

PP5 Falmouth and Penryn Community Network Area

Introduction

8.0 The Falmouth and Penryn Community Network Area covers the parishes of Budock, Constantine, Falmouth, Mabe, Mawnan, Mylor, Penryn, Perranarworthal and St Gluvias.

Key facts

Population 2007: **40,800**

Dwellings 2010: **19,167** (7.5% Cornwall)

Past housing build rates 1991-2010: **2,401**

Falmouth/Penryn completions 2001-2010 – **1,154** (128pa)

Housing need (preferred area) 2012: **907** (Bands A-D) plus **1,049** (Band E) equates to 7.9% and 7.1% of Cornwall total respectively

Existing housing commitments 2010-2012: **1,111**

Falmouth/Penryn employees estimate (2011): Full time: **7,846** Part-time: **4,914**

Objectives

8.1 Specific objectives to be addressed in planning for the Falmouth and Penryn Community Network Area include:

Objective 1 – Housing Growth

Manage the location and distribution of housing growth and the delivery of an appropriate mix of housing – includes addressing issues associated with affordable housing and student accommodation. Development in the villages should focus on meeting affordable housing needs.

Objective 2 – Employment

Encourage employment opportunities, particularly in relation to the universities, Falmouth Docks / Port of Falmouth and tourism.

Objective 3 – Falmouth Town Centre

Maintain Falmouth as a strategic shopping centre and provide opportunities for new retail development to secure the centre's vitality and viability and to strengthen the retail provision in the town centre. The town centre environment should be enhanced by considering pedestrian prioritisation and supporting public realm improvements.

Objective 4 – Community Services and Facilities

Improve community services and facilities to overcome current shortfalls within the existing community and to meet further demand resulting from growth.

Objective 5 – Sport, Leisure and Tourism

Consider the location of sports and leisure facilities, harnessing the full potential of the waterfront and its opportunities for employment, leisure and tourism.

Objective 6 – Transport Infrastructure

Ensure that transport infrastructure, including essential car parking and sustainable transport modes, is adequate to support growth. This includes tackling issues of congestion such as at key junctions on the approach to the towns at Treluswell, Treliever and Kernick Roundabouts, as well as improving accessibility to local services and facilities (e.g. better links to the waterfront and addