b>Comment</b>	Value added businesses may introduce sustainable practices and recovery of waste and energy.																			
<b>POLICY BE 3: Tourism Facilities and Accommodation</b>	<b>NO</b>	+	+	0	0	+	0	+	+	+	+	+	+	0	0	+	++	+	+	+

Neighbourhood Plan Policies  SUSTAINABILITY AIM B.  ECONOMIC: ACHIEVING A SUSTAINABLE ECONOMY	SIGNIFICANT IMPACT YEEES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
<b>Comment</b>		New tourism facilities, particularly for 'green tourism' based on local distinctiveness and the maritime location, can support sustainable growth within the local environmental carrying capacity, and provide jobs, services and facilities of benefit to the local community, and help clean up degraded areas.																		
<b>POLICY BE 4: Protection of existing stock of holiday accommodation</b>	NO	0	0	0	0	0	0	0	+	0	+	++	0	0	0	0	++	0	0	0
<b>Comment</b>		Retention of existing stock will aid tourism and help retain character.																		
<b>POLICY BE 5: Facilities for small boat moorings</b>	NO	0	+	0	0	0	+	+/-	+	+	+	+	0	0	0	+	+	+	+/-	0
<b>Comment</b>		Policy will support enhancement of local tourism and recreation facilities, whilst seeking to ensure the character of the sea-front and harbourside is preserved and harm to amenity restricted.																		
<b>POLICY BE 6: Revival of Prince of Wales Pier</b>	NO	0	0	0	0	0	0	0	++	++	++	+	+	0	0	+	++	0	0	0
<b>Comment</b>		No further comment																		
<b>POLICY BE 7: Enhancing and Promoting the Moor</b>	NO	0	0	0	0	0	0	0	++	++	++	+	+	0	0	+	++	0	0	0
<b>Comment</b>		No further comment																		
<b>POLICY BE 8: Dracaena Community and Visitor Facilities</b>	NO	0	0	0	+	0	0	0	+	0	0	+	++	++	0	++	++	0	+	0
<b>Comment</b>		Facilities aimed mainly at resident community can also be attractive to visitors and benefit economic development.																		
<b>POLICY BE 9: Supporting Festivals Infrastructure</b>	NO	+/-	0	0	0	0	0	0	+	+	+	+	++	+	0	++	++	0	0	0
<b>Comment</b>		Whilst the influx of visitors to festival events may encourage more travel by car, the overall benefits of events to the economy, culture, heritage and the health and well-being of the community outweigh the negative aspects.																		
<b>POLICY BE 10: Small scale workshop development</b>	NO	+	+	0	+	+	+	0	+	++	0	+	?	?	0	0	++	++	0	+

Neighbourhood Plan Policies	SIGNIFICANT IMPACT YEEES/NO	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.		
		Climatic Factors	Waste	Minerals and Geodiversity	Soil	Air	Water	Biodiversity	Landscape.	Maritime.	Historic Environment	Design	Social Inclusion	Crime and Anti-Social Behaviour	Housing	Health, sport and recreation	Economic Development	Education and Skills	Transport and accessibility	Energy		
<b>SUSTAINABILITY AIM B.</b>																						
<b>ECONOMIC: ACHIEVING A SUSTAINABLE ECONOMY</b>																						
<b>Comment</b>		Small scale workshops may allow improved sustainable business practices and aid economic development, but workforce may not be from Falmouth area.																				
<b>POLICY BE 11: Innovation / home business hub.</b>	<b>NO</b>	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	++	+	0	
<b>Comment</b>		Supporting innovation may allow improved sustainable business practices and aid economic development, and will support local business growth																				
<b>POLICY BE 12: Home based enterprise</b>	<b>NO</b>	+	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	++	+	0
<b>Comment</b>		Home based enterprise can add to community prosperity and reduce travel needs, but can have impacts on residential amenity.																				
<b>POLICY BE 13: Intensification and Enhancement of Existing Employment Sites</b>		+	+	0	+	+	+	0	+	0	0	+	+	0	0	0	0	0	++	0	0	+
<b>Comment</b>		Upgrading existing business sites supports improved sustainable business practices and aid economic development and can mitigate existing environmental issues.																				

Neighbourhood Plan Policies	SIGNIFICANT IMPACT YEEES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy	
<b>SUSTAINABILITY AIM C.</b> <b>ENVIRONMENTAL: LIVING WITHIN ENVIRONMENTAL LIMITS</b>																					
<b>POLICY FOS 1: Protection of key open spaces:</b>	<b>NO</b>	++	0	0	+	+	+	++	+	+	+	0	+	+	0	++	+	+	++	0	
<b>Comment</b>		Protection of open spaces protects their social, environmental and economic value.																			
<b>POLICY FOS 2: Assessment of secondary open spaces:</b>	<b>NO</b>	++	0	0	+	+	+	++	+	+	+	0	+	+	0	++	+	+	++	0	
<b>Comment</b>		No further comment																			
<b>POLICY FOS 3: Specific Improvement Projects for Pendennis Point and Falmouth Seafront.</b>	<b>NO</b>	++	0	0	+	+	+	++	++	++	++	0	+	+	0	++	++	+	++	0	
<b>Comment</b>		Enhancing open spaces protects and enhances their social, environmental and economic value.																			
<b>POLICY FOS 4: Green Corridor and Gardens Walk</b>	<b>NO</b>	++	0	0	+	+	+	++	++	+	++	0	+	+	0	++	++	+	++	0	
<b>Comment</b>		No further comment																			
<b>POLICY FOS 5: General open spaces and sports, play and recreation facilities</b>	<b>NO</b>	0	0	0	+	0	+	0	+	+	0	0	+	+	0	++	+	+	0	0	
<b>Comment</b>		No further comment																			
<b>POLICY FOS 6: Funding</b>	<b>NO</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	++	0	0	0
<b>Comment</b>		No further comment																			
<b>GUIDANCE NOTE FOS 7: Provision of municipal:</b>	<b>NO</b>	0	0	0	0	0	0	0	+	0	0	0	+	0	0	+	0	0	0	0	

Neighbourhood Plan Policies																				
SUSTAINABILITY AIM C. ENVIRONMENTAL: LIVING WITHIN ENVIRONMENTAL LIMITS	SIGNIFICANT IMPACT YEE/S/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
facilities – Cemeteries and Allotments:																				
Comment		No further comment																		
PROJECT FOS 1: Specific Improvement Projects for Pendennis Point and Falmouth Sea	NO	++	0	0	+	+	+	++	++	++	++	0	+	+	0	++	++	+	++	0
Comment		No further comment																		
PROJECT FOS 2: The Falmouth Green Corridor and Garden Walk Project	NO	++	0	0	+	+	+	++	++	+	++	0	+	+	0	++	++	+	++	0
Comment		No further comment																		
PROJECT FOS 3: Responsibility for the management and maintenance of open spaces	NO	+	0	0	+	+	+	+	+	+	+	0	++	+	0	++	++	++	++	0
Comment		No further comment																		
PROJECT FOS 4: The Falmouth Beaches Management Group (FBMG)	NO	+	0	0	+	+	+	+	+	+	+	0	++	+	0	++	++	++	++	0
Comment		No further comment																		

Neighbourhood Plan Policies																				
SUSTAINABILITY AIM C.																				
ENVIRONMENTAL: LIVING WITHIN ENVIRONMENTAL LIMITS	SIGNIFICANT IMPACT YEEES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
PROJECT FOS 5: A Falmouth Open Spaces Management Group	NO	+	0	0	+	+	+	+	+	+	+	0	++	+	0	++	++	++	++	0
Comment		No further comment																		
PROJECT FOS 6: Improvements and enhancements to secondary parks, gardens sites and amenity areas, and none-specific open spaces	NO	++	0	0	+	+	+	++	++	++	++	0	+	+	0	++	++	+	++	0
Comment		No further comment																		
PROJECT FOS 7: Development of a sports, play and leisure strategy	NO	0	0	0	0	0	0	0	+	0	0	+	++	++	0	++	+	+	0	0
Comment		No further comment																		
POLICY TCON 1: Sustainable transport measures in new development	NO	+	0	0	0	+	0	0	0	0	0	+	++	++	0	++	0	0	++	+/-
Comment		Sustainable transport measures may include busses which can produce emissions and use diesel fuel. However, looking forwards bus technology is improving which is anticipated to reduce emissions and generate greater modal transfer, with consequent environmental benefits. The benefits of sustainable transport outweigh these temporary issues.																		
POLICY TCON 2: Sustainable transport measures in the Town Centre	NO	+	0	0	0	+/-	0	0	0	0	0	+	++	++	0	++	0	0	++	+/-

Neighbourhood Plan Policies	SIGNIFICANT IMPACT YEEES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
SUSTAINABILITY AIM C. ENVIRONMENTAL: LIVING WITHIN ENVIRONMENTAL LIMITS																				
Comment		No further comment																		
POLICY TCON 3 Protection of footpaths, bridleways and cycleways.		+	0	0	0	+	0	0	+	0	0	+	++	++	0	++	0	0	++	+
		Protection of footpath and bridleways and cycleways in a tightly constrained mainly urban area vital; to support sustainable transport and leisure, and to contribute to the green infrastructure network																		
GUIDANCE NOTE TCON 3: Sustainable transport and peripheral development sites	NO	+	0	0	0	+/-	0	0	0	0	0	+	++	++	0	++	0	0	++	+/-
Comment		No further comment																		
PROJECT TCON 1: Sustainable Transport Strategy	NO	+	0	0	0	+/-	0	0	0	0	0	+	++	++	0	++	0	0	++	+/-
Comment		No further comment																		
POLICY CUL 1: Development of new and regeneration of cultural facilities	NO	+	0	0	0	0	0	0	+	+	++	++	++	+	+	++	++	+	0	0
Comment		Cultural facilities have positive benefits on social cohesion, health and well being, and economic development with little negative impact, which is mitigated through other NDP policies.																		
POLICY CUL 2: Protection of existing venues.	NO	+	0	0	0	0	0	0	+	+	++	++	++	+	+	++	++	+	0	0
Comment		No further comment																		

Neighbourhood Plan Policies	SIGNIFICANT IMPACT YEE/S/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
<b>SUSTAINABILITY AIM C.</b> <b>ENVIRONMENTAL: LIVING WITHIN ENVIRONMENTAL LIMITS</b>																				
<b>POLICY CUL 3: Cultural expertise in new development.</b>	<b>NO</b>	+	0	0	0	0	0	+	+	+	++	++	++	+	+	++	++	+	0	0
<b>Comment</b>	Cultural expertise input to new developments can bring significant improvements to their appearance and help the local 'sense of place' develop.																			
<b>POLICY CUL 4: Cultural use of Open Spaces</b>	<b>NO</b>	+	0	0	0	0	0	+	+	+	++	++	++	+	+	++	++	+	0	0
<b>Comment</b>	The use of open spaces for cultural activity can reduce vandalism, provide opportunities for healthy activity, and help support development of 'sense of place'.																			
<b>POLICY HA 1: Support for the provision of health and social facilities.</b>	<b>NO</b>	0	0	0	0	0	0	0	0	0	+	++	++	+	0	++	++	++	+	+
<b>Comment</b>	The rationalisation and regeneration of the Falmouth Hospital site to provide a location for medical and health facilities to meet the future needs of Falmouth and its adjoining communities is encouraged to support, improve and increase the facilities needed to serve the growing town of Falmouth.																			
<b>POLICY DG 1: Design in Housing Proposals.</b>	<b>NO</b>	+	+	+	+	+	+	+	+	+	+	++	++	+	++	+	+	+	++	+
<b>Comment</b>	Good design can make places more 'liveable', comfortable and well maintained and brings broad benefits in terms of mitigating ant harmful effects of proposals.																			
<b>POLICY DG 2: Development Generally.</b>	<b>NO</b>	+	+	+	+	+	+	+	+	+	+	++	++	+	++	+	+	+	++	+
<b>Comment</b>	Good design brings broad benefits in terms of character, layout, movement, adaptability, inclusiveness, resilience, diversity, and 'good neighbourliness'.																			
<b>POLICY DG 3: Design and Local Distinctiveness in the historic core</b>	<b>NO</b>	0	0	0	0	0	0	0	++	0	++	++	+	0	+	+	+	+	+	+

Neighbourhood Plan Policies  SUSTAINABILITY AIM C.  ENVIRONMENTAL: LIVING WITHIN ENVIRONMENTAL LIMITS	SIGNIFICANT IMPACT YEEES/NO	1. Climatic Factors	2. Waste	3. Minerals and Geodiversity	4. Soil	5. Air	6. Water	7. Biodiversity	8. Landscape.	9. Maritime.	10. Historic Environment	11. Design	12. Social Inclusion	13. Crime and Anti-Social Behaviour	14. Housing	15. Health, sport and recreation	16. Economic Development	17. Education and Skills	18. Transport and accessibility	19. Energy
Comment		Good design brings broad benefits in terms of character, layout, movement, adaptability, inclusiveness, resilience, diversity, and 'good neighbourliness and the protection, conservation and enhancement of designated and non-designated heritage assets																		
POLICY DG 4: Design and Historic Environment outside the historic core	NO	0	0	0	0	0	0	0	+	0	++	++	+	0	+	+	+	+	+	+
Comment		No further comment																		
POLICY DG 5: Shop front design and signage	NO	0	0	0	0	0	0	0	+	0	++	++	0	+	0	0	+	0	0	+
Comment		Well designed shop fronts contribute to the public realm, historic environment, and may contribute to the attractiveness of a shopping area.																		
POLICY DG 6: Design and the historic environment	NO																			
Comment		No further comment																		
POLICY DG 7: Design in the Conservation Areas	NO	0	0	0	0	0	0	0	0	0	++	++	+	0	0	0	0	0	0	0
Comment		No further comment																		
POLICY DG 8: Development within the setting of the Conservation Area		0	0	0	0	0	0	0	0	0	++	++	+	0	0	0	0	0	0	0
Comment		No further comment																		
POLICY DG 9: Trees and large tree-like shrubs in the Conservation Area	NO	+	0	0	+	+	0	+	+	0	++	+	0	0	0	+	0	0	0	0

Neighbourhood Plan Policies	SIGNIFICANT IMPACT YEE/S/NO	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.	15.	16.	17.	18.	19.				
		Climatic Factors	Waste	Minerals and Geodiversity	Soil	Air	Water	Biodiversity	Landscape.	Maritime.	Historic Environment	Design	Social Inclusion	Crime and Anti-Social Behaviour	Housing	Health, sport and recreation	Economic Development	Education and Skills	Transport and accessibility	Energy				
		Retention of trees in conservation area and grounds of listed buildings contributes to their setting.																						
<b>POLICY DG 10: Historic Parks and Gardens</b>	<b>NO</b>	0	0	0	0	0	0	0	0	0	++	0	++	++	+	0	0	0	0	0	0			
Comment		No further comment																						
<b>POLICY DG 11: Impact on Views and Vistas.</b>	<b>NO</b>	0	0	0	0	0	0	0	0	0	++	+	+	+	0	0	0	+	+	0	0	0		
Comment		Policy will help mitigate negative impacts of development.																						
<b>PROJECT DG 11: Views and Vistas.</b>	<b>NO</b>	0	0	0	0	0	0	0	0	0	++	+	+	+	0	0	0	+	+	0	0	0		
Comment		No further comment																						
<b>POLICY DG 12 - Local Listing of Non-Designated Heritage Assets</b>	<b>NO</b>	0	0	0	0	0	0	0	0	0	0	0	++	+	0	0	0	0	0	+	0	0	0	
Comment		No further comment																						
<b>Project DG 12 – Local Listing Project</b>	<b>NO</b>	0	0	0	0	0	0	0	0	0	0	0	0	++	+	0	0	0	0	0	+	0	0	0
Comment		No further comment																						
<b>POLICY DP 1: Community Priorities</b>	<b>NO</b>	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	
Comment		No further comment																						

## Key

<b>--</b>	Very negative impact – The objective is likely to lead to significant damage or loss, or other negative effects on Sustainability Framework Factors
<b>-</b>	Some negative impact – The objective is likely to lead to moderate damage or loss, or other negative effects on Sustainability Framework Factors
<b>+/-</b>	Positive and negative impacts – The objective may damage some Sustainability Framework Factors and improve the current situation on others.
<b>0</b>	Neutral impact – there are no effects upon on Sustainability Framework Factors
<b>+</b>	Some positive impacts – The objective is likely to lead to some improvement on current situation in respect of the on Sustainability Framework Factors
<b>++</b>	Significant positive impacts - The objective is likely to lead to significant improvement on current situation in respect of the on Sustainability Framework Factors
<b>?</b>	Uncertain impacts – Where there is doubt it is acknowledged.
<b>N/A</b>	Scoped out – The objective is not relevant to the Sustainability Framework Factor
<b>Ind</b>	Indirect impacts

## **Appendix 5. Sustainability Check of Main Development Proposals of the Submission Draft Falmouth NPD**

Appendix 5/1 – Flood Risk Assessment of Policies TC2, TC3 and TC4.

Appendix 5/2 – Habitat Assessment of the Policies HR4, HR5, HR6, TC1, TC, TC3, TC4, BE1, BE 6, and BE8

Appendix 5/3 – Heritage Impact Assessment of Policies HR4, HR5, TC2, TC3 and TC4

Sustainability Check

July 2019

Appendix 5.1

Flood Risk Assessment of  
Policies TC2, TC3 and  
TC4.

Falmouth Neighbourhood  
Development Plan  
2019 – 2030

Falmouth Neighbourhood Plan Stakeholder  
Group

Falmouth Town Council



## Flood Risk Assessment: Policy TC2: Church Street Car Park



<b>Flood Zone 2</b>	Partially covers N and S of site, and river frontage
<b>Flood Zone 3a</b>	Partially covers N and S of site
<b>Flood Zone 3b</b>	Not within the site
<b>Critical Drainage Areas</b>	Whole of site falls within The College Stream Critical Drainage Area
<b>Shoreline Management Plan designation</b>	See SMP2 extract and map below
<b>Flood Map for Surface Water</b>	The current N entrance to site is prone to surface water flooding in the north-western part of the site.
<b>Hydrology assessment of site's surface water issues</b>	The site falls entirely within a Critical Drainage Area. There is small area that may be prone to surface water flooding in the north-western part of the site. Future development will need to mitigate against flood risk.
<b>Key requirements for satisfying the Sequential Test and Exception Test</b>	
Built development will be able to be located wholly within Flood Zone 1, to the W of the site.	
<b>Policy recommendations</b>	
SMP2 policy is for local adjustments to the complex arrangement of wharves, quays, pontoons and walls in response to rising sea levels, under a 'Hold the Line' policy as there is not seen to be significant scope spatially for any full-scale realignment which would also result in significant impacts on the historic environment and large numbers of listed buildings and	

scheduled historic sites which are clustered on and around the harbour and quay areas. SMP2 policy is that any redevelopment must seek to increase resilience and or resistance to the increasing flood levels.

The NDP proposal TC2 reflects this approach by retaining the site in mostly open form and restricting buildings to the west of the site. It also includes in **POLICY TC2, sub-para 2.iv, that 'A flood impact assessment showing how the development will contribute to shoreline management objectives and remain sustainable in the long term'** will be required in the supporting documentation for any proposals that come forward.

Surface water drainage will need to be designed in accordance with the SUDS principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately so that flood risk is not increased.

**Consideration of alternative sites**

No alternatives available.

**Sequential test passed?**

N/A

**Exception Test required**

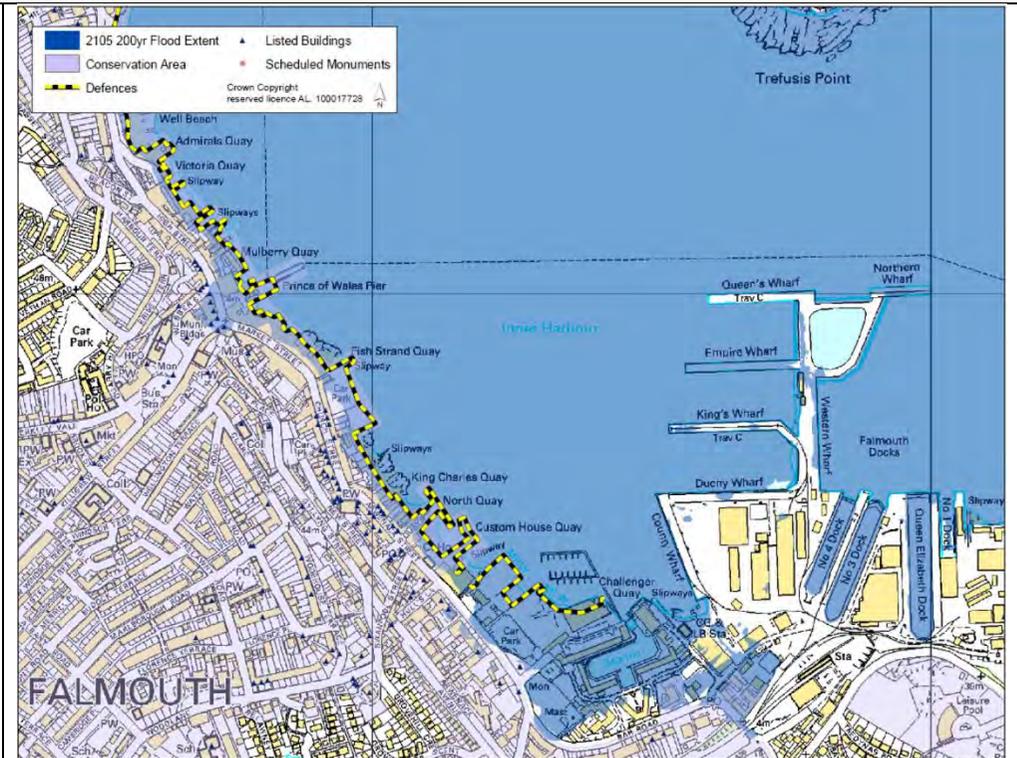
No

**Shoreline Management Plan 2 Extract**

The preferred policy at Falmouth is to continue to hold the line along the entire frontage throughout the three epochs. This would include the defences to the east of the Eastern Breakwater (as far as Middle Point) protecting the sewage works and helicopter landing area. The core values and socio-economic integrity of the port of Falmouth would be protected under this policy. As with Penryn, it is likely that given the complex nature and geometry of the defended shoreline at Falmouth, sea level rise will pressurize different sections of the frontage in different ways.

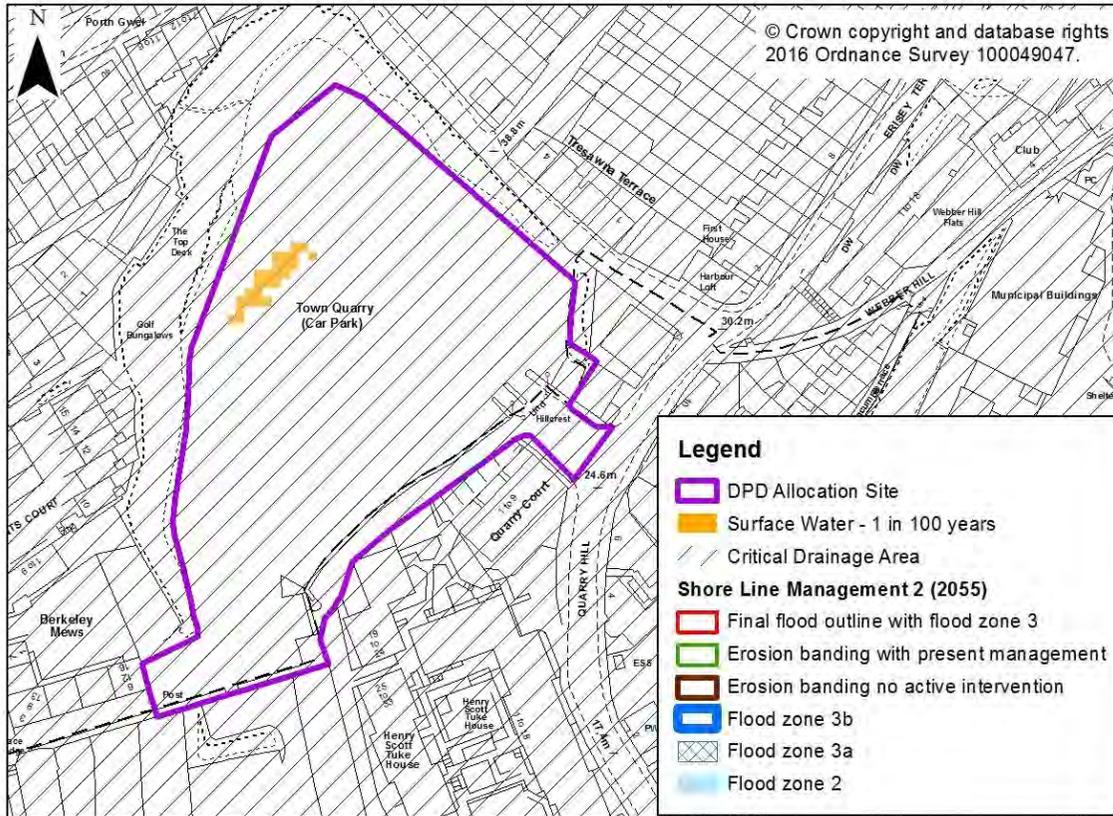
Therefore under this policy there are likely to be local adjustments to the complex arrangement of wharves, quays, pontoons and walls in response to rising sea levels. Any such responses could be dealt with under a HTL policy as there is not seen to be significant scope spatially for any full scale realignment. Realignment would also result in significant impacts on the historic environment and large numbers of listed buildings and scheduled historic sites which are clustered on and around the harbour and quay areas. Any redevelopment should seek to increase resilience and or resistance to the increasing flood levels.

In reality Falmouth is under less pressure as a frontage than many other settlements within the area. With only limited flood risks anticipated (and generally confined to the wharves and working quay areas around Challenger Quay at the south-eastern end of the frontage – see inset map below) and no exposure to significant wave energy, maintaining the current shoreline defences and structures seems technically and economically sustainable, given the benefits gained from doing so. In environmental



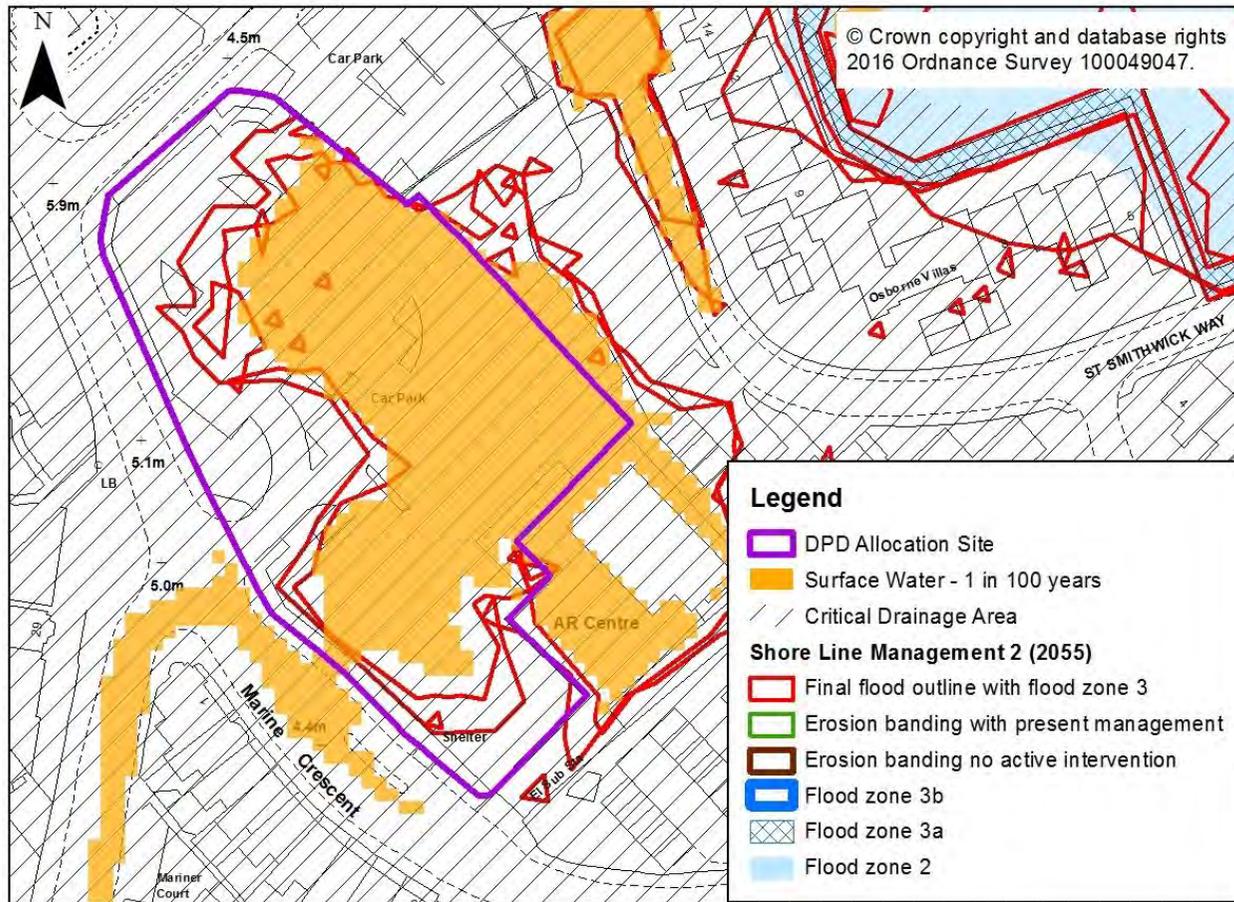
terms, there is unlikely to be any significant coastal squeeze affect on habitats, as there is virtually no intertidal zone fronting Falmouth, with just a small area of mud exposed along the North Parade section at low tide.

Flood Risk Assessment: Policy TC3: Quarry Car Park



<b>Flood Zone 2</b>	Not within the site
<b>Flood Zone 3a</b>	Not within the site
<b>Flood Zone 3b</b>	Not within the site
<b>Critical Drainage Areas</b>	Whole of site falls within The College Stream Critical Drainage Area
<b>Shoreline Management Plan designation</b>	No data within map extent
<b>Flood Map for Surface Water</b>	There is a small area that is prone to surface water flooding in the north-western part of the site.

<b>Hydrology assessment of site's surface water issues</b>	The site falls entirely within a Critical Drainage Area. There is small area that may be prone to surface water flooding in the north-western part of the site. Future development will need to mitigate against flood risk. There have been surface water flooding issues below the site to the north east at times of heavy rainfall.
<b><u>Key requirements for satisfying the Sequential Test and Exception Test</u></b> Built development will be able to be located wholly within Flood Zone 1.	
<b><u>Policy recommendations</u></b> Surface water drainage will need to be designed in accordance with the SUDS principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately so that flood risk is not increased. Therefore <b>POLICY TC3.1g says: 'g. Sustainable Urban Drainage solutions are to be implemented that minimises risk of flooding both on and off site, and which have particular regard to the potential for flooding into the surrounding neighbourhoods, properties and the wider town;...'</b>	
<b><u>Consideration of alternative sites</u></b> Not required as site is entirely Flood Zone 1.	
<b><u>Sequential test passed?</u></b>	N/A
<b><u>Exception Test required</u></b>	No



<b>Flood Zone 2</b>	Not within the site
<b>Flood Zone 3a</b>	Not within the site
<b>Flood Zone 3b</b>	Not within the site
<b>Critical Drainage Areas</b>	Whole of site falls within The College Stream Critical Drainage Area
<b>Shoreline Management Plan designation</b>	Final flood outline @ 2055 with flood zone 3 effects nearly all of the site
<b>Flood Map for Surface Water</b>	Most of the site has evidence of surface water flooding.
<b>Hydrology assessment of site's surface water issues</b>	Whole of the site is within the Critical Drainage Area and is subject to surface water flooding. Future development will need to mitigate against future flooding.
<b>Key requirements for satisfying the Sequential Test and Exception Test</b>	

Built development will be able to be located wholly within Flood Zone 1.

**Policy recommendations**

Site is within final flood zone are for 2055, the lifetime of any development on the site, so **POLICY TC4.6.ii requires that 'A flood impact assessment showing how the development will contribute to shoreline management objectives and remain sustainable in the long term'** should support any proposals that come forward.

Surface water drainage will need to be designed in accordance with the SUDS principles and standards set out in the Drainage Guidance for Cornwall to ensure surface water run-off from development is managed appropriately, so that flood risk is not increased. Therefore **Policy TC3.1g also applies to this site (ie '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')**

**Consideration of alternative sites**

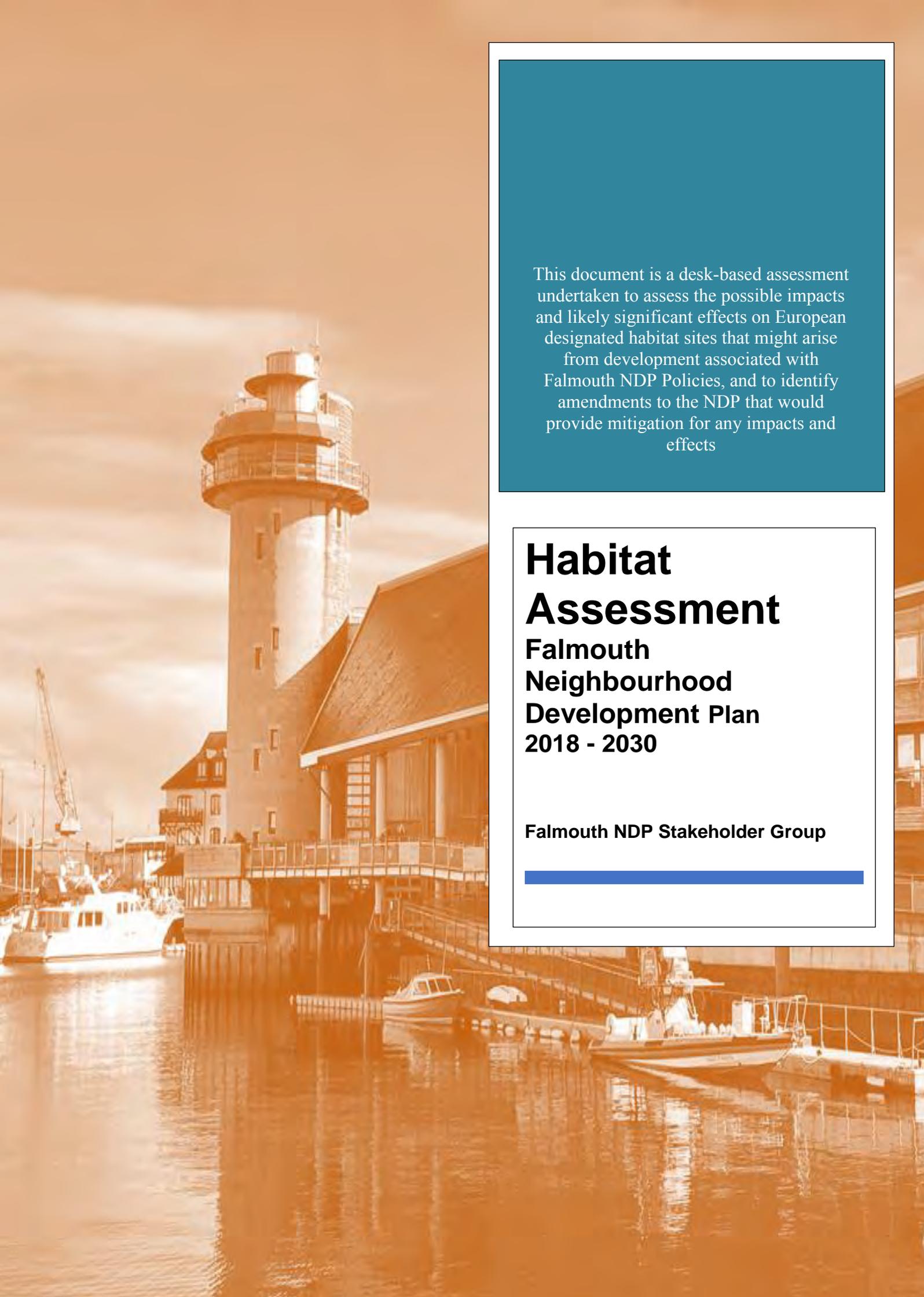
Not required as site is entirely Flood Zone 1.

**Sequential test passed?**

N/A

**Exception Test required**

No

The background of the entire page is a sepia-toned photograph of a harbor. On the left, a tall, cylindrical lighthouse with a glass-enclosed lantern room stands on a pier. To its right is a large, multi-story building with a gabled roof. In the foreground, several boats are docked at a wooden pier, and their reflections are visible in the calm water. The sky is overcast.

This document is a desk-based assessment undertaken to assess the possible impacts and likely significant effects on European designated habitat sites that might arise from development associated with Falmouth NDP Policies, and to identify amendments to the NDP that would provide mitigation for any impacts and effects

# **Habitat Assessment**

## **Falmouth Neighbourhood Development Plan 2018 - 2030**

**Falmouth NDP Stakeholder Group**

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# Appendix to Falmouth Neighbourhood Development Plan

## Sustainability Check - Habitat Report

### 1. Introduction

1.1 Under Article 6 of the Habitats Directive an 'appropriate assessment' is required where a plan or project, not directly connected with or necessary to the management of a Natura 2000 site, either individually or in combination with other plans or projects, is likely to have a significant effect upon that site. Natura 2000 is a network of areas designated to conserve natural habitats and species that are rare, endangered, vulnerable or endemic within the European Community. This includes

- Special Areas of Conservation (SAC) designated under the Habitats Directive for their habitats and/or species of European importance and
- Special Protection Areas (SPA) classified under the Conservation of Wild Birds Directive for rare, vulnerable and regularly occurring migratory bird species and internationally important wetlands.

1.2 The requirements of the Habitats Directive are transposed into English law by means of the Conservation of Habitats and Species Regulations 2010. The Offshore Marine Conservation (Natural Habitats, &c.)

1.3 Paragraph 3, Article 6 of the Habitats Directive states that:

*'any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives...the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public'.*

1.4 Paragraph 4, Article 6 of the Habitats Directive states that:

*'If, in spite of a negative assessment of the implications for the site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest... the Member State shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected...'*

1.5 These requirements are implemented in the UK through Regulations 61, 62, 66 and 67 of the Habitat Regulations.

1.6 An Appropriate Assessment is a determination by the 'Competent Authority', in this case the Cornwall Council), as to whether a proposed plan or project will result in an adverse effect on the integrity of any European sites.

1.7 Appropriate Assessment is a risk-based assessment, drawing on available information.

1.8 The commission guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive.

- Stage 1: Screening: the process which initially identifies the likely impacts upon a European site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant. If no likely significant effect is

identifies then the plan or project can be ‘screened out’ and no further assessment is necessary.

- Stage 2: Appropriate Assessment: the detailed consideration of the impact on the integrity of the European sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site’s conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site. Where the integrity of the European Site is predicted to be adversely affected, mitigation options need to be considered and the mitigated impacts then re-assessed. If adverse impacts on the European Site’s integrity cannot be avoided despite mitigation measures, then consent for the project can only be awarded by following stages 3 and 4.
- Stage 3: Assessment of alternative solutions: the process, which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the European site.
- Stage 4: Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the European network.

Stages 3 and 4 are not relevant to this plan at this stage of the assessment.

1.9 This report has been created as an appendix to the Falmouth NDP Sustainability Checklist, intended to help inform the HRA/SEA Screening process of the NDP to be carried out by Cornwall Council or to form the basis for further steps in HRA and SEA if required.

1.10 Habitats Regulations Assessment (HRA) has been impacted by a recent judgement<sup>1</sup>, the essence of which is that measures to avoid or reduce effects of plans or programmes on protected habitats should be considered via appropriate assessment (stage 2), as opposed to being integrated with an earlier screening assessment (Stage 1). The Screening Opinion issued by Cornwall Council on 5<sup>th</sup> July 2019 therefore combines both Stages 1 and 2, screening and appropriate assessment.

1.11 Cornwall Council is the ‘competent authority’ to carry out this assessment under the terms of Regulation 6(1) of the Habitats Regulations.

1.12 The policies described within the NDP relate to the plan level only; ie at a higher and more generalised tier than would be expected at the project level of development. As a result of this, the developments brought forward within NDP will still require their own HRA assessment at the project level stage.

## **2. Format of this Report**

2.1 In order to ensure compatibility with the screening process, this report follows the basic pattern set out in European Commission guidance which recommends that screening should fulfil the following steps:

- Step 1: Determine whether the plan is directly connected with or necessary for the management of European sites (Sections 3 and 4 below);

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<sup>1</sup> *People Over Wind and Sweetman v Coillte Teoranta* - Environment – Conservation of natural habitats, [2018] EUECJ C-323/17.

- Step 2: Describe the project/plan that has the potential for significant effects on European sites (Section 5 below);
- Step 3: Undertake an initial scoping for potential direct and indirect impacts on European sites (Section 6 below);
- Step 4: Assess the likely significance of any effects on European sites (Section 7 and Tables 1 & 2 below)

2.2 In Step 4, which assesses the possible Impacts and Likely Significant Effects arising from development associated with Falmouth NDP Policies, this report identifies amendments to the original Regulation 14 Pre-Submission Draft NDP Policy wording for each proposal that would provide mitigation for the identified impacts and effects. These amendments have been carried forward into the Submission Draft NDP.

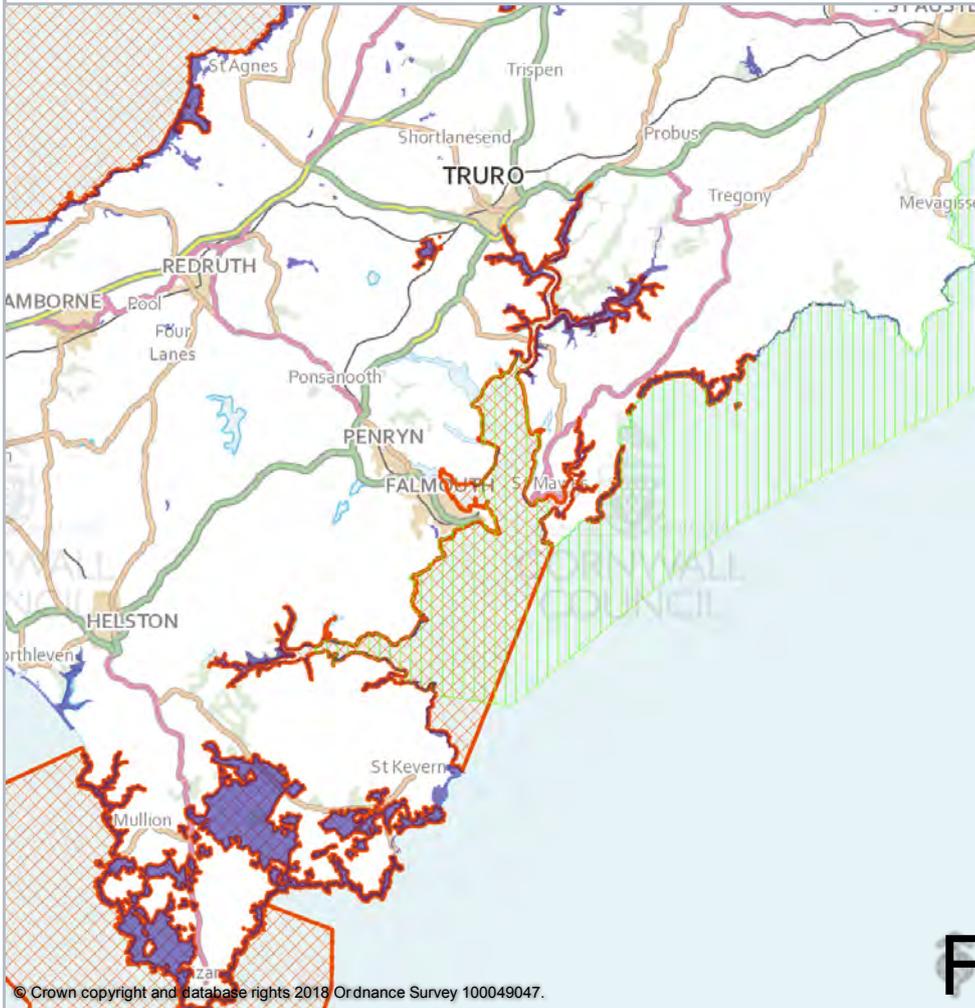
### ***3. Environment Designations around Falmouth NDP Area.***

3.1 The Falmouth NDP area is within or is in the 'zone of influence' for several European and other designations:

- Fal and Helford SAC
- Falmouth Bay to St Austell Bay SPA
- Carrine Common SAC

3.2 The following maps illustrate their location.

### Falmouth NDP Area SAC, SPA, SSSI



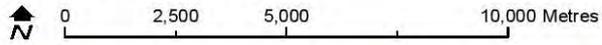
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#### Key

-  Special protection areas
-  Special areas for conservation
-  Sites of Special Scientific Interest

Centre point X: 182600 Y: 32564 2,500 Sheet ref.: SW8232 10,000 Sheet ref.: SW83SW Scale 1:250000

# Fal and Helford SAC

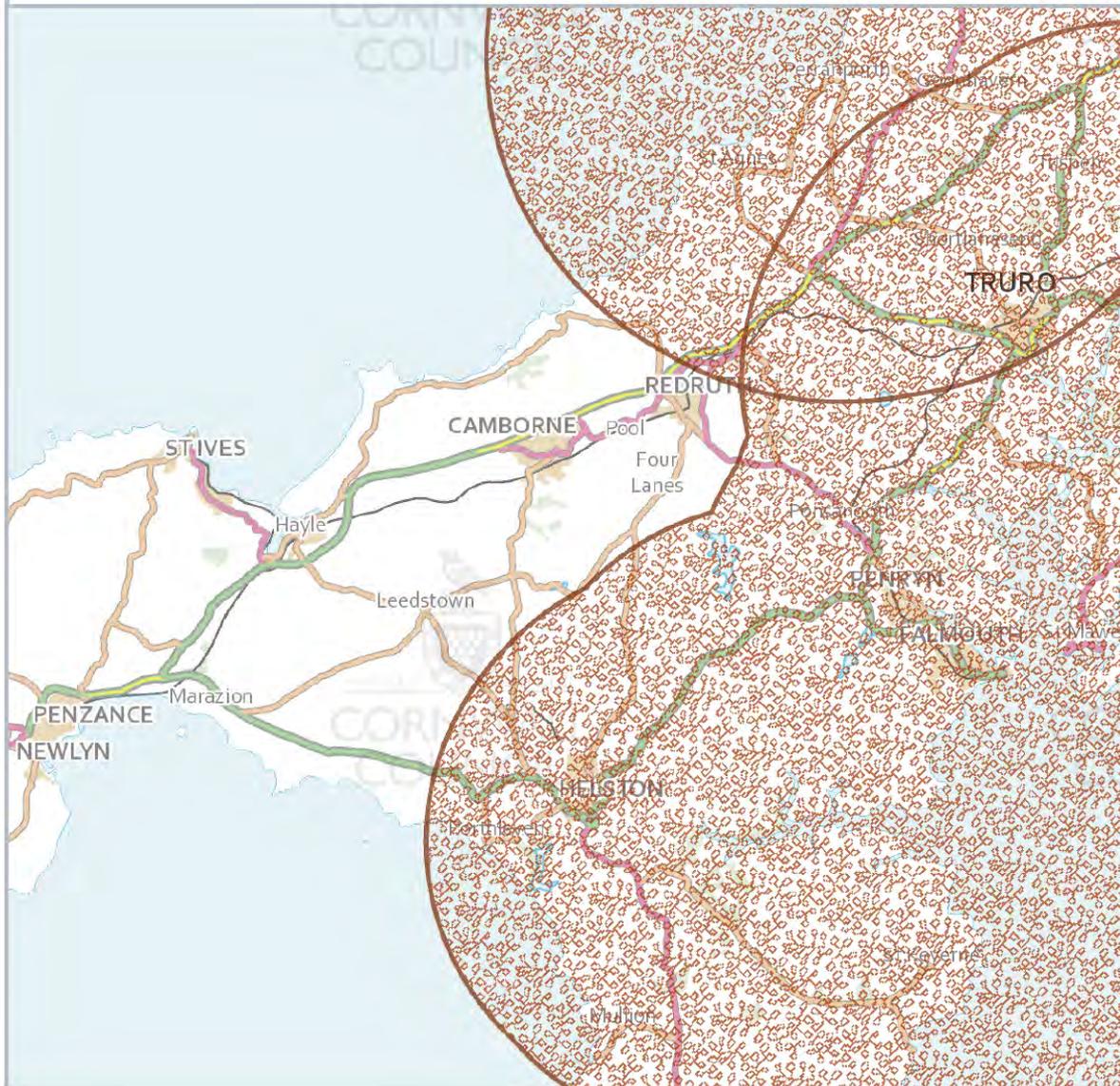


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Strategic Developments and Policy\115\_050





## Natura 2000 Zones of Influence





**4. Is the Falmouth NDP directly connected with or necessary for the management of European sites?**

4.1 The role of the Falmouth NDP is to provide for sustainable development to meet the needs of the local resident and business community, and as such is not directly connected with or necessary for the management of the European or other sites identified.

4.2 Thus the Falmouth NDP includes policy regulating the use of land, including policies proposing future new uses as well as policies which set criteria for development. As such it can be perceived as having the potential for significant effects on European and other site designations. By the same token, it also has the potential to play a supporting role for those designations in that it can include provisions to ensure that no harm occurs, or that any harm is effectively mitigated.

### **5. Description of the Falmouth NDP.**

5.1 The following pages summarise the vision, objectives and policies of the Falmouth NDP.

**Vision: *In 2030, Falmouth will be a distinctive, vibrant, resilient, inclusive and well-balanced, attractive sea-port town. It will form the sustainable social and economic heart of the wider Falmouth/ Penryn Community Network, serving an important strategic role in enabling Cornwall's economy to reach its full potential, and responding effectively to climate change.***

#### **Broad Aims**

- To enhance the town and maintain its excellent qualities up to 2030 and beyond.
- To balance the competing needs for growth and development with protection and enhancement.
- To promote development that is sustainable socially, economically and environmentally.

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

- Creating and maintaining a balanced town community
- Accommodating growth, housing need and university expansion
- Managing student growth

##### **b. Economic: Achieving a sustainable economy**

- Supporting sustainable growth
- Promoting marine, creative and digital industries
- Regenerating the town centre

##### **c. Environmental: Living within environmental limits**

- Creating a better town centre environment
- Ensuring adequate provision of infrastructure
- Protecting valued green space
- Promoting leisure, recreation and culture
- Reducing the town's carbon footprint through the use of renewable and low carbon energy sources, energy saving design, and encouraging integrated transport solutions
- Avoiding increased vulnerability to the impacts of climate change, such as flooding, coastal change and changes to biodiversity and landscape
- Building on Falmouth's Plastic Free Coastline status

#### **Key development areas**

In order to achieve the plan, a balance between development and protection is proposed. Key areas, sites and open spaces were identified and analysed, and placed into broad categories as set out below:

- Periphery: Sites to North and East – housing expansion and creation of sustainable communities.
- Town centre: Central town sites – regeneration, parking and residential infill.
- Individual urban sites: Dispersed sites within boundary – enabling development, residential infill and community facilities.
- Coastal: Coastal and waterside sites – protection from development.
- Green corridors: Throughout the town – creation of new links and walkways, preservation of open space.

- Residential streets: HMO ‘hot spots’ and residential areas across Falmouth – restriction on conversions to HMOs through Article 4 Direction.

## Policies and Guidance Notes

### Falmouth’s urban extension (Periphery)

- To create sustainable communities by providing framework plans to help guide the development of Falmouth’s urban extensions
- To ensure the urban extensions are connected to the existing housing on the peripheries and to ensure these are supported with the necessary facilities
- To encourage the development of town houses and apartments in order to increase densities and improve the viability of providing affordable and social housing to meet identified needs
- To ensure good, high-quality design to the best current standards for sustainable building
- To ensure that the process of construction meets Considerate Contractor’s standards.
- To address Falmouth's affordable and social housing needs

GUIDANCE NOTE HR 1: Guiding Principles for Falmouth Urban Expansion Developments

GUIDANCE NOTE HR 2: Guiding Principles for the Ashfield community

GUIDANCE NOTE HR 3: Guiding Principles for the Lower Kergilliack community

POLICY HR 4: Falmouth AFC Site

### Urban capacity: infill housing and regeneration

- To ensure that the potential urban capacity of Falmouth to sustainably accommodate housing, regeneration, improvement and environmental enhancement is achieved

POLICY HR 5: Identified urban capacity sites

POLICY HR 6: Unidentified urban capacity sites

POLICY HR 7: Cohousing and self-build developments

### The private rented sector and accommodating students

- To maintain community balance, and protect the character and amenity of residential areas that may be subject to changes of use to houses in multiple occupation;
- To minimise harm to the living conditions of existing residents of such areas;
- To maintain a diverse housing stock which caters for all sections of the population including families;
- To optimize the availability of private rented accommodation to meet the housing needs of all Falmouth’s residents, , including for affordable and social housing;
- To ensure that the economic benefits to be derived from the expansion of the Universities of Falmouth and Exeter are enabled to come forward for the benefit of Falmouth and Cornwall.
- To ensure that the likely growth in student numbers is absorbed in ways that are sustainable and work to the benefit of both Falmouth and the Universities
- To support the Cornwall Local Plan Site Allocations Development Plan Document strategy for student accommodation

POLICY HMO1 – Student Accommodation

POLICY HMO2 – Build to Rent Development

### The Town Centre

To consolidate and enhance the ‘offer’ of Falmouth town centre as an attractive destination for shoppers, visitors and tourists through a Town Centre Strategy:

- Enhancing the quality of the public realm.
- Creating a pedestrian friendly, safe and accessible environment in the main streets through the town.
- Managing vehicle movements, deliveries, parking and support shuttle bus services.

- Increasing footfall and adding vitality to the town and its daytime, evening and night time activities through:
- support for existing and new businesses;
- infill development to improve vacant or underused premises;
- the use of upper storeys, space for residential, commercial and retail uses;
- Protecting and enhancing the historic environment and distinctive character of the Town Centre
- Ensuring that any redevelopment opportunities coming forward on the key sites (Quarry Car Park, Church Street Car Park, and Former TA site) contribute to the achievement of the town centre strategy.

POLICY TC 1 - The Falmouth Town Centre Strategy

POLICY TC 2: Church Street Car-Park

POLICY TC 3 - Quarry Car Park

POLICY TC 4: The Former TA Site

POLICY TC 5 – New uses for upper floors in the town centre

### Business, Tourism and Employment

- To ensure Falmouth's future economic prosperity by providing new opportunities for industry, businesses, tourism, retail, and leisure, and the maintenance and development of existing port operations and related businesses'
- To ensure that the positive impacts arising from the presence of the Combined Universities is optimized
- To ensure that Falmouth's tourism infrastructure is enhanced to take into account modern visitor expectations and that the full potential of the towns cultural, environmental and social assets is released.
- To use the town's key assets (marine, learning, tourism industries and its essential character) to position Falmouth as a unique and sustainable place to live, work, visit and learn in.

POLICY BE 1: Supporting the Harbour, Port and Docks.

POLICY BE 2: Supporting Value Added Enterprises

POLICY BE 3: Tourism Facilities and Accommodation

POLICY BE 4: Protection of existing stock of holiday accommodation

POLICY BE 5: Small boat moorings and facilities

POLICY BE 6: Revival of Prince of Wales Pier

POLICY BE 7: Enhancing and Promoting the Moor

POLICY BE 8: Dracaena Community and Visitor facilities

POLICY BE 9: Supporting Festivals Infrastructure

POLICY BE 10: Small scale workshop development

POLICY BE 11: Innovation/home business hub

POLICY BE 12: Home based enterprise

POLICY BE 13: Intensification and Enhancement of Existing Employment Sites

### Environment and Open Space

- To establish policy for the protection and enhancement of key and secondary open spaces
- To implement specific and general improvement plans for open spaces in the town
- To establish a Falmouth Green Corridor and introduce a Falmouth Garden Walk
- To establish a strategy for sports, play and recreation
- To identify additional space or sites for allotments and cemeteries
- To set out responsibilities for the management and maintenance of open spaces, and support or establish management groups for open spaces and beaches.

POLICY FOS 1: Protection of key open spaces:

POLICY FOS 2: Assessment of secondary open spaces:

POLICY FOS 3: Specific Improvement Projects for Pendennis Point and Falmouth Seafront.

POLICY FOS 4: Green Corridor and Gardens Walk

POLICY FOS 5: General open spaces and sports, play and recreation facilities

POLICY FOS 6: Funding

## GUIDANCE NOTE FOS 7: Provision of municipal facilities –Cemeteries and Allotments:

### Transport and Connectivity

- To provide a good public transport service to serve the town and its peripheries
- To encourage the use of more sustainable modes of transport through the provision of safe, well-lit and maintained cycle routes and footpaths
- To locate and improve car parking to serve the town centre and increase its footfall and economic viability

POLICY TCON 1: Sustainable transport measures in new development

POLICY TCON 2: Sustainable transport measures in the Town Centre

GUIDANCE NOTE TCON 3: Sustainable transport and peripheral development sites.

### Culture & leisure

- Supporting the cultural sector in Falmouth and influencing development proposals to ensure that they respect or enhance cultural interests that help to build a sustainable and balanced community.
- Building or improving places and spaces for the delivery of cultural and health and wellbeing activities thereby tackling deprivation, raising/delivering expectation and ensuring services are adequate for Falmouth and the surrounding area, including a 'cultural hub'
- Supporting creativity, innovation and the creative industries by enabling the provision of space and facilities that help to embed creative industries as an essential and accepted part of Cornwall's economy.
- Developing ways of funding the cultural sector, through planning agreements and community infrastructure levy, and the provision of opportunities for cultural expression through development.
- Introducing measures that support and help develop community arts and the 'festival culture'

POLICY CUL 1: Development of new and regeneration of cultural facilities

POLICY CUL 2: Protection of existing venues

POLICY CUL 3: Cultural expertise in new development.

POLICY CUL 4: Cultural use of Open Spaces

### Health and well-being

- To assist in ensuring that the medical and health facilities required to meet the future needs of Falmouth and its adjoining communities are available locally.

POLICY HA 1: Support for the provision of health and social facilities.

### Design & Historic Environment

- To ensure that development is designed to the highest standards and respects its setting and surroundings
- To enhance the character of the town, its built environment, views, vistas and open spaces
- To promote place-making, local distinctiveness, and enhance and protect the historic environment of the town

POLICY DG 1: Design in housing proposals.

POLICY DG 2: Design in Development generally.

POLICY DG 3: Design and local distinctiveness in the historic core

POLICY DG 4: Design and local distinctiveness outside the historic core

POLICY DG 5: Shop front design and signage

POLICY DG 6: Design and the historic environment

POLICY DG 7: Design in the Conservation Area.

POLICY DG 8: Development within the setting of the Conservation Area.

POLICY DG 9: Trees and large tree-like shrubs in the Conservation Area

POLICY DG10: Historic Parks and Gardens.

POLICY DG 11: Impact on Views and Vistas.

PROJECT DG 11: Views and Vistas.

POLICY DG 12: Local Listing of Non-Designated Heritage Assets.

Project DG 12: Local Listing Project.

## 6. initial scoping for potential direct and indirect impacts on European sites

### 6.1 Forms of potential short and long-term impacts from development:

Impact	Development actions and activities
Direct Habitat Loss and Fragmentation (of European site or functionally linked habitat)	<ul style="list-style-type: none"> <li>• Direct land take.</li> <li>• Land take of supporting, functionally linked habitats.</li> <li>• Introduction of barriers to migration of key species due to physical obstruction or disturbance effect.</li> </ul>
Changes to Water Resources/flow and quality	<ul style="list-style-type: none"> <li>• Sewage and industrial effluent discharges from new developments.</li> <li>• Abstraction to secure water supplies for planned growth.</li> <li>• Land drainage to enable development.</li> <li>• Piling to support development.</li> <li>• Flood and coastal risk management development (for example, implementation of new flood defences).</li> </ul>
Coastal Squeeze	<ul style="list-style-type: none"> <li>• Development in locations that would compromise natural processes or managed retreat projects.</li> </ul>
Changes to Air quality	<ul style="list-style-type: none"> <li>• Increase in atmospheric pollutants including dust and nitrogen deposition.</li> </ul>
Recreational Pressure	<ul style="list-style-type: none"> <li>• Recreational pressures resulting in increased visits causing for example, trampling of interest features, eutrophication and disturbance (from for example, dog walking).</li> </ul>
Disturbance	<ul style="list-style-type: none"> <li>• Construction and operation in proximity to sensitive features may result in disturbance impacts (noise, lighting, and vibration, visual).</li> </ul>

**6.2 Conservation Objectives for each Natura 2000 site in Zone of Influence.** Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to (achieving Favourable Conservation Status of its Qualifying Features (SAC) / achieving the aims of the Wild Birds Directive (SPA)), by maintaining or restoring:

**CO (i) Fal and Helford SAC:** The extent and distribution of qualifying natural habitats and habitats of qualifying species; The structure and function (including typical species) of qualifying natural habitats; The structure and function of the habitats of qualifying species; The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely; The populations of qualifying species; and The distribution of qualifying species within the site.

**CO (ii): Carrine Common SAC:** The extent and distribution of qualifying natural habitats; The structure and function (including typical species) of qualifying natural habitats; and The supporting processes on which qualifying natural habitats rely.

**CO (iii) Falmouth Bay to St.Austell Special Protection Area.** The extent and distribution of the habitats and the habitats of qualifying species; The structure and function of the habitats of qualifying species; The supporting processes on which the habitats of qualifying species rely; The populations of qualifying species; and the distribution of qualifying species within the site.

Site Name, Designation, Size and Code Conservation Objectives (keyed as CO (i) / CO (ii) / CO (iii))	Qualifying Feature / Interest Feature		Typical Site Vulnerabilities / Key Issues and Threats to Integrity
	Habitat	Species	
Fal and Helford SAC, UK0013112 (6387.8 ha) CO (i) described in footnote <sup>10</sup> . NB The Lower Fal and Helford Intertidal SSSI is also present	<p><i>Primary:</i> Sandbanks which are slightly covered by sea water all the time; Mudflats and sandflats not covered by seawater at low tide; Large shallow inlets and bays; and Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>).</p> <p><i>Secondary:</i> Estuaries; and Reefs</p>	<p><i>Primary:</i> Shore dock (<i>Rumex rupestris</i>)</p>	<p>Recreation; port development; maintenance dredging are all identified as key issues.</p> <p>Succession: scrub invasion is a key threat. Water quality is a key issue.</p> <p>Subtidal sandbanks, intertidal mudflats/sandflats, large shallow inlets and bays, reefs and estuaries are not susceptible to trampling/walkers but are susceptible to abrasion from boating and anchoring and to disturbance from bait digging (primarily commercial). Saltmarsh habitat does have some vulnerability to trampling. Shore dock is theoretically vulnerable but is not in accessible walking areas.</p> <p>Recreational canoeing, sailing, diving, rowing, water skiing and windsurfing occur but the current Fal and Helford SAC Management Scheme considers these are manageable<sup>14</sup>; the Management Scheme indicates that the potential for recreational impact is less than for commercial activities, the latter of which are more of a concern. Access points to the Fal and Helford SAC are limited, with main slipways at Falmouth and St Mawes, and launching points further up the estuary severely limited by the tide.</p> <p>The number of sailing boats is limited by the availability of moorings and not affected by an increase in population, but informal access and anchoring of boats away from moorings could affect eel grass and maerl beds.</p> <p>Maintenance of good water and sediment quality are key issues (balance of fresh and saline inputs and avoidance of nutrient enrichment). Maintenance of transition habitats required (sufficient space to allow for managed retreat of intertidal habitats and to avoid coastal squeeze).</p> <p>The site is vulnerable to recreational disturbance, including fishing, bait digging, development of moorings, non-motorised land and water craft, bower boating and sailing, wind and kite surfing, horse riding and walking. The site has been identified in the Local Plan HRA as potentially requiring a strategic approach to mitigation for in-combination effects as a result of recreational disturbance (sub-tidal sandbanks, estuaries, shallow inlets and bays). In-combination visits from residents occupying housing within 10 km is considered likely to result in significant effects.</p>
Falmouth Bay to St.Austell Bay SPA (29403.26 ha) CO (iii) described in footnote <sup>10</sup> .	N/a	<p>Black-throated diver (<i>Gavia arctica</i>) - wintering</p> <p>Great northern diver (<i>Gavia immer</i>) - wintering</p> <p>Slavonian grebe (<i>Podiceps auritus</i>) - wintering</p>	<p>Falmouth Bay to St Austell Bay SPA is on the south coast of Cornwall, covering the marine environment incorporating five shallow, sandy bays; Falmouth Bay, Gerrans Bay, Veryan Bay, Mevagissey Bay and St Austell Bay. It also includes Carrick Roads, an estuarine area which meets the sea between Falmouth and St Mawes, and part of the tidal Helford River. The river complex areas are part of a ria system typified by steep sides and slow tidal currents, with subtidal rocky shores and exposed intertidal mud on creeks and river branches. The diversity of marine habitats is reflected in existing statutory protected area designations, some of which overlap or abut the SPA.</p> <p>The use of nets, and noise/visual disturbance from vessels in commercial fisheries is a likely issue for the interest features. Loss/damage to supporting habitats from fisheries/anchoring of vessels may also occur.</p>

Site Name, Designation, Size and Code Conservation Objectives (keyed as CO (i) / CO (ii) / CO (iii))	Qualifying Feature / Interest Feature		Typical Site Vulnerabilities / Key Issues and Threats to Integrity
	Habitat	Species	
			Recreation is not considered likely to be a major threat as a result of the majority of activities occurring during the summer months when interest features are not present.
Carrine Common SAC, UK0012795 (45.86 ha) CO (ii) described in footnote 10	<i>Primary:</i> Temperate Atlantic wet heaths with <i>Erica ciliaris</i> and <i>Erica tetralix</i> . <i>Secondary:</i> European dry heaths.	N/A	Maintenance of habitat mosaic and structural diversity is important for overall functioning. There should be no decline in overall area of habitat or extent of heathland components. Succession; scrub invasion is a key threat (grazing management used as control). Maintenance of hydrological regime is a key issue. Public access that results in physical disturbance (trampling), fly tipping, and uncontrolled fires is a key threat. Recreational disturbance is not currently identified as a key issue. This is reflected in the Cornwall Local Plan HRA.

## 7. The likely significance of any effects of the Falmouth NDP on European sites.

7.1 Natural England's Supplementary Advice on Conservation Objectives gives detailed information on attributes which are ecological characteristics or requirements of the designated species and habitats within a site and describes the targets which are to be met to achieve favourable status within the site:

**A. The Fal and Helford SAC.** The advice for the Fal and Helford SAC can be found via this link: [Supplementary Advice](#).

Site Improvement Plans, provides a high-level overview of the issues (both current and predicted) affecting the condition of the Natura 2000 features on the site(s) and outlines the priority measures required to improve the condition of the features. The detail for the Fal and Helford SPA is given here: [SIP](#)

**B. Falmouth Bay to St Austell Bay SPA.** The advice for Falmouth to St Austell Bay SPA is still being prepared, but will be available shortly here: [Supplementary Advice](#). There is as yet no SIP.

**C. Carrine Common SAC.** The Supplementary Advice for this site is available here: [Supplementary Advice](#). SIP for this area is available here: [SIP](#)

Using these documents we have assessed the evolving strategy of the Falmouth NDP to ensure that it avoids causing significant effects on the European protected sites in the locality. This assessment has then informed policy development.

7.2 Table 1 below is adapted from the SIP and shows the prioritised issues for the site, the features they affect, the location of those features within the European Site and an analysis of the potential of the NDP strategy to cause significant effects. Table 2 looks at key NDP policies in more detail and suggests appropriate methods of avoiding or mitigating such effects.

**TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS**

Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
<b>A. The Fal and Helford SAC.</b>					
1	Marine consents and permits: shipping	Threat	H1110 Subtidal sandbanks, H1170 Reefs	<p>Subtidal sandbanks are widespread throughout the site. In the Fal, sandbanks cover a large proportion of the Carrick Roads, extending into the mouth of the Percuil River. In Falmouth Bay, sandbank features can be found throughout the bay and found both close inshore and offshore up to the site boundary. These features also extend from Falmouth Bay reaching far up the Helford.</p> <p>Intertidal reefs are found both along the more exposed open coastline of the site particularly at the mouths of both the Fal and Helford and along the sheltered estuarine shores .</p> <p>Subtidal reef is found from mid-estuary areas such as Turnaware Bar in the Fal to deeper circalittoral reefs in Falmouth Bay.</p>	The NDP does not influence marine consents or commercial shipping. Early drafts of the NDP included support for harbour dredging and commercial activities, but following consideration of the SAC, this has been removed from current daft.
2	Invasive species	Threat	H1110 Subtidal sandbanks, H1130 Estuaries, H1140 Intertidal	Subtidal sandbanks widespread - as above The Estuaries comprise the upper reaches of the Fal and the Helford along with any subsequent creeks and tributaries.	This issue relates to Pacific oyster – not influenced by the NDP

**TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS**

Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
			mudflats and sandflats, H1170 Reefs	In the Fal, intertidal mudflats are generally found up river from the King Harry Ferry and in the upper Percuil River as well as in more sheltered areas in the lower estuaries such as Place Cove. Reefs – as above	
3	Water Pollution	Pressure	H1110 Subtidal sandbanks, H1130 Estuaries, H1140 Intertidal mudflats and sandflats, H1160 Shallow inlets and bays, H1170 Reefs, H1330 Atlantic salt meadows, S1441 Shore dock	H1110 Subtidal sandbanks, H1130 Estuaries, H1140 Intertidal mudflats and sandflats – as above  The 'Large shallow inlets and bays' of the site cover the inshore areas of Falmouth Bay, the Carrick Roads, and the lower Helford.  Atlantic Salt Meadows Saltmarsh is present within the site fringing the extremely sheltered upper creeks of both estuaries, with more extensive areas found in the Fal. Shore dock has been found at five sites within the Fal and Helford SAC: Great Molunan (near St Anthony Head), Raven's Hole (about 1 km south of Portscatho), Peter's Splash (about 0.5 km south of Portscatho), Porthbean Beach, and Pendower Beach	The majority of freshwater runoff is from farming practices – not related to the NDP. Former mining activity can raise the levels of contaminants in run off, but this is upstream and outside the NDP area. Current building regulations will control water attenuation for development sites. This is likely to lead to an improvement in the control of runoff compared to the current situation, since the main areas likely to be developed within the NDP area are previously developed sites and predominantly carparks. Development of these sites would lead to better water attenuation and reduce run off. Policy could include a reference to the need to attenuate runoff because of the SAC, although this is already controlled through building regulations. See also priority 11

**TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS**

Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
4	Public Access/Disturbance (general access)	Pressure	H1110 Subtidal sandbanks	Subtidal sandbanks are widespread throughout the site. In the Fal, sandbanks cover a large proportion of the Carrick Roads, extending into the mouth of the Percuil River. In Falmouth Bay, sandbank features can be found throughout the bay and found both close inshore and offshore up to the site boundary. These features also extend from Falmouth Bay reaching far up the Helford.	The NDP encourages access to the waterfront in Falmouth, but this is not identified as an area of the SAC where this is a pressure or threat. A strategic solution is in place for general increase in recreational pressure, through Policy 22 of the Cornwall local plan. A previous draft of the NDP included a policy TC2 to increase the number of access points to the water, including pontoons and slipways at Church Street car park. Following consideration of the impacts on the SAC, this element has been removed from the NDP. Policies are included to set criteria for small boat access and facilities (BE5) and revitalize the Prince of Wales Pier (BE6) , neither of which will add to the pressure and may positively help to manage it.- see following section.
5	Siltation	Pressure	H1110 Subtidal sandbanks, H1130 Estuaries, H1140 Intertidal mudflats and sandflats, H1160 Shallow inlets and bays, H1170	The affected features are widespread within the SAC - See above	For both the Fal and the Helford peak turbidity levels are in the upper reaches where there are significant silt deposits, however suspended solids in discharges, chemical flocculation and plankton could be additional sources to the levels in the upper Fal

**TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS**

Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
			Reefs, H1330 Atlantic salt meadows, S1441 Shore dock		This is outside the NDP area and not influenced by any activities encouraged by NDP policy.
6	Public Access/Disturbance (moorings)	Pressure / Threat	H1110 Subtidal sandbanks, H1130 Estuaries, H1160 Shallow inlets and bays	The affected features are widespread within the SAC - See above	Consent for additional moorings is controlled by the Harbour Commissioners and is beyond the remit of the NDP. Policies are included in the NDP to set criteria for small boat access and facilities (BE5) and revitalize the Prince of Wales Pier (BE6), neither of which will add to the pressure and may positively help to manage it.- see following section
7	Marine consents and permits: channel maintenance	Pressure	H1110 Subtidal sandbanks, H1130 Estuaries, H1140 Intertidal mudflats and sandflats, H1160 Shallow inlets and bays	The affected features are widespread within the SAC - See above	Marine consents and permits are beyond the remit of the NDP. Early drafts of the NDP included support for harbour dredging and commercial activities, but following consideration of the SAC, this has been removed from current draft.
8	Fisheries: Recreational marine and estuarine	Pressure/threat	H1130 Estuaries, H1140 Intertidal mudflats and sandflats	The affected features are widespread within the SAC - See above	Fishing is one of the recreational activities surveyed by Cornwall Council European Sites Mitigation study, which informs Policy 22 of the Cornwall Local Plan and the related SPD. A strategic solution is in place.

**TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS**

Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
9	Invasive species	Threat	H1110 Subtidal sandbanks, H1130 Estuaries, H1160 Shallow inlets and bays, H1170 Reefs	The affected features are widespread within the SAC - See above	Invasive species caused by commercial shipping are outside the remit of the plan. For potential invasive species as a result of increased recreation a strategic solution is in place, through Policy 22 of the Cornwall Local Plan. Among the mitigation measures are information boards, leaflets and wardening advice to encourage scrubbing down of boats to avoid contamination.
10	Fisheries: Commercial marine and estuarine	Pressure	H1170 Reefs	<p>Intertidal reefs are found both along the more exposed open coastline of the site particularly at the mouths of both the Fal and Helford and along the sheltered estuarine shores .</p> <p>Subtidal reef is found from mid-estuary areas such as Turnaware Bar in the Fal to deeper circalittoral reefs in Falmouth Bay.</p>	Commercial fishing is outside the remit of the NDP. The NDP does not contain policies to encourage commercial fishing activity.
11	Water Pollution	Pressure	H1110 Subtidal sandbanks, H1130 Estuaries, H1140 Intertidal mudflats and sandflats, H1160 Shallow inlets and bays, H1170	<p>The affected features are widespread within the SAC.</p> <p>Salinity is variable within the site. This is affected by freshwater runoff, however both the Fal and the Helford have low freshwater input. The Fal has a more varied salinity decreasing at low tide with distance up the estuary. Temperature of the surrounding water is seasonally and</p>	The NDP is likely to have a positive impact on runoff – see Priority 3

**TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS**

Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
			Reefs, H1330 Atlantic salt meadows, S1441 Shore dock	annually variable due to the influence of the Gulf Stream For both the Fal and the Helford peak turbidity levels are in the upper reaches where there are significant silt deposits, however suspended solids in discharges, chemical flocculation and plankton could be additional sources to the levels in the upper Fal	
12	Fisheries: Private	Threat	H1110 Subtidal sandbanks, H1140 Intertidal mudflats and sandflats	Subtidal sandbanks - widespread The Estuaries comprise the upper reaches of the Fal and the Helford along with any subsequent creeks and tributaries. In the Fal, intertidal mudflats are generally found up river from the King Harry Ferry and in the upper Percuil River as well as in more sheltered areas in the lower estuaries such as Place Cove.	The private fisheries identified in the SIP are outside the NDP area and not influenced by NDP policy.
13	Fisheries: Commercial marine and estuarine	Pressure	H1110 Subtidal sandbanks	Subtidal sandbanks - widespread	Commercial fishing is outside the remit of the NDP. The NDP does not contain policies to encourage commercial fishing activity.
14	Fisheries: Commercial marine and estuarine	Pressure	H1110 Subtidal sandbanks, H1140 Intertidal mudflats and sandflats	Subtidal sandbanks - widespread The Estuaries comprise the upper reaches of the Fal and the Helford along with any subsequent creeks and tributaries.	Commercial fishing is outside the remit of the NDP. The NDP does not contain policies to encourage commercial fishing activity.

**TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS**

Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
				In the Fal, intertidal mudflats are generally found up river from the King Harry Ferry and in the upper Percuil River as well as in more sheltered areas in the lower estuaries such as Place Cove.	
15	Air Pollution: risk of atmospheric nitrogen deposition	Threat	H1130 Estuaries, H1330 Atlantic salt meadows, S1441 Shore dock	Shore dock has been found at five sites within the Fal and Helford SAC: Great Molunan (near St Anthony Head), Raven’s Hole (about 1 km south of Portscatho), Peter’s Splash (about 0.5 km south of Portscatho), Porthbean Beach, and Pendower Beach	For Shore Dock specifically: Current known locations of Shore Dock are outside the NDP area. There may be scope for the plant to flourish on small rocky platforms or low wave-cut rocks fringing the backs of the beaches at Falmouth, (its typical location) The NDP does not contain policies that would impact on this. For the estuary as a whole, the open, coastal nature of Falmouth’s location and the prevailing south westerly winds give general protection against air pollution. The HRA of the Cornwall Local Plan considered air pollution and nitrogen deposits and screened out the Fal and Helford SAC for significant effects. The NDP does not include policies which increase development or traffic flow above the Cornwall Local plan strategy.
16	Invasive species	Threat	H1110 Subtidal sandbanks, H1130 Estuaries, H1160 Shallow	Subtidal sandbanks as above The Estuaries comprise the upper reaches of the Fal and the Helford along with any subsequent creeks and tributaries.	Invasive species caused by commercial shipping are outside the remit of the plan. For potential invasive species as a result of increased recreation a strategic solution is in

TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS					
Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
			inlets and bays, H1170 Reefs	In the Fal, intertidal mudflats are generally found up river from the King Harry Ferry and in the upper Percuil River as well as in more sheltered areas in the lower estuaries such as Place Cove.	place, through Policy 22 of the Cornwall local Plan.
<b>B. Falmouth Bay to St Austell Bay SPA</b>					
	For this Special Protection Area (SPA) site, Natural England is currently in the process of developing a Conservation Advice package.				
			A002. Gavia arctica; Black-throated diver (Non-breeding) A003. Gavia immer; Great northern diver (Non-breeding) A007. Podiceps auritus; Slavonian grebe (Non-breeding)	The qualifying features are widespread within the SPA which covers the area below mean high water between Nare Point and east of Gribbin Head, including intertidal parts of the Helford River and Fal complex except for where the intertidal branches of the Fal complex do not support interest features; here the boundary spans the river or creek at its widest extent. The seaward boundary traces the 41 m depth contour of the seabed, meaning it extends approximately between 2.5 and 11 km from the landward boundary into the marine environment.	The SPA is outside the NDP area. However, the NDP and SPA abut along the Falmouth Bay/Pendennis Headland high watermark. No proposals for development are included within the Plan in this area. No direct recreational pathway is identified, whilst the small number of new dwellings likely to result from Policies HR4, 5, and 6 will not add significantly add to the quantum of development within the Zone of Influence there are possible in-combination LSE. However a strategic solution for this is already in place, through Policy 22 of the Cornwall Local Plan.

TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS					
Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
<b>C. Carrine Common SAC.</b>					
1	Inappropriate scrub	Pressure	H4020 Wet heathland with Dorset heath and cross-leaved heath, H4030 European dry heaths	Consists of Dorset heath within lowland dry heath, dominated by heather (ling), bell heather, western gorse and bristle bent, occurring widely across the site.	Pressure results from potential invasive species as a result of increased recreation. No recreational pathway identified at Carrine Common SAC from sites in the Falmouth NDP. Residents of Falmouth likely to use closer sites for recreational use. Also a strategic solution is in place, through Policy 22A of the Cornwall local Plan.
2	Direct impact from 3rd party	Pressure	H4020 Wet heathland with Dorset heath and cross-leaved heath, H4030 European dry heaths	As above.	No recreational pathway identified at Carrine Common SAC from sites in the Falmouth NDP. Residents of Falmouth likely to use closer sites for recreational use. Also a strategic solution is in place, through Policy 22A of the Cornwall local Plan.
3	Air Pollution: risk of atmospheric nitrogen deposition	Pressure	H4020 Wet heathland with Dorset heath and cross-leaved heath, H4030 European dry heaths	As above	It is considered unlikely that significant effects as a result of air quality disturbance will arise from the Falmouth NDP provisions given the <8 km distance from Carrine Common and the significant intervening urban and industrial areas present.

**TABLE 1: POTENTIAL OF THE NDP TO CAUSE LIKELY SIGNIFICANT EFFECTS**

Priority	Issue	Pressure or Threat	Features affected	Distribution	Impact of NDP
4	Public Pressure Access/Disturbance	Pressure	H4020 Wet heathland with Dorset heath and cross-leaved heath, H4030 European dry heaths	As above	No recreational pathway identified at Carrine Common SAC from sites in the Falmouth NDP. Residents of Falmouth likely to use closer sites for recreational use. Also, a strategic solution is in place, through Policy 22A of the Cornwall local Plan.

**Table 2: Site Specific Assessment**

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
Policy HR4	<ul style="list-style-type: none"> <li>Fal and Helford SAC within 1.9 km</li> <li>Falmouth Bay to St Austell Bay SPA within 2.3 km</li> <li>Carrine Common further than 10 km</li> </ul>	<p>No direct habitat loss will occur. No loss of supporting habitat or fragmentation will occur (site is &gt; 1.9 km distant from the closest European site and outside of the estuary corridor and open water area).</p>	<p>It is considered unlikely that significant effects as a result of noise / vibration disturbance will arise at this distance with significant intervening urban and industrial areas present.</p>	<p>It is considered unlikely that significant effects as a result of air quality or water quality/flow impacts (during construction or operation) will arise at this distance with significant intervening urban and industrial areas present</p>	<p>It is considered unlikely that significant effects as a result of air quality or water quality/flow impacts (during construction or operation) will arise at this distance with significant intervening urban and industrial areas present</p>	<p>It is considered unlikely that significant effects as a result of visual disturbance will arise at this distance with significant intervening urban and industrial areas present.</p>	<p>No recreational pathway identified to Carrine Common SAC or Falmouth Bay to St.Austell Bay SPA.</p> <p>Most of the interest features of Fal and Helford SAC are not vulnerable to recreational pressure from trampling: the main designated habitat of vulnerability to this impact is saltmarsh, which is present in restricted areas of the SAC away from the NDP area. The interest features - sub tidal sand banks, intertidal mudflats, large</p>

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
							shallow inlets and bays, reefs and estuaries are however susceptible to public access/disturbance resulting in abrasion from boating and anchoring and to disturbance from bait digging (albeit primarily commercial).
<p><b>SUMMARY AND POLICY CONSIDERATIONS ARISING</b></p> <p>It is considered unlikely that significant effects as a result of air or water quality impacts or noise/vibration/visual disturbance will arise within the already highly-urbanised environment this site is located within. Any potential construction-related impacts can be managed at project design level through the implementation of a CEMP</p> <p>A financial contribution towards the implementation of the management measures in accordance with policy 22 of the Local Plan and as outlined in the forthcoming SPD would provide the most appropriate mitigation for recreational disturbance as a result of these allocations in- combination with other housing development. This has already been agreed as part of Cornwall Council’s strategic solution</p> <p>South West Water has confirmed to CC that development envisaged within the catchments of these STWs can be accommodated without a requirement to increase the discharge consent volumes, or that if an increase in consented discharge volumes is required that this can be achieved without a deterioration in downstream water quality. To safeguard the SAC reflecting current controls through existing discharge consents a policy clause is proposed to ensure there is sufficient consented sewage treatment capacity available to avoid adverse impact on the Fal &amp; Helford SAC</p> <p>Policy to be amended to:</p> <p><b>POLICY HR 4: Falmouth AFC Site.</b></p>							

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
	<p><b>1. The redevelopment of the Football Club site will be supported only if:</b></p> <ul style="list-style-type: none"> <li>I. Alternative provision of at least equal standard can be provided in a location that is accessible by walking, cycling or public transport, and does not result in an increase in off-site parking.</li> <li>II. The development is for a mixed use with 100+dph apartments and a local shopping and services centre.</li> <li>III. Traffic calming and shared space arrangements where feasible on Bickland Water Road are implemented to create a street and safe connection to the Lower Kergillack site opposite.</li> <li>IV. An appropriate contribution to mitigate against water based recreational impacts at the SAC, to be agreed and secured before PP is granted.</li> <li>V. There is sufficient consented sewage treatment capacity to ensure no adverse impact on the Fal and Helford SAC</li> </ul> <p><b>2. A Construction Environment Management Plan (CEMP) will be required at the detailed project design stage to demonstrate that any significant effects upon the Fal &amp; Helford SAC arising from construction processes are avoided or appropriately mitigated, to be agreed before development is commenced.</b></p>						
Policy HR5	<ul style="list-style-type: none"> <li>• Fal and Helford SAC within 150m to 1.5km</li> <li>• Falmouth Bay to St Austell Bay SPA within 150m to 1.5km</li> <li>• Carrine Common further than 10 km</li> </ul>	As per HR4 above	As per HR4 above	As per HR4 above	As per HR4 above	As per HR4 above	As per HR4 above
<b>SUMMARY AND POLICY CONSIDERATIONS ARISING</b>							

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
	<p>As HR4 above</p> <p>Logically as it sets the broad criteria for urban capacity sites coming forward, HR5 should be moved to come after the original HR6, and renumbered appropriately.</p> <p><b>Reword Policy as follows:</b>  <b>POLICY HR 5: Identified urban capacity sites:</b>  <b>The following sites, which are identified as having significant potential for regeneration and improvement, should if they come forward, include new homes or a mixture of uses that contribute to the aims of this NDP:</b></p> <ol style="list-style-type: none"> <li>1. Backlands around Gyllyng and New Streets and Smithwick Hill (B16)</li> <li>2. Hospital and Health Centre (C21 &amp; C22)</li> <li>3. Adult Education Site and Playing Fields (C24 &amp; C25)</li> <li>4. Falmouth RFC (C26)</li> <li>5. Car park next to Trelawny House (C32)</li> </ol> <p><b>In addition to the requirements set out in HR6, proposals for these sites should include masterplan for the site and its setting informed by a full Historic Environment Impact Assessment including the wider impacts on the townscape, landscape and Conservation Area (which should comply with Cornwall Council’s draft Historic Environment SPD).</b></p>						
Policy HR6	<ul style="list-style-type: none"> <li>• Fal and Helford SAC within 200m to 1.5km</li> <li>• Falmouth Bay to St Austell Bay SPA within 150m to 1.5km</li> <li>• Carrine Common further than 10 km</li> </ul>	As above	As above	As above	As above	As above	As above

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
	<p><b>SUMMARY AND POLICY CONSIDERATIONS ARISING</b></p> <p>As for HR 4 above, plus amendment of policy as follows:  <b>POLICY HR 6 : Criteria for Urban Capacity sites</b></p> <p><b>1. Unallocated sites coming forward for housing development and mixed-use regeneration will be supported where they are at the highest appropriate densities, taking into account:</b></p> <ol style="list-style-type: none"> <li>I. The issues identified in the relevant site assessments in Sections B &amp; C of the Strategy and Housing Report; and</li> <li>II. The Design guidance given in Section 11 (Policies DG 1 and DG2); and</li> <li>III. The Local Distinctiveness guidance given in Section 11, (Policies DG 3 and 4); and where appropriate</li> <li>IV. The Historic Environment and Conservation Area guidance given in Section 11 (Policies DG6, 7 and 8) requiring an assessment of the significance of any heritage assets affected, (including any contribution made by their setting), the potential impact of the proposal on those assets, and the effectiveness of the mitigation proposed.</li> <li>V. Impact on the Port of Falmouth operations</li> </ol> <p><b>2. Applications should be accompanied by detailed Design and Access Statements which clearly demonstrate how the proposal meets the considerations given above.</b></p> <p><b>3. An appropriate contribution to mitigate against water based recreational impacts at the SAC, to be agreed and secured before PP is granted.</b></p> <p><b>4. Development shall ensure there is sufficient consented sewage treatment capacity to ensure no adverse impact on the Fal &amp; Helford SAC</b></p> <p><b>5. Proposals should ensure that surface water drainage is designed and managed to ensure no adverse effect on the Fal and Helford SAC.</b></p> <p><b>6. A Construction Environment and Management Plan (CEMP) will be produced and agreed with the Council prior to commencement on site. The CEMP must ensure that any adverse impacts on the Fal &amp; Helford SAC are avoided or appropriately mitigated</b></p>						
Policy TC1	<ul style="list-style-type: none"> <li>• Fal and Helford SAC within 10m to 100M</li> <li>• Falmouth Bay to St Austell Bay SPA within 1 km</li> <li>• Carrine Common further than 10 km</li> </ul>	<p>Policy is overarching strategy including several matters (points 1 and 2) described in more detail in separate policies (see below). Remainder of policy relates to public realm improvements, reduction of traffic and sustainable transport, all of which will have no impact on habitats and will reduce noise and vibration, allow for the introduction of more sustainable drainage arrangements, reduce emissions near to the SAC, and reduce visual disturbance.</p>				<p>Not relevant</p>	

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
<p><b>SUMMARY AND POLICY CONSIDERATIONS ARISING</b></p> <p>Apart from points 1 and 2 in Policy TC1, which are considered below, it is unlikely to have any negative impact on European sites.</p>							
Policy TC2	<ul style="list-style-type: none"> <li>Fal and Helford SAC immediately adjacent</li> <li>Falmouth Bay to St Austell Bay SPA within 1 km</li> <li>Carrine Common further than 10 km</li> </ul>	<p>Policy TC2 is not intended to be an allocation as such but to set the broad criteria by which proposals for the regeneration of the site will be considered. However the following points are relevant:</p> <ol style="list-style-type: none"> <li>There is not likely to be habitat loss/degradation/fragmentation to habitat as the qualifying features are not in proximity to the site.</li> <li>There is not likely to be greater noise, vibration and visual disturbance as the qualifying features are not in proximity to the site. Furthermore the general waterfront area is already a very active zone with many boat and ship movements and frequent festivals on waterfront sites.</li> <li>Currently the car park and adjoining properties waste water drain into the existing system or directly into the Fal. The limited redevelopment of the site and the use of modern sustainable drainage will reduce and clean these flows, potentially benefitting the SAC. Remediation of current subsurface contamination and pollution pathways (see below) will also assist.</li> <li>The removal of the majority of carparking will remove vehicle emissions from this part of the SAC, potentially benefitting the SAC.</li> <li>Desk top studies using detailed OS maps (1880 and 1935) show that part of the site was formally a gas works and gas storage area which has been capped by the development of the car park in the 1950s. In 2006 a leakage of oily residue from the harbour wall was observed, samples from which showed the presence of PAH rich oils associated with town gas manufacture. Subsequent investigations including borehole, pit, groundwater and other techniques of sampling confirmed that contamination was present from the former gasworks operation and decommissioning. In an EPA Act Section 78B Determination, Cornwall Council concluded in 2010 that pollution of Controlled Waters was occurring through direct discharge of tarry contaminants via the harbour wall and surface water drains and was likely to be occurring by the leaching of dissolved contaminants from the soil and via groundwater.</li> </ol> <p>The Policy therefore supports developments which will remediate the pollution of Controlled Waters and requires a Contamination Remediation Strategy to be prepared as part of any proposals, and the submission and approval of a site remediation validation/completion report and a CEMP before development commences.</p>					<p>A previous draft of the NDP included a policy TC2 to increase the number of access points to the water, including pontoons and slipways at Church Street car park. Following consideration of the impacts on the SAC, this element has been removed from the NDP.</p>

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
		<p><b>SUMMARY AND POLICY CONSIDERATIONS ARISING.</b></p> <p>Policy TC2 is also revised to meet other comments relating to heritage matters, stress its function as a criteria-based policy rather than an allocation proposal, and update to take account of recent developments, and now reads as follows:</p> <p><b>POLICY TC 2: Church Street Car-Park</b></p> <p>Development options for the Church Street car park which regenerate the site as a high-quality public realm area in a way that assists the broader town centre strategy (Policy TC1), maximises economic, cultural and marine activity benefits to the community, and remediates pollution of Controlled Waters from buried contaminants, will be supported subject to the following conditions:</p> <p><b>1. Proposals to regenerate the site, to be set out in a master plan, must:</b></p> <ul style="list-style-type: none"> <li>i. Generally be of a scale and character appropriate to this part of Falmouth, reflecting the sense of place and preserving and enhancing the historic character and setting associated with the site;</li> <li>ii. Show how the impact of the building in any views and vistas within, into, across and from the Conservation Area have been carefully considered (including longer views which may be significant due to the topography);</li> <li>iii. Keep most of the site open, restricting most development to the rear of the Church Street properties, to a scale, building line and orientation to be identified in the masterplan studies, that does not detract from the historic character of the existing properties and reflects uses historically associated with such locations;</li> <li>iv. Include a publicly accessible multi-use space with good access from Fish Strand Quay, Upton Slip and the central arched passage from Church Street which will allow for passive recreation, community activities and town events, support for maritime tourism, and include supporting infrastructure for pop-up units.</li> <li>v. Enhance the setting of Upton Slip, Fish Strand Quay, and Custom House Quay as historic locations, and provide interpretation of the wider historic setting associated with the site;</li> <li>vi. Support opportunities to restore and enhance heritage assets which adjoin the site;</li> <li>vii. Maintain and improve the permeability of pedestrian routes through/across the site which link to and from the Conservation Area and main shopping area of the town;</li> <li>viii. Retain car parking for disabled users, residents and businesses with ownership of parking spaces to the rear of the properties;</li> <li>ix. Maximise opportunities for rainwater harvesting, graywater (sullage) reuse and dry toilets to reduce run-off and waste water;</li> <li>x. Ensure that surface water drainage is designed and managed to ensure no adverse effect on the Fal and Helford SAC.</li> <li>xi. Take into account the Contamination Remediation Strategy required in 2.ii below.</li> </ul>					

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
		<p><b>2. Proposals must be supported by:</b></p> <p><b>i. A masterplan incorporating a full historic environment impact assessment, which demonstrates how the critical issues (such as impact on the Falmouth Conservation Area, the historic character and setting associated with the site and its surroundings, scale, form and shape, building line, orientation, materials and colours that reflects uses historically associated with the location and the impact of the development on views and vistas within, into and out of the Conservation Area) have been effectively responded to in the proposals.</b></p> <p><b>ii. A Contamination Remediation Strategy* to stop current and safeguard against any future pollution of nearby Controlled Waters (including the Fal &amp; Helford SAC), comprising;</b></p> <p><b>a. An EPA 2010 Section 78B determination for the proposed use, identifying which parts of the site are contaminated and cause/are likely to cause pollution of the Controlled Waters;</b></p> <p><b>b. A Phase 2 investigation with options appraisal to identify the most appropriate means of remediation, and;</b></p> <p><b>c. A remediation scheme;</b></p> <p><b>The Contamination Remediation Strategy shall be undertaken by a person with recognized relevant qualification, sufficient experience in dealing with the type(s) of pollution, and membership of a relevant professional organization.</b></p> <p><b>iii. A flood impact assessment showing how the development will contribute to shoreline management objectives and remain sustainable in the long term;</b></p> <p><b>iv Evidence that there is sufficient consented sewage treatment capacity to ensure no adverse impact on the Fal &amp; Helford SAC</b></p> <p><b>3. Any planning permission granted will be subject to Planning conditions/legal agreements requiring the submission and approval before construction commences, of:</b></p> <p><b>a. A site remediation validation/completion report to verify that remediation has been carried out effectively in accordance with the agreed scheme; and</b></p>					

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
	<p><b>b. A Construction Environment Management Plan demonstrating that any impacts upon the Controlled Waters (including the Fal &amp; Helford SAC) arising from construction processes are avoided or appropriately mitigated. This should demonstrate how any contamination of the site associated with its former gasworks use is to be effectively managed during construction;</b></p> <p><b>4. An appropriate contribution to mitigate against water-based recreational impacts at the SAC of any residential accommodation (Including tourist accommodation) that might be included in proposals for the site, will be required in accordance with CLP Policy 22, to be agreed and secured before PP is granted.</b></p> <p>*Refer to 'Land affected by Contamination – developers Guide and information requirements for planning applications, V1.1 July 2017' by Cornwall Council</p>						
Policy TC3	<ul style="list-style-type: none"> <li>Fal and Helford SAC within 350m</li> <li>Falmouth Bay to St Austell Bay SPA within 1.4 km</li> <li>Carrine Common further than 10 km</li> </ul>	<p>As per HR4 above, plus the following considerations;</p> <ol style="list-style-type: none"> <li>There is not likely to be habitat loss/degradation/fragmentation to habitat as the qualifying features are not in proximity to the site. Although the site was a quarry, little buried pollution is anticipated on the basis of desk top studies which show no polluting uses to have been present (these studies include the Richard Thomas Map 1827, the 1841 Tithe Map, the 1880 and 1935 OS 25" maps, and RAF aerial photos from 1946).</li> <li>The use of SUDS drainage will improve run-off from the site, which is currently directly into the local sewerage and watercourse system, which at times of heavy rain has been known to flood and surcharge into the nearby river.</li> <li>Criteria for water-based recreation impacts and a CEMP for construction related impacts are included.</li> </ol>				. As per HR4 above	
<p><b>SUMMARY AND POLICY CONSIDERATIONS ARISING.</b></p> <p>Policy TC3 is not intended to be an allocation as such but to set the broad criteria by which proposals for the regeneration of the site will be considered. No LSE are anticipated. The policy has been revised to meet other comments relating to heritage matters, stress its function as a criteria based policy rather than an allocation proposal, and update to take account of recent developments, and now reads as follows:</p>							

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
	<p>POLICY TC3 – QUARRY CAR PARK</p> <p><b>1. The redevelopment of The Quarry to include a high quality mixed-tenure residential / mixed use development and additional public car parking will be supported subject to the following criteria:</b></p> <ul style="list-style-type: none"> <li>a. Public car parking provision is maintained or increased as part of a strategic scheme with other parking sites, to enable significant reduction of parking at the Church Street site, plus additional need for parking spaces generated by the development.</li> <li>b. It is demonstrated that parking provision for any development is maintained to serve the town during the construction process.</li> <li>c. Additional accommodation on the top, edges or alongside the parking, is provided;</li> <li>d. The height of the development responds appropriately to the levels within the quarry and have particular regard to the relationship of any development with the residential and other neighbouring properties. It should not significantly rise above the height of buildings adjacent to the site to the detriment of views into, across and along the adjoining Conservation Area, nor alter the skyline of Falmouth to the detriment of views from the Cornwall AONB on the east side of the Penryn River.</li> <li>e. The design responds to the surrounding historical fabric in terms of the palette of materials, colours, proportions, scale and massing, motifs and detailing, using prompts from the buildings on The Moor built with materials sourced from the quarry.</li> <li>f. Appropriate attention is given to the potential for below ground contamination and demonstration that this can be appropriately addressed through the proposed development.</li> <li>g. Sustainable Urban Drainage solutions are to be implemented that minimises risk of flooding both on and off site, and which <ul style="list-style-type: none"> <li>(i) have particular regard to the potential for flooding into the surrounding neighbourhoods, properties and the wider town; and</li> <li>(ii) ensure that surface water drainage is designed and managed to ensure no adverse effect on the Fal and Helford SAC.</li> </ul> </li> <li>h. there is sufficient consented sewage treatment capacity to ensure no adverse impact on the Fal &amp; Helford SAC</li> </ul> <p><b>2. 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 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></p> <p><b>3. Development should consider the wider impacts on the built environment arising from high density development of this site. A high-quality design should be realized that does not generate any harmful impacts on the wider built environment or townscape of Falmouth. The scheme must effectively integrate the following issues:</b></p> <ul style="list-style-type: none"> <li>i. A high level of security with private space and public space clearly defined.</li> </ul>						

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
		<p>ii. A street frontage and enclosure to any spaces or routes in or around the development, with overlooking windows and main entrances provided on these routes</p> <p>iii. The need to complement the views of the site from nearby streets and from longer views of the site considering the local topography:</p> <p>iv. The main pedestrian and vehicular access to the site must be from Quarry Hill, for both occupiers of development, visitors using the new car parking facility, and residents from the communities to the north and west of the site, in order to facilitate linkages for walking and cycling between the new development and facilities outside of the site area through clear and accessible routes from within and crossing the site towards the town centre.</p> <p>v. Well integrated open space which provides opportunities for enhanced biodiversity.</p> <p>4. . An appropriate contribution to mitigate against water based recreational impacts at the SAC is to be agreed and secured before PP is granted.5</p> <p>5. Designs shall conform to the Design and Historic Environment Policies in Section 11</p> <p>6. A Construction Environment and Management Plan (CEMP) will be produced and agreed with the Council prior to commencement on site. The CEMP must ensure that any adverse impacts on the Fal &amp; Helford SAC are avoided or appropriately mitigated</p>					
Policy TC4	<ul style="list-style-type: none"> <li>Fal and Helford SAC within 200 m</li> <li>Falmouth Bay to St Austell Bay SPA within 550m</li> <li>Carrine Common further than 10 km</li> </ul>	<p>As per HR4 above, plus the following considerations;</p> <ol style="list-style-type: none"> <li>There is not likely to be habitat loss/degradation/fragmentation to habitat as the qualifying features are not in proximity to the site. Although the site was formerly a shipwrights yard and military installation, little buried pollution is anticipated on the basis of desk top studies (these studies include the 'Burghley Map, c.1590, the 1773 map of Falmouth, reconstructed by Peter Gilson, the Richard Thomas Map 1827, the 1841 Tithe Map, the 1880 and 1935 OS 25" maps, and RAF aerial photos from 1946). The shipwright use was in the first half of the 19<sup>th</sup> Century when mostly wooden ships were constructed, and about a third of the site was a log pond (in common with many other developed sites in this area of Falmouth). The subsequent military use was mainly as a drill hall and 'square-bashing' area.</li> <li>Criteria for water-based recreation impacts and a CEMP for construction related impacts are included.</li> </ol>				As per HR4 above	
<p><b>SUMMARY AND POLICY CONSIDERATIONS ARISING.</b></p> <p>Policy TC4 is revised to meet other comments relating to heritage matters, and update to take account of recent developments, and now reads in a format that will also help to avoid LSE.</p>							

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
	<p><b>POLICY TC4: The Former TA Site</b></p> <p>Development options to increase parking provision and include new housing at the former TA Site will be supported if they are of a scale, massing and character appropriate to the streetscape of Falmouth and reflect the sense of place and preserve or enhance the historic character and setting associated with the site and heritage assets nearby including Kiligrew Monument, and Arwennack House and Manor and:</p> <ol style="list-style-type: none"> <li>1. Public car parking provision is maintained or increased as part of a strategic scheme with other parking sites, to enable significant reduction of parking at the Church Street site.</li> <li>2. There are linkages for walking and cycling between the new development and facilities outside of the site area through clear and accessible routes from within and crossing the site towards the town centre</li> <li>3. An active and attractive frontage to the public realm is provided, which enhances the local townscape and character of the historic streetscape.</li> <li>4. The height, scale, massing, and orientation of the development avoids any overwhelming impact on the Killigrew monument Arwenack Manor, and other heritage assets in its setting.</li> <li>5. The design shows how the impact of the building in any views and vistas of the site have been carefully considered (including longer views which may be significant due to the topography).</li> <li>6. Proposals must be supported by: <ol style="list-style-type: none"> <li>i. A masterplan incorporating a full historic environment impact assessment, which demonstrates how the critical issues (such as impact on the Falmouth Conservation Area, the historic character and setting associated with the site and its surroundings, scale, form and shape, building line, orientation, materials and colours that reflects uses historically associated with the location and the impact of the development on views and vistas within, into and out of the Conservation Area) have been effectively responded to in the proposals.</li> <li>ii. A flood impact assessment showing how the development will contribute to shoreline management objectives and remain sustainable in the long term;</li> <li>iii. . A Construction Environment and Management Plan (CEMP) will be produced and agreed with the Council prior to commencement on site. The CEMP must ensure that any adverse impacts on the Fal &amp; Helford SAC are avoided or appropriately mitigated</li> </ol> </li> <li>7. The site will also be expected to provide an appropriate contribution to mitigate against water-based recreational impacts at the SAC in accordance with CLP Policy 22, to be agreed and secured before PP is granted.</li> <li>8. The criteria set in Policy TC3.1, e, f, g &amp; h also apply to this site.</li> </ol>						

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
Policy BE1 and preceding bullet point.	Policy BE1 recognises the contribution made to the town by the working port and supports sustainable development and improvement of port infrastructure and approach etc. Preceding bullet point refers to 'the deepening of the approach channel'.	Policy gives general support for the function of the existing docks and does not propose specific development. However NE have indicated that reference to 'the approach' is unclear and taken with the preceding bullet point could be seen to endorse the dredging of the harbour which is outside the remit of the NDP.					
	<p><b>SUMMARY AND POLICY CONSIDERATIONS ARISING.</b></p> <p>To avoid lack of clarity, the bullet point is amended to read: "Support for the development of the Docks to facilitate marine engineering and maritime tourism benefits' and Policy BE1 amended to read:</p> <p><b>POLICY BE1: Supporting Harbour, Port and Docks</b></p> <p><b>This neighbourhood plan recognises the contribution made to the town by the working port in terms of employment, economy and culture. It supports sustainable development and improvement of the port infrastructure and access, and the provision of disabled access to ferries'.</b></p> <p><b>Insert additional paragraph of Policy Justification:</b> A project level HRA will be required to accompany future applications within the dock complex, and also a Construction Environment Management Plan (CEMP) to demonstrate that any significant effects upon the Fal &amp; Helford SAC are avoided or appropriately mitigated, to be agreed before development is commenced.</p>						
Policy BE5	Policy BE5 is unspecified in terms of location, and applies to wherever a planning application for development for small boat facilities is related.	Consent for additional moorings, disturbance from which is the SAC SIP, is controlled by the Harbour Commissioners and is beyond the remit of the NDP. Policy BE5 included In the NDP to set criteria for the land-based aspects of small boat access and facilities (BE5) which can also cause noise, harm air and water quality, and create visual disturbance which is to the detriment of the local community. Absence of landward facilities can lead to potential effects within the SAC, such as pollutant leaks and improper rubbish disposal. As such the policy will					

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
		make a positive contribution to the SAC. Moorings and their landward development can also be a leisure and recreation asset.					
	<p><b>SUMMARY AND POLICY CONSIDERATIONS ARISING.</b></p> <p>Policy BE5 is revised to meet other comments and update to take account of recent developments, so the opportunity may be taken to add reference to CLP Policy 22 provisions and it now reads as follows:</p> <p><b>POLICY BE 5: Facilities for small boat moorings</b></p> <p><b>Proposals for improved access and small boat facilities to serve existing moorings will be supported where:</b></p> <ol style="list-style-type: none"> <li><b>1. They are integrated with existing waterside development or make use of derelict sites.</b></li> <li><b>2. They are provided to an adequate standard and have the requisite support facilities in place.</b></li> <li><b>3. They allow appropriate public pedestrian access for people wishing to view the facilities.</b></li> <li><b>4. They do not add unacceptably to traffic conflicts, noise (lanyard rattle) and visual disturbance.</b></li> <li><b>5. They include surface water drainage arrangements designed and managed to ensure no adverse effect on the Fal and Helford SAC.</b></li> <li><b>6. All necessary permissions, licenses and consents are in place</b></li> </ol> <p><b>Developments for this purpose will also be expected to provide an appropriate contribution to mitigate against water based recreational impacts at the SAC, to be agreed and secured before PP is granted.</b></p> <p>It is also noted that the reasoned justification for the Policy is weak, so the following is to be added:  ‘Consent for moorings is controlled by the Harbour Commissioners and is beyond the remit of the NDP. The land-based aspects of small boat access and facilities can cause noise, harm air and water quality, and visual disturbance which is to the detriment of the local community. The absence of landward facilities can lead to potential effects within the SAC, such as pollutant leaks and improper rubbish disposal, so additional provision can will make a positive contribution to the SAC. Moorings and their landward development can also be a leisure and recreation asset’</p>						

Site Reference	Location in Relation to Natura 2000 sites and SSSIs in Zone of Influence	Possible Impacts and Likely Significant Effects Arising from Development associated with Falmouth NDP Policies					
		Habitat Loss/ Degradation/ Fragmentation	Noise and Vibration Disturbance	Water Quality / Flow	Air Quality (Emissions – Deposition /Dust)	Visual Disturbance	Recreational Disturbance (for housing development)
Policy BE6	<ul style="list-style-type: none"> <li>• The pier projects into the Fal and Helford SAC</li> <li>• Falmouth Bay to St Austell Bay SPA within 1 km</li> <li>• Carrine Common further than 10 km</li> </ul>	Policy BE 6 is concerned with the renewal of seats, shelters, and other small-scale facilities currently existing on the pier whilst preserving its scale and character and is not likely to add to the quantum of development. The renewal will be an opportunity to use more appropriate materials and is not considered likely to raise LSE.					
<b>SUMMARY AND POLICY CONSIDERATIONS ARISING.</b> No changes required.							
Policy BE8	<ul style="list-style-type: none"> <li>• Fal and Helford SAC within 700 m</li> <li>• Falmouth Bay to St Austell Bay SPA within 1.9 m</li> <li>• Carrine Common further than 10 km</li> </ul>	POLICY BE 8 supports the enhancement of Dracaena Community and Visitor facilities. Site is > 700 km distant from the closest European site and outside of the estuary corridor and open water area. The development is likely to involve recreational uses such as a 'state of the art Skatepark' to enhance local provision and improve the tourism offer. It is considered unlikely that significant effects will arise at this distance with significant intervening urban and industrial areas present.					
<b>SUMMARY AND POLICY CONSIDERATIONS ARISING.</b> No changes required.							

## Appendix 1 European and other Environmental Site Information.

### 1. *Conservation Objectives*

**The European Site Conservation Objectives for Fal and Helford Special Area of Conservation<sup>2</sup> are:**

‘Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species
- The structure and function (including typical species) of qualifying natural habitats
- The structure and function of the habitats of qualifying species
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely
- The populations of qualifying species, and,
- The distribution of qualifying species within the site.’

Falmouth is also close to the Falmouth Bay to St.Austell Bay SPA which was designated in December 2017.

**The European Site Conservation Objectives for Falmouth Bay to St.Austell Special Protection Area<sup>3</sup> are:**

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring;

- The extent and distribution of the habitats of the qualifying features
- The structure and function of the habitats of the qualifying features
- The supporting processes on which the habitats of the qualifying features rely
- The population of each of the qualifying features, and,
- The distribution of the qualifying features within the site.

The **Carrine Common SAC<sup>4</sup>** is some 8km from Falmouth. Its Site Conservation Objectives are:

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats
- The structure and function (including typical species) of qualifying natural habitats, and
- The supporting processes on which qualifying natural habitats rely

These areas also include SSSI designations. A separate SSSI exists at Swanpool. To the South of the Falmouth Harbour Limits, is the [Manacles Marine Conservation Zone](#).

### 2. *Qualifying features*

**The qualifying features of these areas are:**

#### **Fal and Helford Special Area of Conservation**

##### **Primary Habitat:**

- H1110. Sandbanks which are slightly covered by sea water all the time; Subtidal sandbanks
- H1140. Mudflats and sandflats not covered by seawater at low tide; Intertidal mudflats and sandflats
- H1160. Large shallow inlets and bays
- H1330. Atlantic salt meadows (*Glauco-Puccinellietalia maritima*)

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<sup>2</sup> European Site Conservation Objectives for Fal and Helford Special Area of Conservation Site Code: UK0013112

<sup>3</sup> European Site Conservation Objectives for Falmouth Bay to St Austell Bay Special Protection Area Site code: UK9020323

<sup>4</sup> European Site Conservation Objectives for Carrine Common Special Area of Conservation Site Code: UK0012795

**Secondary Habitat:**

- H1130. Estuaries
- H1170. Reefs

**Species:**

- S1441. Rumex rupestris; Shore dock

**Falmouth to St.Austell Special Area of Conservation**

- A002. Gavia arctica; Black-throated diver (Non-breeding)
- A003. Gavia immer; Great northern diver (Non-breeding)
- A007. Podiceps auritus; Slavonian grebe (Non-breeding)

**Carrine Common SAC****Primary**

- H4020. Temperate Atlantic wet heaths with Erica ciliaris and Erica tetralix; Wet heathland with Dorset heath and cross-leaved heath\*

**Secondary**

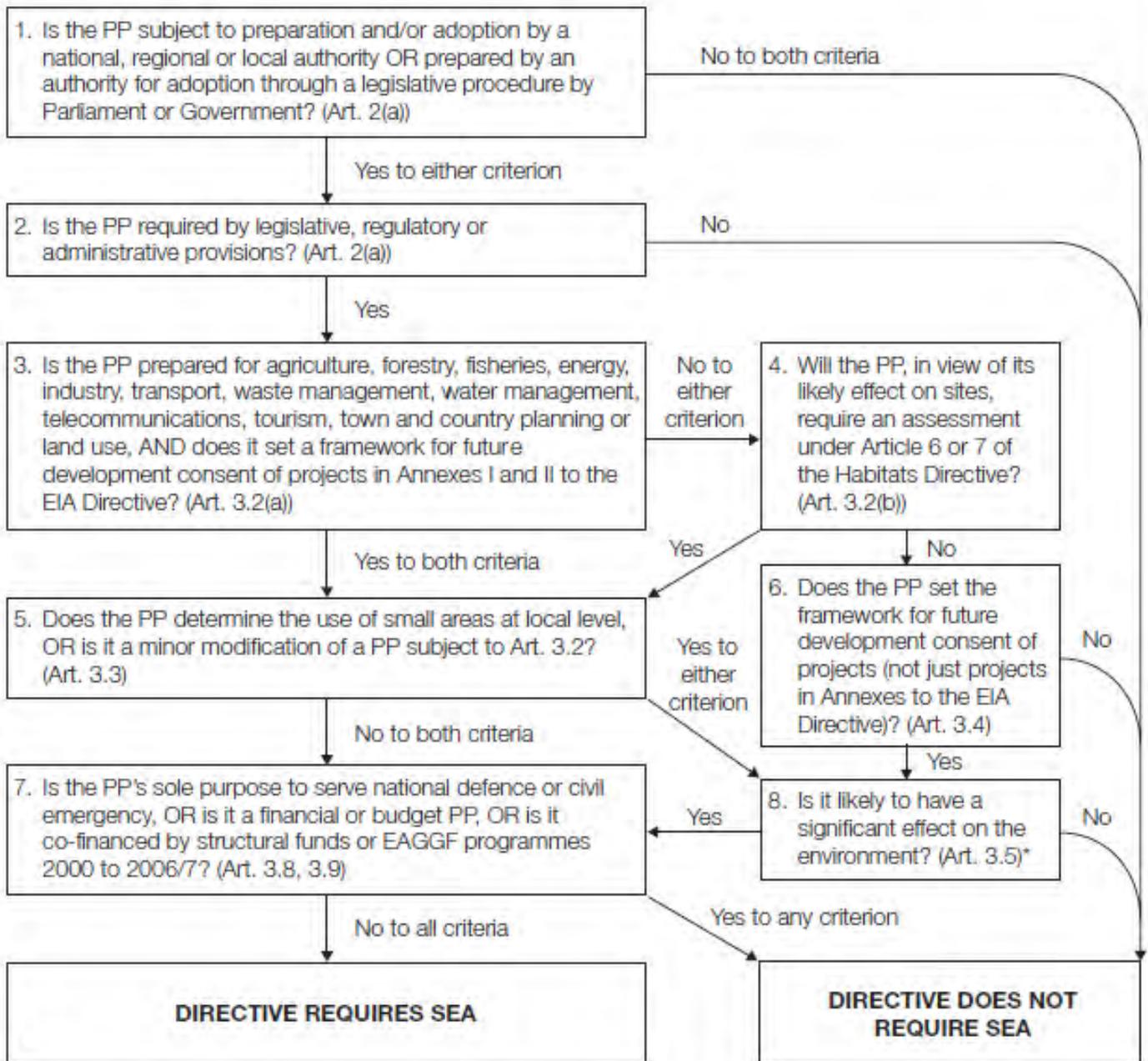
- H4030. European dry heaths

**Swanpool SSSI****Manacles MCZ****Appendix 2 Process Map for Application of the SEA Directive to plans and programmes**

*Source: A Practical Guide to the Strategic Environmental Assessment Directive, Figure 2, ODPM 2005*

**Figure 2 – Application of the SEA Directive to plans and programmes**

This diagram is intended as a guide to the criteria for application of the Directive to plans and programmes (PPs). It has no legal status.



\*The Directive requires Member States to determine whether plans or programmes in this category are likely to have significant environmental effects. These determinations may be made on a case by case basis and/or by specifying types of plan or programme.



This document is a desk-based scoping assessment undertaken to ensure that the proposals set out in the Falmouth Neighbourhood Development Plan recognise Falmouth's historic environment and assets and ensure that they are protected and enhanced appropriately according to their significance.

# **Heritage Assessment**

## **Falmouth Neighbourhood Development Plan 2018 - 2030**

Falmouth NDP Stakeholder Group

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## Document B: Falmouth NDP Revised Heritage Assessments

### 1. In preparing these assessments, the following definitions have been taken into account:

#### Significance (for heritage policy)

‘The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset’s physical presence, but also from its setting’ (NPPF 2018).

#### Setting of a heritage asset

‘The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral’ (NPPF 2018).

‘The setting of a heritage structure, site or area is defined as the immediate and extended environment that is part of, or contributes to, its significance and distinctive character. Beyond the physical and visual aspects, the setting includes interaction with the natural environment; past or present social or spiritual practices, customs, traditional knowledge, use or activities and other forms of intangible cultural heritage aspects that created and form the space as well as the current and dynamic cultural, social and economic context’ (Xi’an Declaration on the Conservation of the Setting of Heritage Structures, Sites and Areas, ICOMOS, 2005)

### 2. Setting of the Conservation Area

Reference has also been made to the 1998 Falmouth Conservation Area Appraisal, which although some of the content is now somewhat dated, includes material on the broad setting of Falmouth that continues to be relevant.

It notes that Falmouth enjoys a ‘beautiful dual distant aspect’, being able to overlook the estuary, its headlands and historic settlements of Flushing, Trefusis Point, St Mawes, the Carrick Roads and St Antony and on the one side, and the open sea and along the coast towards the Lizard Peninsula on the other, with views of the ‘highest order’. It concludes that these ‘outward views are an essential part of the character of the area’ which are ‘rivalled by those looking towards the town, including of course those from the waters of the estuary or from the open sea’.

At the time of the Appraisal, the outward views from Falmouth were ‘virtually completely unviolated by inappropriate development, providing a visual context that is both beautiful and interesting, whilst at the same time providing views of itself from the surrounding landscape that show off much of its best face, a face also of considerable beauty and character’.

As Falmouth grew it encompassed the slopes behind the historic core, the late development being designed to take advantage of views out. The relationship of all these terraces to the waterfront are key elements of the character and setting of the Conservation Area. The tiered effect of this backdrop offers the slopes of the town a grandstand view of the harbour, whilst the view of the docks is ‘a visual treat in itself, not necessarily beautiful but always interesting and stimulating’. Beyond this to the S, Pendennis Headland is a key element in the setting of the Conservation Area.

Elsewhere there are key views within the Conservation Area, for example from the waterfront back across Falmouth’s ‘older stone, brick and slate-hung buildings with characteristic undulating stepped roof lines bristling with chimneys’, from Erissey Terrace across the top of Falmouth.

Bearing in mind the above, the heritage assessments in this study include review of the possible impacts of development on the setting of the Conservation Area in terms of the views out of, in to, over, across and along the designated area.

### 3. Format

In preparing these assessments have the guidance given in *Historic England Advice Note 3: The Historic Environment and Site Allocations in Local Plans* has been consulted and adapted.

#### 4. Heritage Impact Assessment Key

<b>HERITAGE IMPACT ASSESSMENT KEY:</b>		
<b>IMPACT LEVEL</b>		<b>NOTES AND CONDITIONS</b>
<b>Neutral / negligible</b>		Either no known heritage asset on, adjacent to or near site, or agreed assessments have been undertaken and have led to appropriate scoping of mitigation measures and master planning requirements.
<b>Minor impacts</b> <i>NPPF: Less than substantial harm to the heritage asset</i>		Heritage assets are known to be on and/or adjacent to the site, with potential for either minor negative impact on the significance of undesignated assets, or of less than substantial harm to the significance of designated assets <i>Potential mitigation required: assessment, master plan layout, densities &amp; design responding to HE issues; specific measures to preserve/enhance sites or assets.</i>
<b>Moderate impacts</b> <i>NPPF: potential for harm (in some cases substantial harm) to, or loss of the heritage asset; but capable of avoidance and/or mitigation; overall outcome would be less than substantial harm</i>		Potential for harm (in some cases substantial) to heritage assets known to be on and/or adjacent to the site, but capable of moderating through mitigation (including avoidance, reduction and offset). <i>Potential mitigation required: detailed assessment, detailed site allocation policy, master plan layout, densities &amp; design (including design briefs and/or design codes etc.) responding to HE issues; specific measures to preserve/enhance sites or assets. May require amendment to proposed allocation area or inclusion of policy wording requiring mitigation.</i>  Demonstration of substantial public benefits of delivery of (parts of) the site may still be required in certain instances, if mitigation measures are not implemented or fully successful.
<b>High impacts</b> <i>NPPF: Substantial harm to, or loss of the heritage asset; not likely to be resolved by mitigation</i>		Potential of substantial harm to or loss of important heritage assets known to be on or adjacent to the site, not likely to be resolved by mitigation. <i>Potential mitigation still required to bring sites forward: highest levels of assessment; detailed site allocation policy, master plan layout, densities &amp; design (including design briefs and/or design codes etc.) responding to HE issues; specific measures to preserve/enhance sites or assets. Such mitigation may prove insufficient to protect/enhance heritage assets. Development would require clear justification for the potential harm, demonstrating substantial public benefits that outweigh harm or loss.</i>
<b>Impacts previously assessed and managed</b>		Heritage assets known to be on or adjacent to the site and there is/may be the potential for serious impact, however previous assessments and agreed measures etc. are in place, which require continued monitoring and management

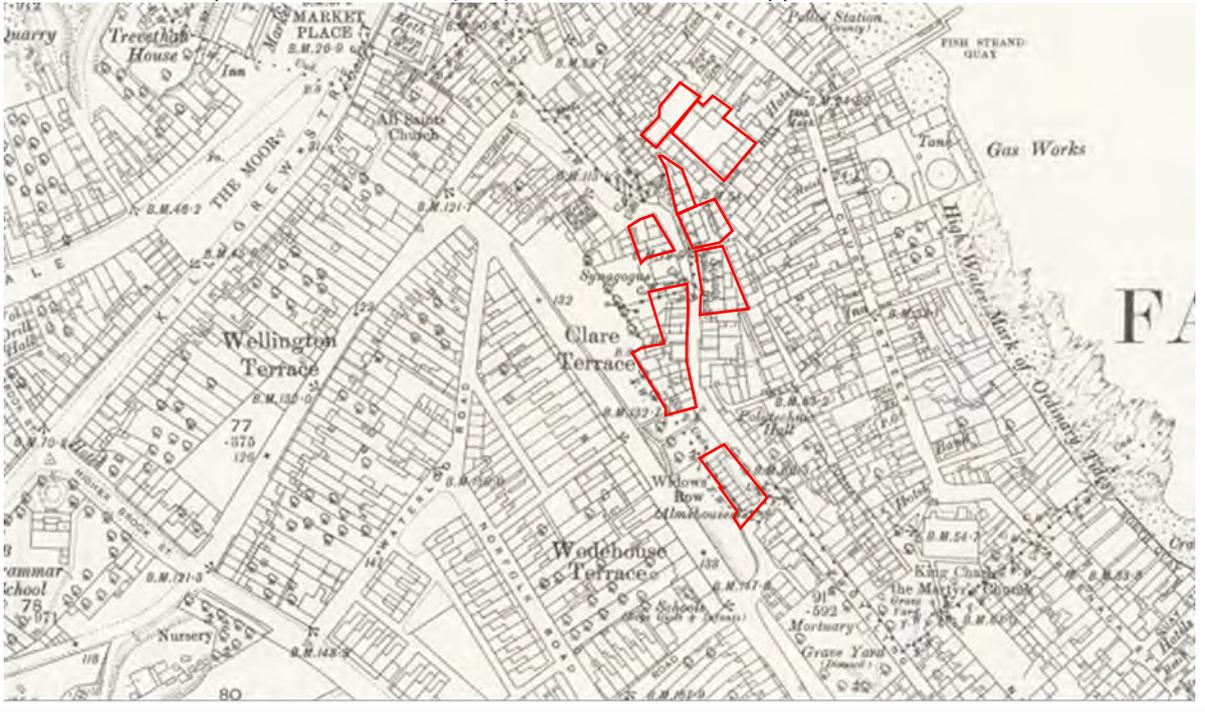
## 5. Revised Heritage Assessments

Site Ref: A5(LKC)	Falmouth AFC
Onsite or Nearby Historic Environment Assets*	<p>Onsite there are no designated heritage assets, although the stadium has some local importance. Nearby the only listed building (Grade II), Lower Kergilliack Farmhouse and wall, is some 400m away to W, and screened by trees and hidden by the topography. The National Mapping Programme record shows a series of ditches and banks related to the former Trescobeads Manor, now long lost under Manor Crescent to the E some 350m. Some 100m to S is a ditch and indications of a circular structure now also lost. 1km to NW is the site of the medieval Penryn Deer Park in the area known as College Field, dating from 1311, but now crossed by the Penryn Bypass and its accommodation earthworks. The site is over 1km from Conservation Area. A TPO area, Tregonnigie Woods is close to the south boundary.</p>
Setting and Significance	<p>The land belonged to Trescobeads Farm, and the fields concerned were, in 1690, called 'The Beef Parke in 3 parts' and 'The More under' with a stream running through. These were named the Long Field and Higher and Lower Moor by the mid 19C. In 1946, the fields were cultivated, but the 'Lower Moor' was left uncultivated. The football ground, called Bickland Park, was developed and opened in 1957. The 1970/80s saw the extension and development of Conway Road housing against the east and north boundaries of the site.</p> <p>The South of the football ground adjoins Tregonnigie Wood, separated by the stream. Tregonnigie was mainly planted in the 1970s, in a project led by Don Hoyle, then Head of Parks for Falmouth Borough Council, as part of a green finger of land penetrating the built up area. The view to the wood is open, and the grounds and stand can be seen from the wood through the trees. To W is a carpark next to the Bickland Water Road – opposite are thick hedgerows and a view up Bickland Hill. Suburban development surrounds the north and east boundaries.</p> <p>Looking at the Stadium itself, sports grounds can be important in terms of local heritage, especially when associated with a particular team and the experiences of its fans. The Bickland Ground is said to be Cornwall's best football stadium, and its terraces have a distinctive mid 20th Century character common in the un-redeveloped grounds of lower division soccer. It shares Falmouth FC's place in Cornish football history as the location for a match in 1962/63 when they secured a place in the First-Round proper of the FA Cup, a feat no other Cornish team has achieved to this day. They put up a brave fight against Oxford United in front of a record crowd of 8,000, finally succumbing 1-2. Therefore, it has some limited local heritage significance, but not of any iconic status such as that associated with the grounds of famous Premier League clubs that have relocated, such as Highbury (Arsenal).</p> <p><i>Below: OS 25' Map First edition 1880 (NLS)</i></p>  <p>The map shows a rural landscape with various fields and buildings. A red rectangle highlights a large field area, likely the site of the football ground. The map includes labels for 'Bickland Water', 'Trescobeads On Site of a Mansion', and various field numbers and acreages. The map is a detailed topographical survey from 1880.</p>



*Above: Falmouth AFC from Tregonniggie woods (photo, Mike Jenks)*

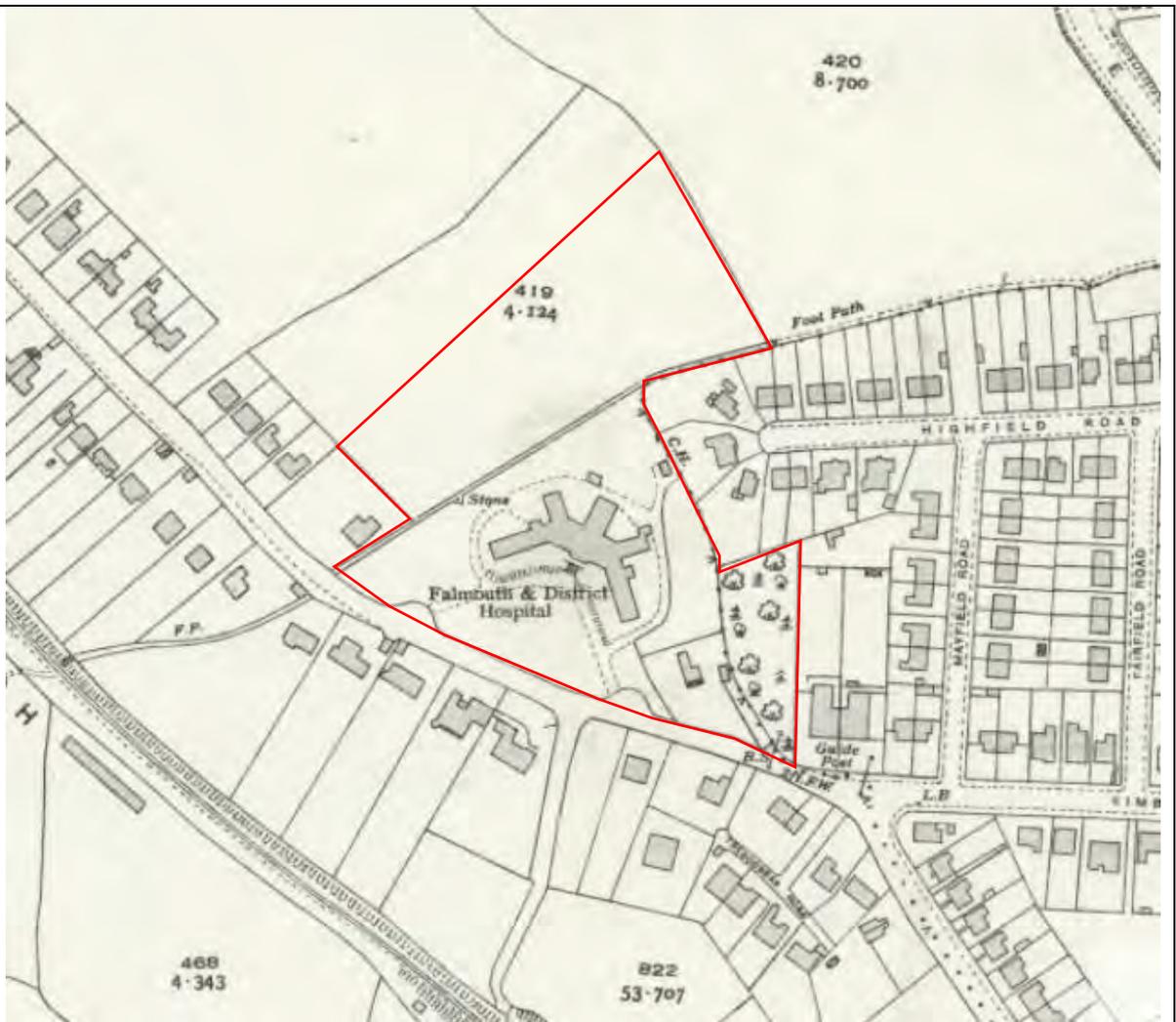
<p>Assessment of Impact &amp; Harm</p>	<p>Development of the site will not have any impact on designated heritage assets, the closest extant being some 400 m away. The site is over 1km from the Conservation Area and is not visible from it, nor from the vantage points to the E on the opposite side of the River.</p> <p>Should the football club decide to relocate to a new ground there will no doubt be a sense of loss for the space that has hosted the emotional charge that goes with watching a local football team in its times of failure and success. However, any new ground of sufficient quality and facilities would quickly develop its own identity and generate the same feeling.</p>
<p>Rating of Impact before Mitigation</p>	<p style="background-color: yellow;">[Empty cell]</p>
<p>Possible Mitigations</p>	<p>The key issues are the impact of development on the nearby woods, and the need to reflect the heritage of the site in the new development. Care should be taken to landscape the bank of the stream and screen development from Tregonniggie Woods. On the Stadium, no direct planning based measures are necessary, but on the basis of experience elsewhere (see '<a href="#">Conservation Bulletin' Issue 68, Summer 2012'</a> ) other measures such as inclusion of a 'Plaque' on an appropriate part of the development, and the selection of street names can be an appropriate memorialization.</p>
<p>Rating of Impact after mitigation</p>	<p style="background-color: green;">[Empty cell]</p>
<p>Notes</p>	<p>NDP Policy HR4 should apply, and the Design Policies in Chapter 11 of the NDP.</p>

<b>Site Ref:</b>	<b>Backlands around Gyllyng and New Streets and Smithwick Hill (B16)</b>
Onsite or Nearby Historic Environment Assets*	<p>There are no designated heritage assets on the sites, although they are part of the historic fabric of the town, being in the Conservation Area, and in CSUS character area 4 'The Cliff'. Two Grade II listed buildings, the Old Jewish Synagogue (1808) on Smithick Hill, and a pair of 19C semidetached dwellings nos 9 &amp; 10 Gyllyng Street are nearby. Views of Falmouth's historic harbour can be had from the street. To the NW along the street is a 19C stone wall and then the granite capped wall and entrance posts in stone and brick to the steps up to Wodehouse Terrace and the Seaview Inn. The steps and paths leading down to New Street and up to Wodehouse Terrace can be considered as unlisted heritage assets. Also, the green spaces and mature trees are assets that contribute to the character of the area.</p>
Setting and Significance	<p>Although the sites themselves are of only moderate significance, they are located along Smithwick Hill, Vernon Place and Gyllyng Street, which are part of the historic route from Falmouth's initial urban focus at Market Strand to the manorial centre at Arwenack, and has a local significance as the place where the town expanded in the C 18th and early C 19th, from its original core, as mercantile activity flourished. The area was a dense residential settlement in a maze of courts, opes and backlets, with terrace and row housing along some of the lanes. There were also small workshops, stores and structures associated with maritime activity. It housed a significant portion of the town's working-class population, including many fishing and sailors' families, before the development of the terraced suburbs on the plateau above the town during the nineteenth century. Amongst this there was a scattering of socially superior housing and institutional buildings, such as 'Widows' Retreat' founded in 1810 for ten 'poor and aged Widows of good character' by Lord Wodehouse and Samuel Tregelles.</p> <p>A substantial part of the historic built fabric is no longer extant although there is some surviving spatial character, walls etc., street patterns, etc and there is archaeology potential. A programme of 'slum' clearance was undertaken, particularly in the 1930s, which included the demolition of the 'Widows Retreat' and there have been further removals subsequently. Parts of the area were inappropriately redeveloped in the later twentieth century, but many formerly built-up sites remain vacant, and several of these are the identified 'backlands' sites. These sites, some covered with rampant self-seeded vegetation, have left much of the area with a feel of neglect and diminished quality, and now make a reduced contribution to the Conservation Area and the setting of the nearby listed buildings. Poor public realm provision has added to this sense of decline</p> <p><i>Below: OS 25' Map First edition 1880 (NLS) NB Site boundaries approximate.</i></p> 
Assessment of	<p>As noted above, the area is not well presented in modern times, such that its historic context in the narrative of Falmouth's social and physical development and its value as a Conservation Area is</p>

<p>Impact &amp; Harm</p>	<p>much reduced. An unsympathetic development of these sites would add to the existing decline and clearly would have the potential to more widely harm the conservation area if not well-controlled and well master-planned</p>  <p><i>Smithwick Hill 1936 showing format of buildings - the 'gaffs' are for laundry drying (RCPS).</i></p>
<p>Rating of Impact before Mitigation</p>	<p style="background-color: yellow;"> </p>
<p>Possible Mitigations</p>	<p>As noted, some traces of the former built character and historic topography, such as the street patterns and some of the building detailing, remain as a reminder that this has been a zone of particular distinctiveness, charm and interest. Well-designed development of the backland sites which respond to these clues could provide the framework against which the regeneration of the area can be based. Therefore, with an adequate level of overall master planning, the redevelopment of the Backland sites should make a positive contribution the Conservation Area and its listed buildings, restoring the quality of their setting.</p> <p>A detailed characterisation study of the historical topography of the area around the sites should inform the preparation of such a master plan or design code. The intention should be that individual planning applications for each site are designed and made subject to planning conditions/legal agreements ensuring that their development jointly contributes to the overall regeneration of this part of the Conservation Area in a way that links to its historic context. In general, the form should be for</p> <ul style="list-style-type: none"> <li>• Two, with some three storey terrace houses that are sensitive to the scale and architectural form of the existing dwellings;</li> <li>• Any development adjacent to the Old Jewish Synagogue to be set back and kept to two storeys;</li> <li>• The preservation of green spaces and trees and enhancement of the historic walls steps and paths to be part of adjacent proposed development;</li> <li>• The restoration of the sense of enclosure;</li> <li>• Building materials to be varied, but to favour the use of local materials;</li> <li>• Significant elements of minor decorative detailing derived from that existing in the area.</li> </ul> <p>Mitigation will also be available through the application of Policy DG 7 on Design in Conservation Areas which is to the effect that: The design of new development proposals within the Falmouth Conservation Area should:</p> <ol style="list-style-type: none"> <li>1. be informed by and consistent with the scale, design and character of the surroundings,</li> <li>2. be integrated into the historic topography and settlement form,</li> <li>3. reinforce the existing sense of place and local distinctiveness</li> <li>4. reflect existing historic street patterns and the historic streetline.</li> <li>5. avoid pastiche and token local distinctiveness, making use of appropriate materials and detailing to reflect local building traditions</li> </ol>

	<p>Proposals for development, which would have an impact on heritage assets should seek to preserve and enhance the building or its setting or any features of special architectural or historic interest which it possesses. Such proposals must be accompanied by an assessment of the significance of the asset and the impact of the proposal upon its significance.</p> <p>Assessments to be done or, if existing, made available as soon as feasible to inform any further developments within any of these areas:</p> <ul style="list-style-type: none"> <li>• Desk Based Assessment &amp; Walk Over Survey</li> <li>• Impact Assessment</li> <li>• Geophysical survey to minimise impact &amp; target excavation</li> <li>• Assessment and recording of standing structures and fabric (including surfaces and quay walls)</li> </ul> <p>Mitigation to include appropriate planning condition requirements:</p> <ul style="list-style-type: none"> <li>• Recording of standing historic structures and fabric</li> <li>• Trial Trenching to ensure that any sub surface features can be recorded and if appropriate preserved.</li> </ul>
Rating of Impact after Mitigation	
Notes	

<b>Site Ref:</b>	<b>Hospital and Health Centre (C21 &amp; C22)</b>
Onsite or Nearby Historic Environment Assets*	<p>The Hospital building appears on the Sites and Monuments Record as a 20<sup>th</sup> C asset and does have some local heritage significance (see below).</p> <p>There are no listed buildings near to the hospital, and the Conservation Area is some 0.5km distance away to the SW where the Victorian Kimberely Park (1877) is located. Various bank and ditch structures are recorded on the National Mapping Programme, at some 300 to 400m from the site. To the SW, about 400m away is a large tree preservation area, faced by Tregonniggy woods.</p>
Setting and Significance	<p>The hospital, site and grounds were gifted to the town by William Mountstephens and Albert Charles Collins on the 26th April 1930. The site was fields, but the town was encroaching with late 1920s suburban development to the east along Tescobeas Road and Mayfield and Tregenver Roads. 1920s villas were also built to the south and west along Tescobeas Road. To the west, in the late 1930s a Council estate was built leaving an empty site to the west of Treleavor Road.</p> <p>The Ambulance Station was built on the south of it in the 1960s, and the Health Centre in the 1980s. The site of the Tescobeas Surgery to the east was from the 1930s a house and garden and a densely treed area. The surgery was built in the 1990s.</p> <p>The Hospital is a good local example of 1930s neo-classical design with a pedimented central block and wings, and is quite handsome. It could be considered as an unlisted heritage asset, as well as being a community asset of value.</p>



Above: OS 25' Map 1935 (NLS)

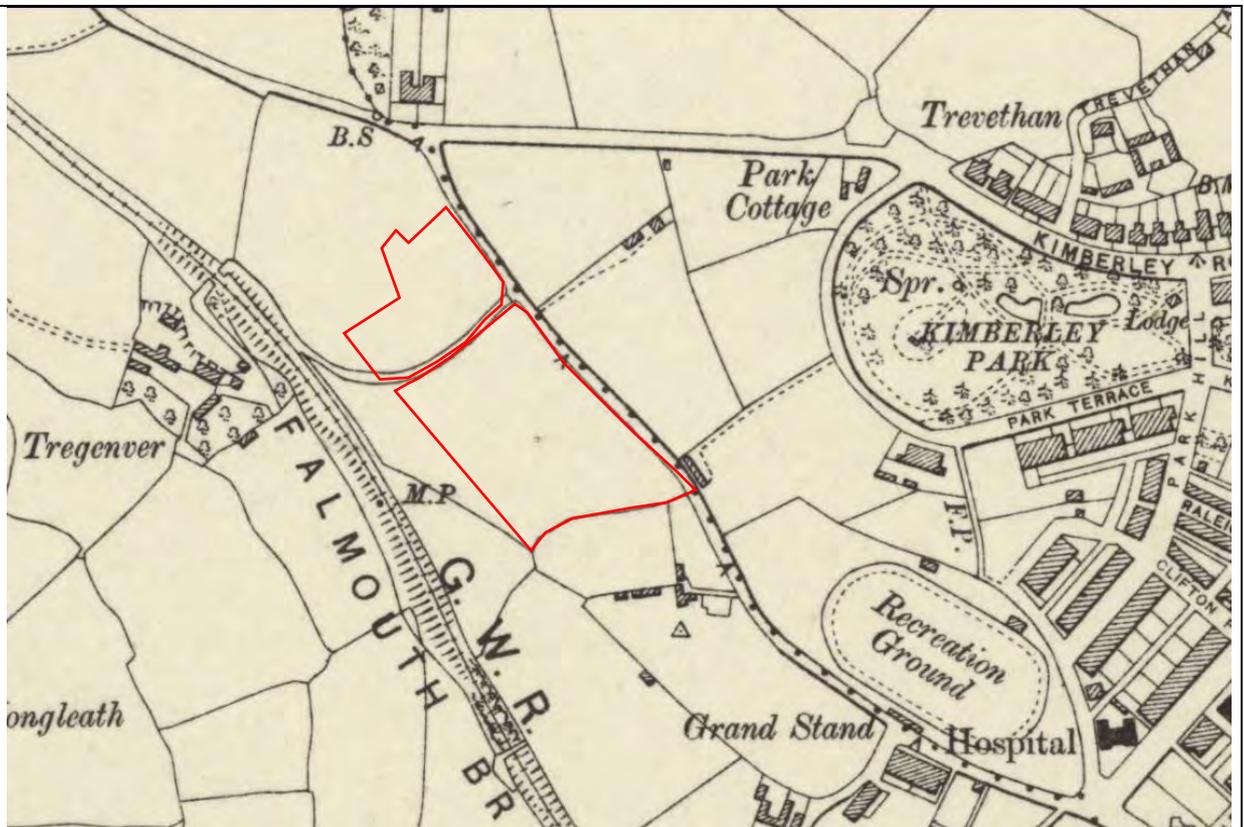


Above: The hospital under construction in 1929 (RCPS)

As part of Falmouth's inter-war expansion along Trescobeeas Road the hospital has no long-standing historical connections other than the link to William Mountstephens and Albert Charles

	Collins, who were staunch Methodist builders from Cornwall who emigrated to South Africa and developed a successful construction business in the burgeoning mining city of Johannesburg during the first decades of the twentieth century. They were substantial and generous philanthropists, founding St Stithians College in South Africa as well as supporting Falmouth Hospital.
Assessment of Impact & Harm	<p>The Hospital is locally prominent on the rising ground of its site to views from Budock, whilst the Surgery is screened by mature trees and shrubs. The Health Centre is set behind the housing estate, but its NE boundary is open to views across the townscape to the Beacon. However, there is no dominance over the Conservation Area, and is barely visible from more distant views across the Conservation Area.</p> <p>If rationalisation and refurbishment are to happen, then there is the potential for minor impacts and less than substantial harm. Demolition and redevelopment would lead to the loss of a familiar local landmark.</p>
Rating of Impact before Mitigation	
Possible Mitigations	Retaining the façade of the hospital building and taking consideration of the views from Budock if other buildings are to be added. No direct planning-based measures are necessary, but other measures such as inclusion of a 'Blue Plaque' on an appropriate part of the development, and the selection of street names could be appropriate.
Rating of Impact after Mitigation	
Notes	

<b>Site Ref:</b>	<b>Adult Education Site and Playing Fields (C24 &amp; C25)</b>
Onsite or Nearby Historic Environment Assets*	<p>On the site, the former Grammar School building is of some architectural interest (see below) and on the playing fields to the south the National Mapping Programme includes visible archaeological features suggesting the site of structures.</p> <p>The Conservation Area is to the east, about 100m away, separated from Kimberley Park by suburban development and Dracaena Avenue. A TPO area including the south end of Tregonnigie Woods is about 200m away, separated by the railway line and suburban development. There are no Listed Buildings nearby. The SW corner of the playing fields is adjacent to CSUS Character Area 5 'The terraced suburbs'.</p>
Setting and Significance	In the 17C the land was part of the Tregenver Farm, probably comprising the Winding Field and Cross Close. The boundaries of these fields remained until the early 20C, but were separated by a lane in the 19C. In 1914 Falmouth Grammar School's new building was built to the north of the lane, and playing fields established to the south. Buildings were added to the east side of the main building in the last half of the 20C. The grammar school closed in 1971. The building is now in use as the Falmouth/Penryn Adult Education Centre.



Above: OS 6" Map 1906, showing the fields a few years before development, and the location of the lane to Tregenvor farm clearly marked (NLS)

The former Grammar School building is a late Edwardian structure typical of the pre-WW1 expansion of Grammar Schools that resulted from Balfour's 1902 Education Act, that created LEAs with the power to build new schools and support Church schools, along with the Education (Administrative Provisions) Act 1907 that required grant-aided secondary schools to provide 25% or more of their places as free scholarships. As a site where many thousands of local children received elementary education it has some local heritage significance. The playing fields are screened by hedges and are largely hidden from view. The old Grammar School is quite prominent on the site and although screened, there are some distant views of it. However, these sites have no views from the Conservation Area.



Above: OS 25' Map First 1935 (NLS)



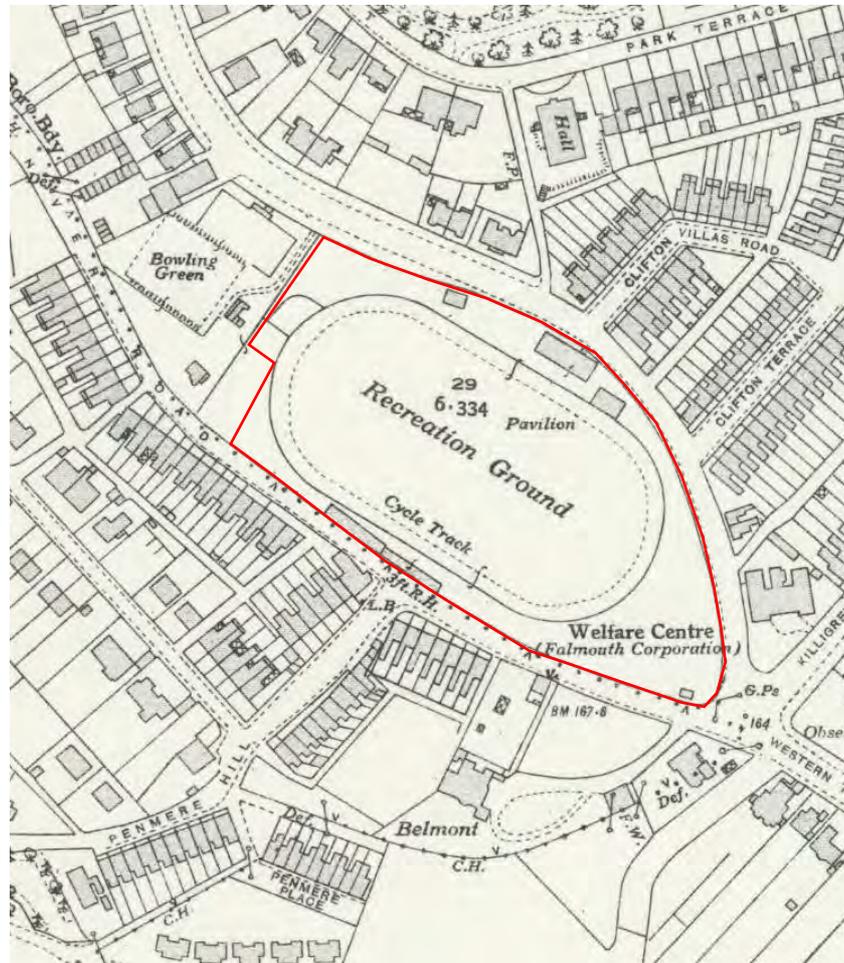
Above: 1970, the playing fields an important asset that should be kept (Internet, Somerset Gazette)

Assessment of Impact & Harm	Re-use or modernization would have negligible impacts and will cause less than substantial harm to heritage assets, although demolition would lose a noted local landmark.
Rating of Impact before Mitigation	
Possible Mitigations	<p>The 1914 building has some heritage interest and changes to the building or any new building within the grounds should be carried in a way that preserve its essential character, respecting its architectural style and elements, its proportions, and use of materials. The buildings to the east of it could be a part of some enabling development to provide funding for the Centre and upgrading of the playing fields. These sites should be safeguarded for leisure and education.</p> <p>NB No demolition or loss of playing fields is proposed in the NDP</p>
Rating of Impact after Mitigation	
Notes	

<b>Site Ref:</b>	<b>The Recreation Ground - Falmouth RFC (C26)</b>
Onsite or Nearby Historic Environment Assets*	<p>The Recreation Ground has no heritage assets within it.</p> <p>The Church of All Saints (1887) is Grade II* Listed and is around 100m from the SE corner of the site. Two Grade II Listed Buildings, the early 19C Belmont (Bellemont in 1880) House, and its former Gazebo are around 60m from the SW end of the site. The Conservation Area, on the opposite side of Dracaena Avenue, partly borders the ground. The RFC is within the CSUS Character Area 5 'The terraced suburbs'.</p>
Setting and Significance	<p>In the late 19C the area was a patchwork of fields, but with the development of the terraces of Clifton Place urbanization encroached on the area. In 1887 the Recreation Ground with running track and central pitch was completed and in 1904 became the home of Falmouth RFC, known as the 'Eagles'. The Rec also marked the beginnings of the route to be taken by Dracaena Avenue – the Avenue was started in 1921 and completed by 1923, the Rec becoming a centrally located green leisure resource in amongst the suburban spread of the town by that time.</p> <p>The site is also very significant within Falmouth as a central node on the spine road through to the Docks and town centre and seafront, and has heritage significance as a familiar landmark and</p>

green space to many generations of local people and visitors. The approach from Western Terrace reveals a fine Monterey pine, some hedging, stone gateposts and a view of the open rugby pitch (although detracted from significantly by advertising hoardings). The approach from Penmere Hill is similar.

As with Association Football, Rugby Football fans may have enjoyed historical experiences which impart heritage significance to grounds and stadiums. Rugby is the principle team sport that is identified with in Cornwall, with Falmouth RFC, formed in 1873, outdating the Cornwall RFU by 10 years, and has been played on the Rec since at least 1904. However, as with Association Football, any emotions are transient, and would follow a team to its new home.



Above: OS 25' Map 1935 (NLS)



	<i>Above: Little change in 55 years, the Recreation Ground in 1946 and 2001 (RAF Aerial Photo, copy from Tom Weller: Google Earth)</i>
Assessment of Impact & Harm	Currently the proposal is for limited redevelopment to aid the improvement of the RFC site as a Rugby Club and pitch (see notes below). This would preserve its heritage significance. Nearby heritage assets are protected from any development on this site by early 20C terraces and suburban development, by topography and greenery, and negligible impact/harm to those assets is anticipated.
Rating of Impact before Mitigation	
Possible Mitigations	None needed at present. The site is also subject to NDP Policies FOS 1 and 5 which protect green spaces and sport facilities.
Rating of Impacts after Mitigation	
Notes	<p>The Rec is owned by Cornwall Council and subject to a long lease to the RFC which expires in 2027. The RFC owns land at Menehay on which in 2007 it was granted planning permission for a new rugby pitch and associated facilities (W2/PA06/00479/FM). This would have released the current site for complete redevelopment. The package to support this was not supported by the Town Council and the project failed. More recently the Club applied for planning permission for housing on the Menehay site (PA16/08236) with the intention that the proceeds would fund the modernization of the Recreation Ground as a long-term home. However, that application was refused and dismissed on appeal (APP/D0840/W/17/3177201). That site it is identified as a Green Buffer in the SADPD March 2017 (September 2018 modifications <a href="https://www.cornwall.gov.uk/media/24253455/falmouth.pdf">https://www.cornwall.gov.uk/media/24253455/falmouth.pdf</a>) and is now unlikely to come forward.</p> <p>In view of the above, the impact of complete redevelopment of the Rec has not been considered in this assessment. However as a consequence of the events noted above some small scale redevelopment within the Recreation Ground may be justified to help secure the future of the RF Club, and it is that which the inclusion of the site under Policy HR5 is intended to facilitate.</p>

<b>Site Ref:</b>	<b>Car park next to Trelawny House (C32)</b>
Onsite or Nearby Historic Environment Assets*	<p>Onsite there are no known recognised heritage assets.</p> <p>The site is bounded on the SW and SE by the Conservation Area. The SW limb of the Conservation Area embraced the former Admiral Nelson Inn (in the past named Bar House, the Docks and Railways Hotel and Riviera Hotel). However, this has been demolished and replaced by the 4-5 storey Trelawny House retirement home. The closest listed buildings (50-100m away to SW) are in Bar Terrace and are both Grade II Listed – Nos 1-2 early 19C cottages and Nos 3 – 5 mid 19C semi-detached villas that were divided into four dwellings at some time between 1906 and 1933. To the E across Tinnars Walk and the abutting the main dockyard entrance are four unlisted terraces of railway housing which appear on the Cornwall Sites and Monuments Record. There is a tree preservation area adjoining the NW corner of the site. To the N is part of the modern Port Pendennis development, and the estate of the Dockyard, which is of historic importance itself, but now much modernised.</p> <p>Scheduled Monuments are present some 250m distant, the nearest being Upton Mount, part of the Pendennis Fortifications.</p>
Setting and Significance	Although in the 17C and 18C there were buildings close to the site – Corn Mills and Shipyards - the site itself was a timber pond*, which by the 1880s was beginning to silt up. By 1906 the pond had been filled in and some buildings were present, including the Ladysmith Picnic Rooms, a grocer, the County Cycle co, and Belletti's Photographic Shop and Motor Garage. In the 1920s and 1930s

more buildings were added. In the 1960s there was a garage and numerous industrial buildings, and these were not cleared until the land reclamation and building of Port Pendennis – the site of the adjacent tennis court was cleared in 1991, and the rest of the site soon thereafter.

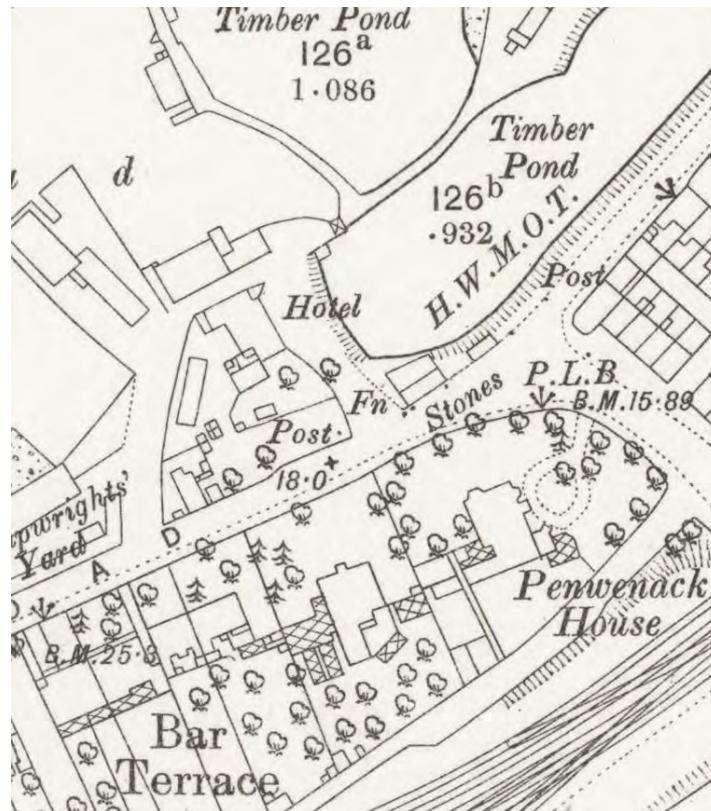
*\*Timber Pond – a place where imported timber was stored. In the days of wooden ships, these were also places where timber was kept for seasoning. See photos below of a Timber Pond on the Truro River at Malpas, and on the Bar, Falmouth (RCPS)*



*Above: About 1909. Ladysmith Picnic Rooms, a grocer, the County Cycle co, and Belletti's Photographic Shop and Motor Garage on the C32 site. (RCPS)*

The significance of the C32 site is in its late Victorian/Edwardian historical setting and its location in relation to the town. It was part of the Bar Rd working neighbourhood that extended from the railway terminus and associated buildings such as the Railway Cottages and the 'Docks and Railway Hotel', SE towards the town, comprising the residences of people 'concerned' with the shipyard

businesses, various supporting services (like those noted above), and a number of small industries and shipyards. This area was something of a gateway area to both the town centre and the seaside resort development to the S that followed the opening of the railway. It remains a gateway area to Falmouth (although somewhat depleted by inappropriate developments), and the site is at a highly prominent point in the gateway at the sharp bend up towards the railway station. As such this area and site contribute to the understanding of the Town's development and its relationship with the sea and river.

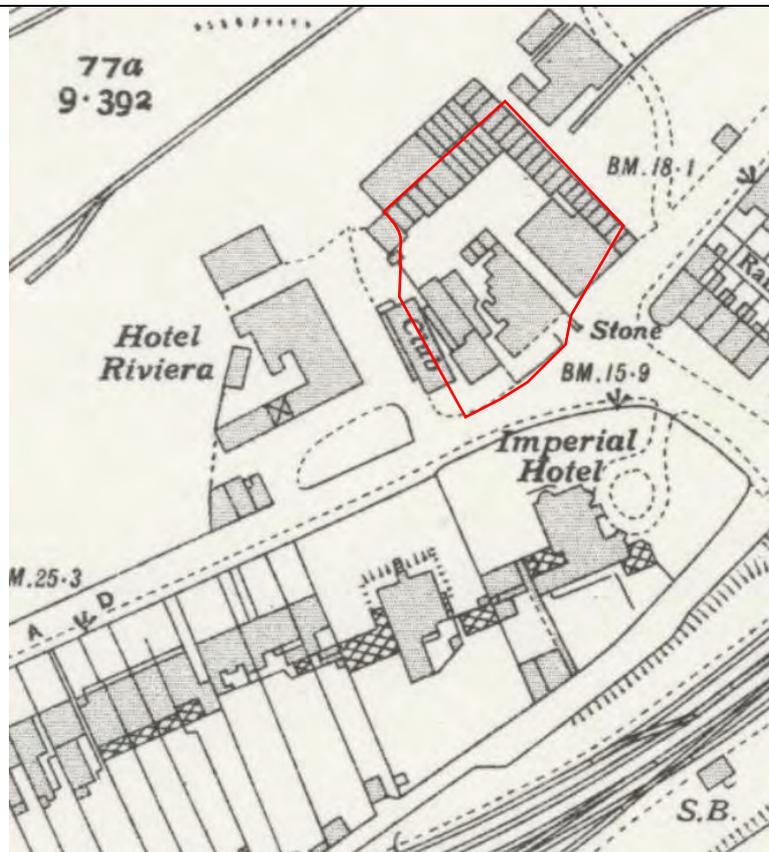


Above: OS 25' Map First Edition 1880 (NLS)

To the SW the site faces Regent House/Imperial Court (in 19C Penwenack House and the Imperial Hotel), a now converted into flats, and Armyrn House (formerly Armyrn Villa) converted into student accommodation. To the N lies a tennis court and beyond that garages and the rears of Port Pendennis. To the immediate E is a large industrial shed in A & P Docks.

The railway cottage terrace to the SE is of some heritage interest, originating from the Cornwall Railway and potentially being a product of Olver and Sons, who also built the stations on the Falmouth line. They are in a layout and form typically associated with 19<sup>th</sup> C railway company housing, but many of the houses have been altered with new double-glazed windows, replacement doors, extensions, window closures, rendering and colour-wash.

Trelawny House retirement home to the W is a very recent construction employing a contemporary design concept which incorporates a palette of external materials and finishes intended to be reflective of the locality, and is positioned to ensure that a gap between it and Tregunter Mews (to W) is preserved, allowing views through to Port Pendennis and the Harbour beyond from the properties elevated above Bar Rd in the Conservation Area. However, this document, the current Falmouth NDP Heritage Assessment, considers that Trelawney House has little relation to the nearby Listed Buildings, is out of scale and character with the surrounding area (including Imperial Court opposite, which whilst being of similar height, has a more generous site and is therefore is less dominant on the surroundings), and fails to reflect the historic context of the site as the location of the Railway and Docks Hotel (later Riviera Hotel).



Above: OS 25' Map 1935 (NLS)



Above: Site of Admiral Nelson PH, now Trelawney House. (RCPS)

Assessment of Impact & Harm

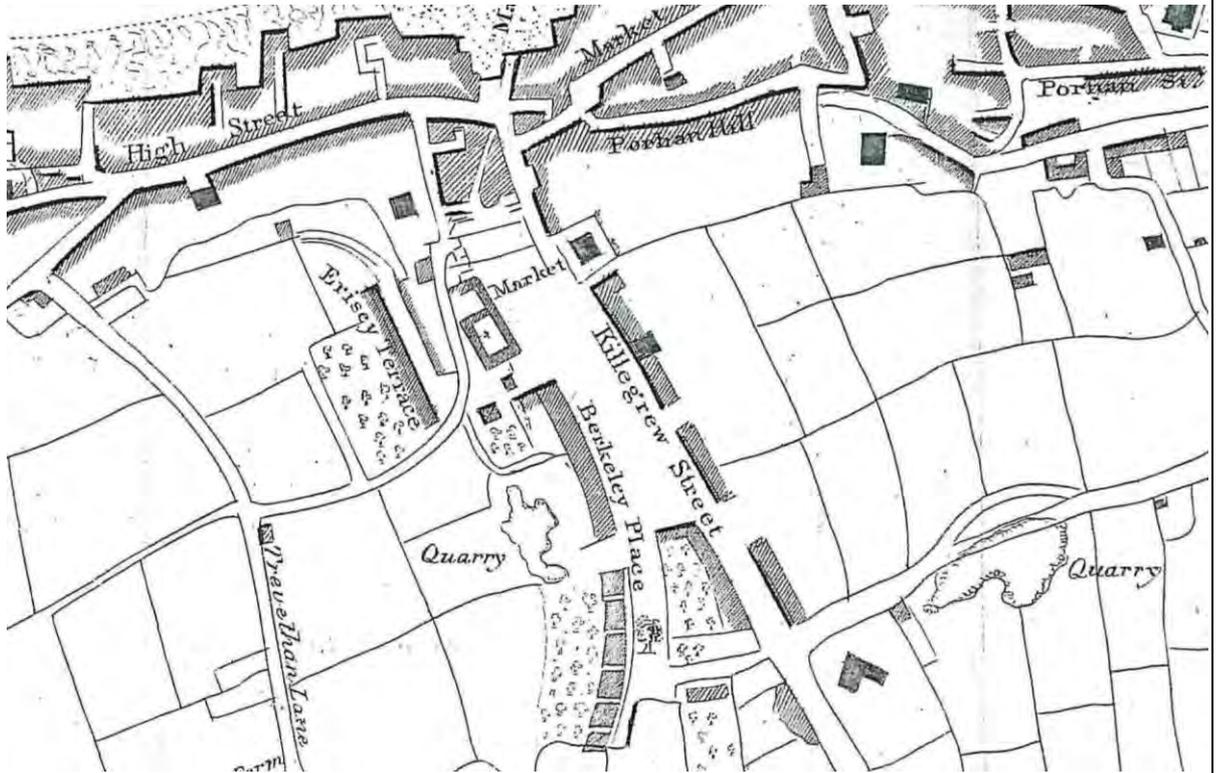
An intensive development on the site in the nature of the Trelawney House scheme would have moderate impact on the heritage significance of this part of Falmouth. The site is enclosed by the Conservation Area on 2 sides (one of which is Trelawney House) and any development on it will have a potentially harmful impact on Imperial Court and indirectly on the setting of Railway Cottages opposite. It is also open to views into the Conservation Area from the SE, and from the elevated terraces along the Bar.

The listed buildings are further down the road to the W and largely hidden behind greenery and walls. The Scheduled Monuments are distant, the nearest being Upton Mount, which is separated from the site by the railway embankment and Pendennis Rise Housing. This will be completely hidden once the student housing on Ocean Bowl is built.

Rating of Impact before Mitigation	
Possible Mitigations	Given the sensitivity of the site and the importance of its setting, as described above, a development of the highest architectural quality would be required. This must be in scale and character with its surroundings, avoiding the over-dominant massing of Trelawny House, with a simple palette of materials and colours that is in context with the surroundings. The scheme should also reflect the historic context of the immediate locality in terms of motifs and detailing. The site could then provide an outstanding gateway to Falmouth Town Centre, as the area did in the past.
Rating of Impact after Mitigation	
Notes	

<b>Site Ref: B8</b>	<b>TC3 Quarry Car Park</b>
Onsite or Nearby Historic Environment Assets*	<p>The site itself is recorded on the Sites and Monuments Record as appearing on the Tithe Map c1840, although other research suggests an earlier start. In the C20 the quarry contained a number of buildings including a smithy to the SE. The void still survives, the floor of which is used as a car park. Otherwise no formally recognised historic environment assets present.</p> <p>The residential fringes of the Falmouth town centre Conservation Area abuts the site to the SW and NE. On the SW at about 50m are two Grade II listed buildings, a pair of 19<sup>th</sup> C houses at 18 and 20 Berkeley Vale, and to the SE beyond some general commercial buildings is the Seven Stars Public House, and further N is the Falmouth Art Gallery and Library (Passmore Edwards Free Library) all Grade II.</p> <p>About half of the NE boundary abuts the Conservation Area, comprising Tresawna Terrace, containing four Victorian artisan dwellings, all altered and of little architectural merit. Also, to the east, cutting into the site, is the old Falmouth Ambulance Station, an Art Deco building, now a private dwelling. Other buildings surrounding the site are of little architectural or historic merit. It is contained in the CSUS character area 4 'The Cliff'.</p>
Setting and Significance	<p>'The Town Quarry is one of eleven such excavations to have existed within the old Borough boundary; some have been obliterated by subsequent development.' All of them had 'been used to supply building material or rubble for road making.' (Gilson, 1990, p.156)</p> <p>The Quarry comprised a series of fields in the 18C, but may have begun to be quarried when the development of the Moor commenced in 1812 – there is evidence of the quarry in the 1827 Richard Thomas map. By 1880 the quarry was half its current size, with fields remaining to the north. By 1933 it is shown on the OS map as its current size.</p> <p>Apart from its function as a quarry, in the late 19C and early 20C it was also the site of 'small, family industries housed in wooden sheds, which were tarred for preservative reasons' (Gilson, 1990). The quarry was owned by Lord Wodehouse and sold to the Council in 1923, with the stipulation that it should be used as a children's playground. Aerial photos taken by the RAF in 1946 show the site fully covered by pitched roof 'industrial' buildings. By 1968 all but two of these buildings had been demolished and it was shown as a car park. The quarry has been used as a car park since, and all the buildings removed.</p> <p>The Quarry's main heritage significance arises not from its current appearance but from its indirect contribution to the character and appearance of the conservation area as the one of the main sources of materials used in the construction of many of the buildings locally, including some of the significant C 19<sup>th</sup> buildings on the Moor and nearby. These include Reeves's Town Hall and Court (1864) the Fire Station (1895) Falmouth Art Gallery and Library (1896) and Falmouth Methodist Church (1874-1876).</p>

Below: Detail from Richard Thomas Map 1827 (copy, T. Weller)



The former Ambulance Station has a south-facing façade is of architectural merit, but the side has a modern extension and the rear (backing on to the site) is un-notable.

Some of the nearby listed buildings are of considerable local significance as key buildings in the administrative and cultural hub formed by The Moor.



Above: 1841 Tithe Map extract (CRO CD)



Above: OS 25' Map First Edition 1880 (NLS)



Above: OS 25' Map 1935 (NLS)

Assessment  
of  
Impact &  
Harm

The quarry face rises some 15-20m above ground level, has steeply sloping sides covered in shrubs, scrub and trees. The site only becomes visible from the top of Quarry Hill, and a few homes at the top of the Quarry in Trevethan Road, Berkeley Path and Flint's Court, although it can be glimpsed between houses from the roads opposite such as Clare Terrace, or from Lister Street/Merrill Place. Because of this enclosure, and the presence of intervening buildings and topography, the site is hardly visible from

	the Conservation Area, or public spaces or roads elsewhere in Falmouth that look across the CA, or from more distant locations that look into the Area. Consequently, only a very poorly designed and unresponsive development of this site, significantly exceeding the quarry height, would have unacceptable impact and cause harm to the character and appearance of the Conservation Area and nearby Listed Buildings, and to views into or out of the CA.
Rating of Impact before Mitigation	
Possible Mitigations	<p>The key issues are the potential impact on the Conservation Area and nearby LBs, and the need to reflect the historical significance of the quarry in terms of its use and role in the town's developmental history. Therefore, any development should not go significantly higher than the height of the quarry, and the quarry face and its planting should be retained wherever practical as part of the green landscaping within the development (there is potential for a recreational use that memorializes its former use, ie retention of part of the quarry face as a 'climbing wall'). The design should respond to the surrounding historical fabric in terms of the palette of materials, colours, proportions, scale and massing, motifs and detailing, using prompts from the buildings on The Moor built with materials sourced from the quarry. Rooftop design will need to complement the views of the site from nearby streets and from longer views of the site considering the local topography.</p> <p>Assessments to be done or, if existing, made available as soon as feasible to inform any further developments within any of these areas:</p> <ul style="list-style-type: none"> <li>• Desk Based Assessment &amp; Walk Over Survey</li> <li>• Impact Assessment</li> <li>• Geophysical survey to minimise impact &amp; target excavation</li> <li>• Assessment and recording of standing structures and fabric (including surfaces and quay walls)</li> </ul> <p>Mitigation to include appropriate planning condition requirements:</p> <ul style="list-style-type: none"> <li>• Recording of standing historic structures and fabric</li> <li>• Trial Trenching to ensure that any sub surface features can be recorded and if appropriate preserved.</li> </ul>
Rating of Impact after Mitigation	
Notes	<p>The Policies TC2 regarding development on this site are contained in the main document in the Town Centre chapter. Few cues can be drawn from CSUS Character Area 4 'The Cliff', other than to note regeneration possibilities. The Quarry was allocated in the June 2016 SADPD, and a full heritage assessment by Cornwall Council under reference FPST1 can be found at:  <a href="https://www.cornwall.gov.uk/media/21962176/hiadesk-based-assessment-combined.pdf">https://www.cornwall.gov.uk/media/21962176/hiadesk-based-assessment-combined.pdf</a></p>

<b>Site Ref:</b> <b>B10</b>	<b>TC2 Church Street Car Park</b>
Onsite or Nearby Historic Environment Assets*	<p>The site is in the Conservation Area, and includes land which is noted on the Sites and Monument Record as a 'post medieval gasworks'. The whole site is currently used as a car park. It is bordered by backs of one Grade II* and six Grade II buildings, and Grade II listed quay walls dating from 17C and 1871. The site flanks the south foreshore of the Penryn River and is in CSUS Character Area 3 'Waterfront'.</p> <p>The nearby listed buildings are:</p> <ul style="list-style-type: none"> <li>No.59 Church Street, Town house with later shop.</li> <li>54 and 55 Church Street, Pair of Shops</li> <li>53 Church Street, Shop</li> <li>52 Church Street, Town house with later shop.</li> </ul>

49 and 50 Church Street, Two town houses with later shops  
 47 and 48 Church Street, Two town houses with later shops.  
 Captain Upton's Cottage immediately west of the Bosun's Locker, Upton Slip, two small houses  
 Fish Strand Quay, Walls

Setting and Significance

Church Street Car Park is a high-profile site which makes a significant and defining contribution to that of the town's historic character overall and its constituent designated heritage assets.

The gas works was first established in March 1819 by James Wynn, proprietor of the Royal Hotel, on land behind the hotel on the West side of Church Street but was moved the following year to a location behind two dwellings and shops on the East of Church Street and subsequently enlarged with reclaimed land out into the harbour. The gas works ceased operation in the 1950s and was demolished in the 1960s. The land extended southwards to form the lower level of a car park.

The core of the site was a beach, known as the Fish Strand, (over which the town gas works were extended in the mid C19th), and later turned in to a car park. To the north the site is bounded by Fish Strand Quay and to the south by a modern extension to the car park site, running laterally out from the position of Upton Slip. The West of the site is bounded by the backs of buildings fronting Church Street, several of which are listed. To the East is the river and Harbour.

There were a number of changes to the area over time, as the small settlement of Smithick expanded into the town of Falmouth from C 17th. According to Gilson 'Fish Strand was so named because at this point, originally, was the beach or 'strand' where fish was landed for the fish market. A short pier was built early on and extended in 1871 at a cost of £808 17s 6d.' It seems likely that the 'short pier' was built at around the same time as the fore-runner to the Royal Hotel in the late 1700s. At that time, it was 'called the New Hotel. A landing place opposite at the Fish Strand followed, for boats' (Gay p. 104.) which became known as Fish Strand Quay. It was here that the news of Trafalgar and Nelson's death first arrived with official dispatches carried by Lieutenant Lapentiaire of HMS Pickle – a plaque marks the spot. The walls are Listed, but incorrectly described as 'possibly the oldest quay in Falmouth.' No such quay is shown on the 1690 Withiell map, nor on the 1773 Falmouth map, only the 'strand'. To the south Upton Slip also gave access to the river.

The proximity of the fish market next to the Hotel caused many complaints and was 'moved to the quay in the late nineteenth century'. There were fishmongers on the waterfront, and next to the open fish market, an ice factory and storage facilities. Chards Ltd had a fish shop at 55 Church Street next to the passage to the car park (the former tunnel to the gas works) (Bradley, p.33-4). EH listed nos 54-55 Grade II\* as original shop fronts. (no. 55 is a 20C restoration by Colin Nunn).

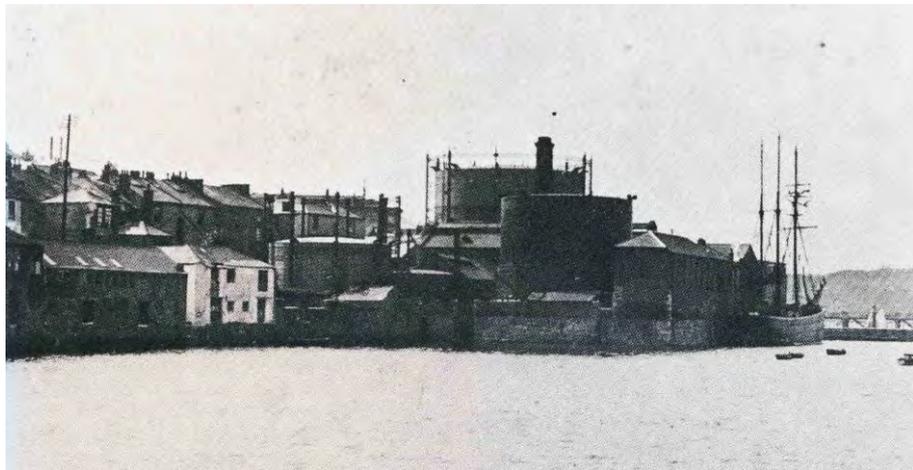


Above: Fish trading on the strand opposite the Bar.

*Below fish trading at Fish Strand Quay prior to the building of the Gas Works.*



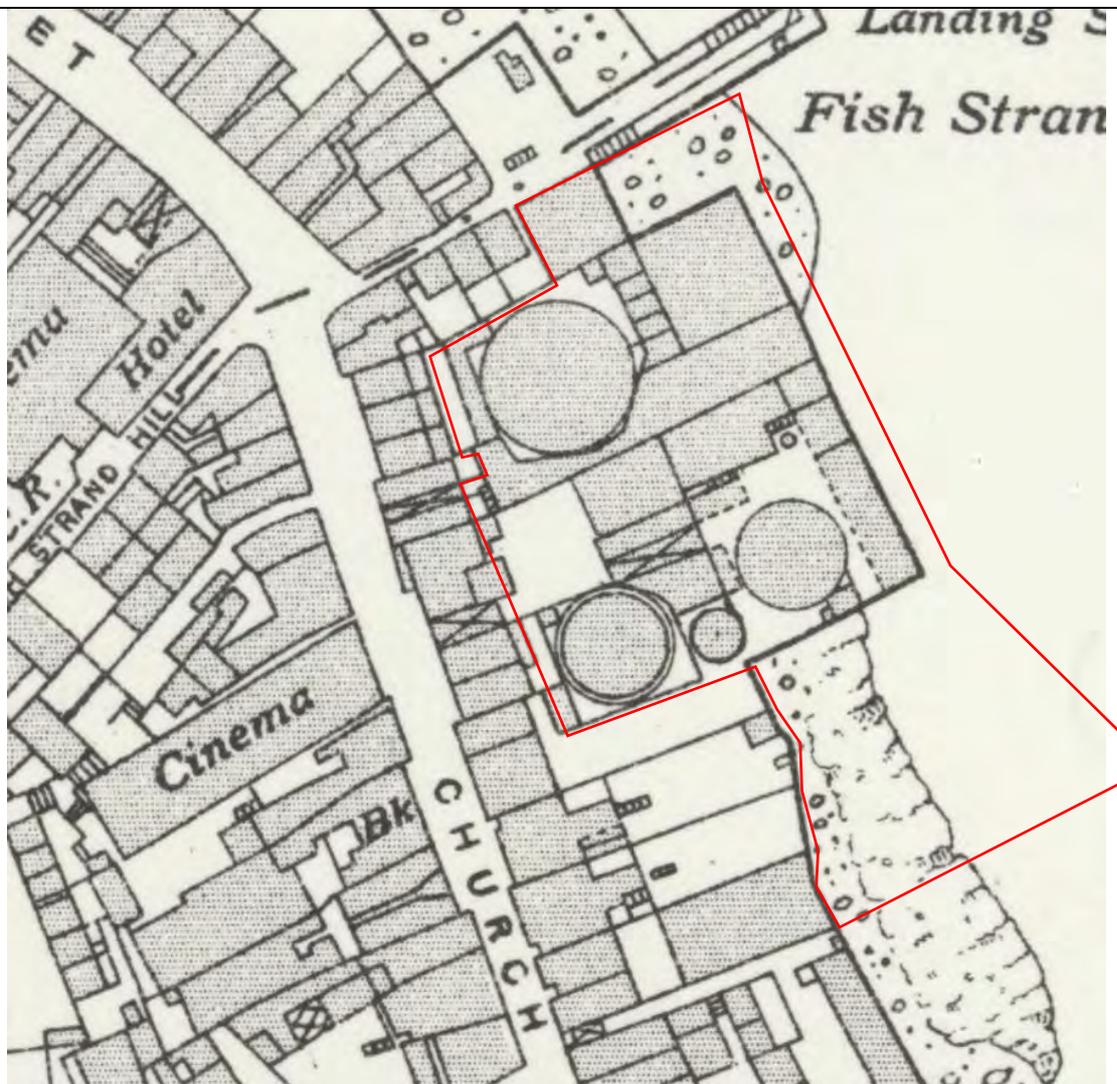
*Below: the gasworks on reclaimed land at Fish Strand Quay*



*Above: 1773 - Fish Strand, just above the galleon half way between what is now Custom House Quay, and the Prince of Wales Pier (Falmouth Art Gallery)*



Above: OS 25' Map First Edition 1880 (NLS)



Above: OS 25' Map 1935 (NLS)

By 1880 the fish market was in a building opposite the Royal Hotel on Fish Street (now Strand) Hill. Two pubs formed the other corner leading to Fish Strand Quay. The gas works were relocated to land and made-up land behind and close to the rears of nos 60/59 to no. 53 Church Street (Falmouth News Rooms and offices in 1848, and then Subscription Rooms in 1880), not extending to Fish Strand Quay, leaving a narrow gap. Gasometers and factory buildings were literally a few metres from the rear of the Church Street properties, obscuring them completely. Complaints about smells were not only due to the fish market, but also the gasworks, as well pollution of tar discharges into the sea. (Gilson, p.113) After the gasworks closed in the 1950s and was cleared, this space between the gasworks and Fish Strand Quay was filled in and further reclaimed land was extended to the south to make the car park.

In summary, the area has a rich history as a busy boat landing area for international communications and trade, commerce and local fish handling/sale, and as a riverside commercial/industrial area, with all the activities and features typical of a busy C 18th and C 19th seaport. This has great significance for the story of the Falmouth's social and physical development that still marks the town's essential character and branding and makes it such a special place for residents and visitors.

However, the site area in its current condition presents as an urban car-park and little of its past can be detected. The seventeenth century walls of the original town are hidden from view, the later walls having minor visual quality in comparison, and the domination of the area during busy periods by the motor car detracts from the sense of open space and the views into Falmouth from the River, and in that sense the site makes very little contribution to the character of and appearance of the Conservation Area.

	<p>However, the rear elevations of the historic properties on Church Street can be seen close-to as well as more distantly from across the water. Whilst at ground level they are characterised by low quality extensions, dilapidated walls and other changes that detract from their historic character and the Conservation Area setting, there are some very picturesque rear wings with slate hanging, brick and rubble providing a rich and varied palette of colour and texture. Of particular interest are the rear elevations of Nos 51-55 and the narrow and relatively low No 59 that has a small rear courtyard and some horizontal-sliding sash windows. The rear of this building in the context with its later, and taller neighbours, is a reminder of the changes of scale that have taken place over time. The site is also one of the best places from which to enjoy the sights and sounds of the waterfront activities and the views out across the water.</p>
<p>Assessment of Impact &amp; Harm</p>	<p>Development of this site is difficult due to the polluted and reclaimed ground with uncertain stability for foundations. Large scale redevelopment proposals for intensive development intended to raise sufficient value to remedialise the ground conditions on this site through housing, retail etc. (for example, as was proposed by Terrence O'Rourke in 2005) would need to be of considerable scale and in a layout that would cause considerable harm to the Listed Buildings behind, and radically change the character of the Conservation Area at its core. It would block views across the front of the harbour into and along the Conservation Area, severing the historic core from the river and harbour, harming our understanding of the historic development of the town, and detracting from the popular identity of the town as a working seaport. Such development would also create considerable private benefit to residents enjoying the spectacular harbour views, while detracting from the public benefit.</p> <p>Being in the heart of the town and facing the harbour and views of the Fal Estuary, the site area has a spectacular setting, but its current role as a car park seriously underplays its social, recreational, economic and heritage value. It is Falmouth's most important unrealised asset. Aspirations to improve the area and open it up to a greater range of access and activity are therefore not unreasonable but this must be in a form that is responsive to its historical setting and significance and recognises its potential role within the Conservation Area. Carefully managed it could be utilised in a way that brings significant community and economic benefits, improves appreciation and understanding of the fundamental link between Falmouth, the Fal River, and the Harbour and the sea, and not only protects the designated heritage assets present but significantly enhances the value of the Conservation Area.</p>
<p>Rating of Impact before Mitigation</p>	
<p>Possible Mitigations</p>	<p>To be acceptable for both heritage and ground condition reasons, development of the site would need to be restricted to a smaller-scale, with some small light-weight pavilion style buildings possible close to the water, but most buildings kept to the rear of the site alongside or as part of the rear of the Church Street properties. These buildings would need to be of a scale, form and materials/colour palette that fits sympathetically with the existing properties and reflects the shapes and orientation of uses typically found in such seaport-side locations. As one of the objectives is to maintain and promote good quality public open space and access, existing routes would need to be maintained, with the opportunity being taken to enhance and repair the historic fabric of existing opes and slipways. Views across the site from within the Conservation Area core would also need to be preserved.</p> <p>Overall the aim should be to secure a sensitive response to the opportunity offered, one which re-captures and recreates the former character of the area, focusing on the wider maritime aspects (i.e. not the Gas Works) to produce a scheme which assists in the appreciation of the story and experience of Falmouth. Some precedents for the form and orientation of development could be taken from the marine warehouses nearby backing on to the water – e.g. the form characterised by 17C walls, e.g. on Custom House Quay (Town Quay/North Quay), and waterfront warehouses at right angles to the houses lining the street, with pitched roofs pointing into the town. (D G Wilson, p.21).</p>

Assessments to be done or, if existing, made available as soon as feasible to inform any further developments within any of these areas:

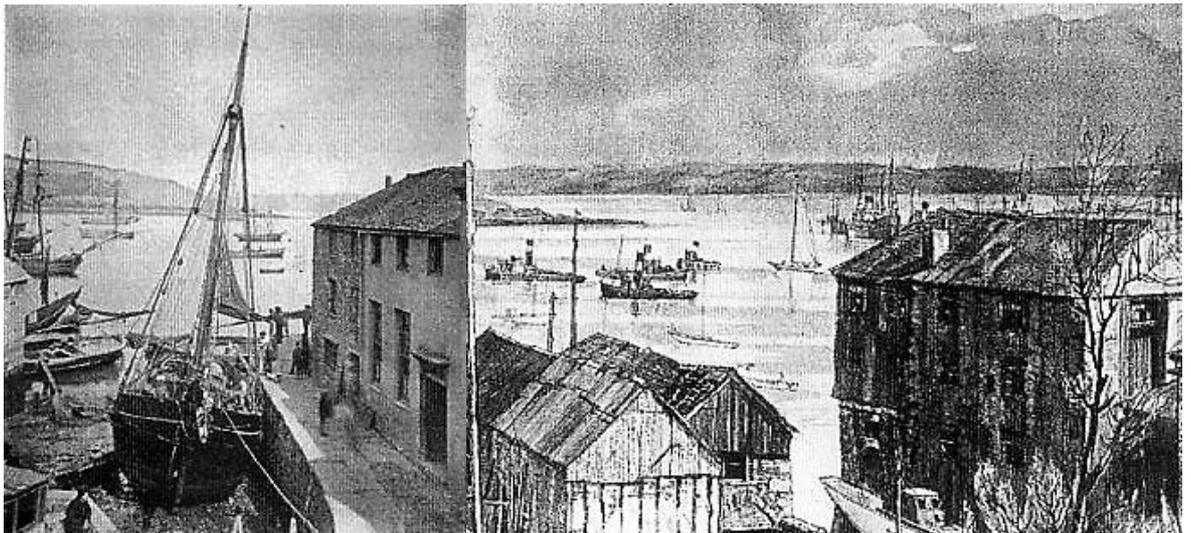
- Desk Based Assessment & Walk Over Survey
- Impact Assessment
- Geophysical survey to minimise impact & target excavation
- Assessment and recording of standing structures and fabric (including surfaces and quay walls)

Mitigation to include appropriate planning condition requirements:

- Recording of standing historic structures and fabric

Trial Trenching to ensure that any sub surface features can be recorded and if appropriate preserved.

*Below: Precedents for form and orientation from old photos (RCPS) and sketches in the NMMC.*





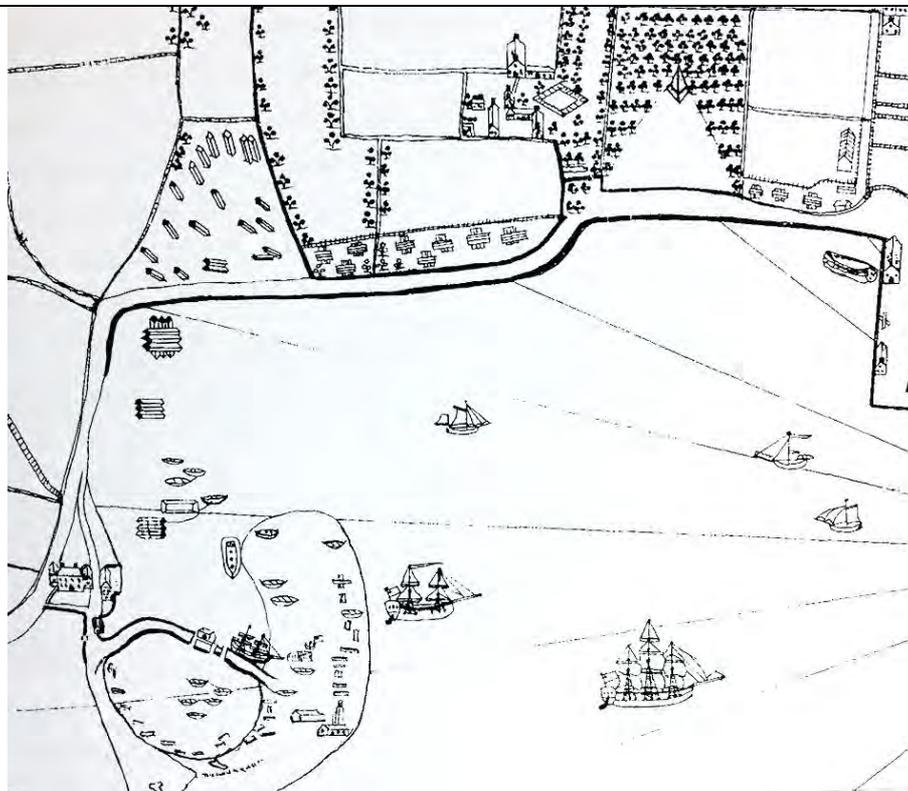
A masterplan approach would be necessary at the application stage, incorporating a full historic environment impact assessment, which demonstrates how the critical issues (such as impact on the Falmouth Conservation Area, the historic character and setting associated with the site and its surroundings, scale, form and shape, building line, orientation, materials and colours that reflects uses historically associated with the location and the impact of the development on views and vistas within, into and out of the Conservation Area) have been effectively responded to in the proposals.

The following criteria should be included in the Policy:

- Be of a scale and character appropriate to this part of Falmouth, reflecting the sense of place and preserving and enhancing the historic character and setting associated with the site;
- Maintain and improve the permeability of pedestrian routes through/across the site which link to and from the Conservation Area and main shopping area of the town;
- Enhance the setting and public realm of Upton Slip, Fish Strand Quay, and Custom House Quay as historic locations, and provide interpretation of the wider historic setting associated with the site:
- Support opportunities to restore and enhance heritage assets which adjoin the site;
- Show how the impact of the building in any views and vistas of the site have been carefully considered (including longer views which may be significant due to the topography);
- Keep to small-scale development that maintains views to and from the site, with a high level of good quality public space and access, and that will respect the character of the surroundings and enhance the environment of the site. Keep to a scale, building line and orientation, guided by the framework in the Strategy Report, and to be identified in the masterplan studies, that does not detract from the historic character of the existing properties and reflects uses historically associated with such locations;
- Proposals must be supported by:
  - A masterplan incorporating a full historic environment impact assessment, which demonstrates how the critical issues (such as impact on the Falmouth Conservation Area, the historic character and setting associated with the site and its surroundings, scale, form and shape, building line, orientation, materials and colours that reflects uses historically associated with the location and the impact of the development on views and vistas within, into and out of the Conservation Area) have been effectively responded to in the proposals.

Rating of Impact after Mitigation	<i>'If mitigation measures are not able to implemented in full, impact will be moderate (orange) and may require demonstration of substantial public benefits arising from the development of parts of the site'.</i>
Notes	The potential to consider the Church Street car park for other uses is noted in the SADPD of March 2017 with September 2018 modifications.

<b>Site Ref: B11-13</b>	<b>Grove Place, Maritime and Extension car parks including TC4 Former TA site</b>
Onsite or Nearby Historic Environment Assets*	<p>The sites themselves contain no designated heritage assets. However, some have had many uses which relate to the maritime and military history of Falmouth and are of some local significance, although currently used as car parks (see below for more details).</p> <p>Opposite them are a number of Listed buildings. The most important and significant in the story of Falmouth is Grade II* Arwenack Manor. To the NW is a row of seven large Grade II three-storey terraces from the 1840s. Immediately across the road is the Grade II Listed Killigrew Monument, originating in 1737 and repositioned in 1871. There are two significant trees, a large copper beech and a pine tree. The sites are bounded on the West side by the Conservation Area. It is also in CSUS character area 'Waterfront'.</p>
Setting and Significance	<p>The entire area around these sites has an extensive connection with the settlement of Arwenack and its Manor, the development of shipbuilding in Falmouth, and the role of Falmouth as a fortress and base for the projection of military power.</p> <p>The Grove Place and Extension Car parks were in an area of foreshore not reclaimed until late in the 20th century. It may have been used for timber landing associated with the nearby shipyards, which may account for various polygons within the area shown on the National Mapping programme. This area was extensively reclaimed at the end of the 1980s after permission had been given in 1987 to build Port Pendennis (a marina and gated development). And in 1996 a competition was won to build the National Maritime Museum Cornwall, completed at the end of 2002.</p> <p>The land of the Maritime/former TA site is shown on maps of 1690, 1715 and 1773 attached to Arwenack Manor, the NE half as a treed orchard area, and the SW part as a pond, which is more clearly marked as a timber pond on the 1773 map. There was a path on the shoreline. By 1827 a road or lane (The Bank) separated the land from Arwenack Manor. The 1848 sales map shows the road, shoreline pathway, and the timber pond, but no details of what is on the site.</p> <p>However, site was in use from the first decade of the 19C by Trethowan's Yard for shipbuilding, and the timber pond in use. 'Although Henry Trethowan was acknowledged as an excellent shipbuilder, he was certainly not a businessman.' (Wilson, p.120). The business failed in 1876, owing large sums of money, but remained listed up until 1893. The area was leased by the War dept in 1889, and in 1890 a pier with light railway, popularly called the 'submarine pier', was built opposite the Killigrew Monument. Barracks were built for the Royal Engineers (harbour defence and underwater mines) in 1892. The timber pond was filled in and a Territorial Army Hall and parade ground built in the 1920s. Many of the buildings were demolished in the 1990s and the barrel roofed hall in 2005, and the site used as a car park. In summary, the former TA Site's most obvious historical role has been for ship-building and military uses. This is of significance given the history of Falmouth's long connections with military operations, for example as part of Henry VIII's chain of defensive fortifications (Pendennis, 1539-1545), ship repairs in both World Wars and as embarkation ports for the St Nazaire raid.</p>



*Above: Detail from 1773 map of Falmouth, reconstructed by Peter Gilson (RCPS)*



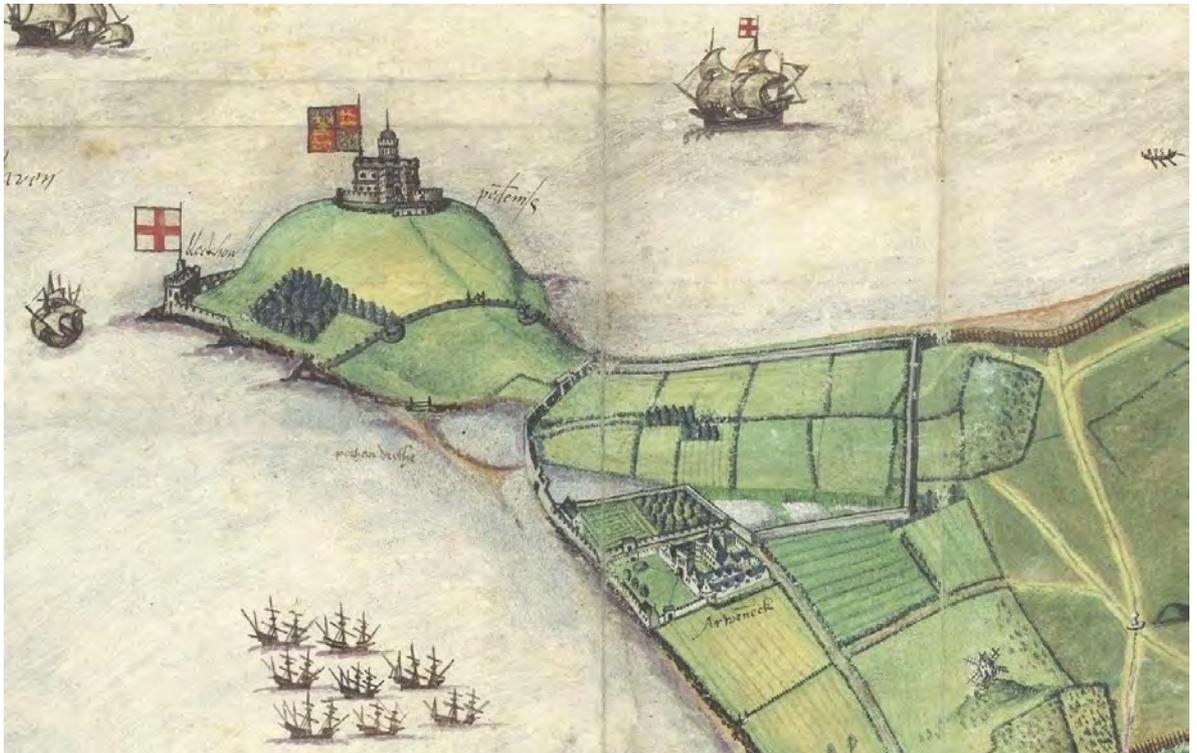
*Above: The Submarine Pier, with Grove Place behind. To the E was the Bar Pool with Mills, and small ship-builders. This was reclaimed in the 1930s.*

The listed row of 3 storey over basement town houses at 1 to 7 Grove Place date from the 1840s and retain many historic features, such as their stucco on rubble render, double-depth plan, 3-window range, original hornless sashes with glazing bars, and original porches with square columns and pediments. They have great presence and are significant of the C 19<sup>th</sup> wealth of Falmouth as a thriving seaport, and are a key feature of views along, across and into the Conservation Area, especially from the harbour opposite.

Arwenack Manor, the neighbouring site with the greatest heritage significance, is located to the W of the proposal sites. It was the mansion of the Kiligrew family, who were Governors of Pendennis Castle, MPs, privateers, commercial adventurers and prime movers behind the development of Falmouth. It was they who first encouraged settlement around Smithick, and that first petitioned for the

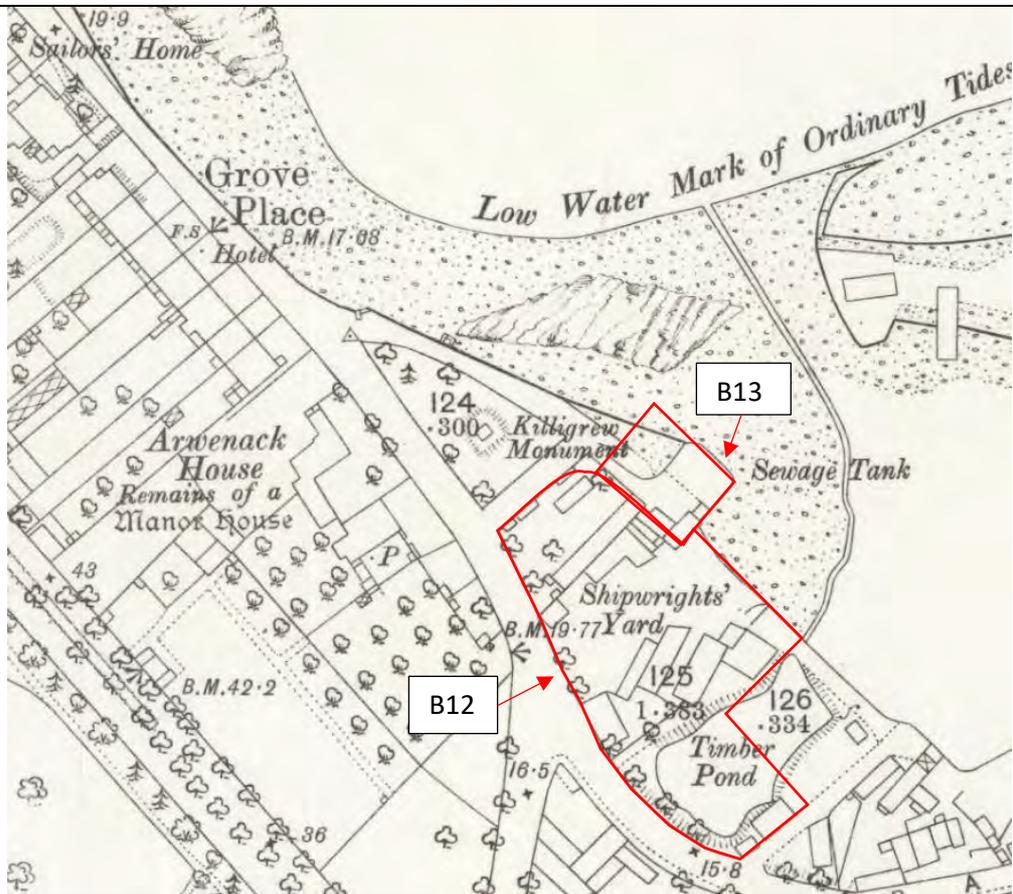
establishment of Falmouth as a town, and in time, Arewnack became one of the 'nodes' out of which the modern town grew.

The mansion itself dates from 1385, rebuilt in 1567 (or 1571), destroyed by fire during the Civil War in 1646. Then it was partly rebuilt, and around 1786 with 'modern' additions added, destroying the 'ruined tower and battlemented wall' and the removal of stone mullions (Gay, 1903, p.14). It was 'never to have been properly rebuilt after the Restoration but to have been reconstructed very haphazardly into a hotch-potch of unsightly buildings and used at various times as the manor office, barracks for the Submarine Miners, Royal Engineers, headquarters of the Packet Service after the Navy took over and as private residences for many different occupants. In the 1960s it stood empty and was regularly vandalised...' Gilson, p.11. It suffered major fire in the 1970s and was repaired in 1978 by Percy Williams, a local builder. The Manor's associated Grade II Listed wall lies to the SE.

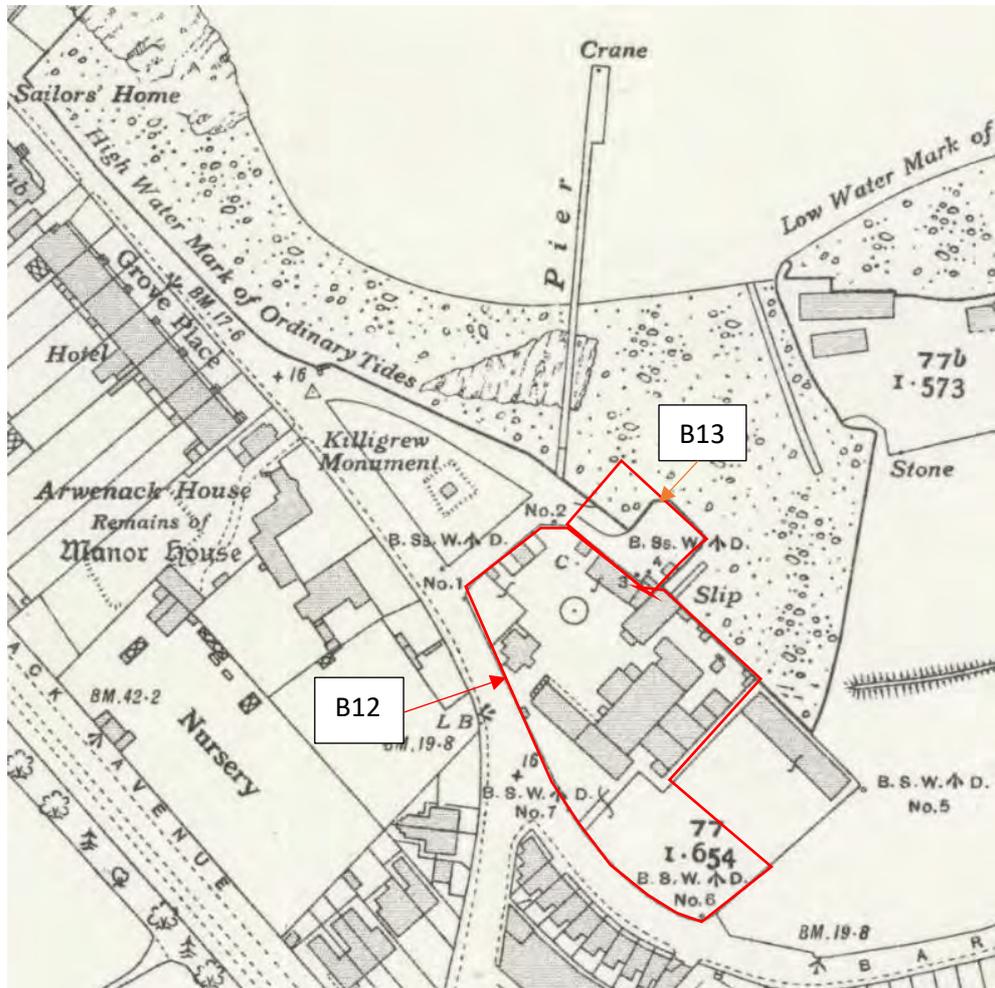


*Detail from the 'Burghley Map, c.1590,(British Map Library)*

The setting of Arwenack Manor has changed significantly over the years. Originally on the shoreline; this existed until 1880s with a road (The Bank) and late 18C and early 19C terraces and dwellings developed along the road, and opposite the Submarine Pier just by the Killigrew Monument. Later the military uses of the Maritime/Former TA site were a major feature. The reclamation of land to the NE, and ultimately the constriction of the National Maritime Museum, Tidemill House, Events Square, and Grove Place Car Park has created its modern surrounds.



Above: OS 25' Map First Edition 1880 (NLS)



Below: OS 25' Map 1935 (NLS)

<p>Assessment of Impact &amp; Harm</p>	<p>Arwenack Manor and its wall is significant, but largely bounded by Arwenack Street, and is largely hidden behind walls, trees and hedges. It faces car parks and the shops and flats forming part of the NMMC development. The views from the Manor are no longer of significance: on the view from Arwenack Manor: 'It is very unfortunate that more recent development has obscured its view, one of the reasons for the Killigrew's choice of the site originally.' (Gilson, p.11.)</p> <p>Any development of the Grove Place Car Park would separate the Tidemill House/National Maritime Museum development from Arwenack Street and lose an important parking area, so is unlikely to be supported. However, were it to be supported, then harm could be done to Arwenack Manor and the Grove Place Terrace if any major development on the car park was over high, or any closer than the existing line of the shops and flats enclosing Event Square to the west. Excessive height would also block views across the CA from the Harbour, and vice versa.</p> <p>The site of the former TA building, now used as a car park, is outside the Conservation Area and currently makes little contribution to its character and appearance, apart from providing a low-profile background for views of the Killigrew Monument from Grove Place, which is within the CA. However, new development on this site could impact on the setting of the nearby heritage assets, particularly that of the Killigrew Monument, but lesser so in the case of Arwenack Manor, where the road, walls, tree screening and set back of the Manor gives sufficient space reduce any harm to its character and significance.</p>
<p>Rating of Impact before Mitigation</p>	<p style="background-color: yellow;"> </p>
<p>Possible Mitigations</p>	<p><b>B.11; Grove Place</b> – No significant development is proposed or is likely. However, some improvements could be introduced: for example, reducing the parking to the NW to free the area in front of the Killigrew Monument Garden for a better quality space; hard landscaping to link to the entrance of Event Square; making Arwenack Street, at least for the length of the boundary of Arwenack Manor a 'shared space', and the same treatment for the spur road of Cambeltown Way.</p> <p><b>B.12; Maritime/former TA centre</b> – As a formerly developed brownfield site the essential issue here is not that the site is unsuitable but that the quality, extent and nature of development needs to be of sufficiently high standard to avoid and outweigh impacts on the setting of the nearby listed and reflect the historic environment. Therefore, the scale, massing and distribution of development on the site is critical, whilst the form and materials/colours palette should fit sympathetically with the existing properties and reflect the shapes of uses found nearby, and all these factors should be reflected in the planning policy.</p> <p>Some stylistic cues can be taken from the row of terraces of Marine Crescent opposite, or possibly from the NMMC complex nearby.</p> <p>The following criteria should be included in the Policy:</p> <ul style="list-style-type: none"> <li>• Development options to increase parking provision and include new housing at the former TA Site will be supported if they are of a scale, massing and character appropriate to the streetscape of Falmouth and reflect the sense of place and preserve or enhance the historic character and setting associated with the site and heritage assets nearby, including Killigrew Monument, Arwenack House and Manor and: <ul style="list-style-type: none"> <li>○ An active and attractive frontage to the public realm is provided, which enhances the local townscape and character of the historic streetscape.</li> <li>○ The height, scale, massing, and orientation of the development avoids any overwhelming impact on the Killigrew monument and its setting, the view of which from the Avenue Road approach to the south of the roundabout must be maintained.</li> <li>○ The design shows how the impact of the building in any views and vistas of the site have been carefully considered (including longer views which may be significant due to the topography).</li> </ul> </li> <li>• Proposals must be supported by a masterplan incorporating a full historic environment impact assessment, which demonstrates how the critical issues (such as impact on the Falmouth Conservation Area, the historic character and setting associated with the site and its surroundings, scale, form and shape, building line, orientation, materials and colours that reflects uses historically associated with the location and the impact of the development on</li> </ul>

	<p>views and vistas within, into and out of the Conservation Area) have been effectively responded to in the proposals.</p> <p>Mitigation will also be available through the application of Policy DG 8 which is to the effect that: 'Development proposals visually close to Conservation Areas should be sensitive to their potential impact upon the setting of, and inward or outward public views to the Conservation area. In appropriate cases, usually involving significant or major development, an assessment of the impact upon the character of Conservation Area should accompany the planning application.'</p> <p><b>B.13; Extension car park</b> – Any development here should link the shops/flats of Events Square to B.12, as shown on the framework.</p> <p><b>All:</b> Assessments to be done or, if existing, made available as soon as feasible to inform any further developments within any of these areas:</p> <ul style="list-style-type: none"> <li>• Desk Based Assessment &amp; Walk Over Survey</li> <li>• Impact Assessment</li> <li>• Geophysical survey to minimise impact &amp; target excavation</li> <li>• Assessment and recording of standing structures and fabric (including surfaces and quay walls)</li> </ul> <p>Mitigation to include appropriate planning condition requirements:</p> <ul style="list-style-type: none"> <li>• Recording of standing historic structures and fabric</li> <li>• Trial Trenching to ensure that any sub surface features can be recorded and if appropriate preserved.</li> </ul>
Rating of Impact after Mitigation	<p><i>'If mitigation measures are not able to implemented in full, impact will be moderate (orange) and may require demonstration of substantial public benefits arising from the development of parts of the site'.</i></p>
Notes	<p>The Maritime/former TA site was allocated in the June 2016 SADPD, and a full heritage assessment can be found at:  <a href="https://www.cornwall.gov.uk/media/21962176/hiadesk-based-assessment-combined.pdf">https://www.cornwall.gov.uk/media/21962176/hiadesk-based-assessment-combined.pdf</a></p> <p>In November 2017 B.13 had a planning application for a Premier Inn on the site PA17/01608 which went to appeal and which was dismissed by the Planning Inspector (APP/D0840/W/17/3183372).</p>

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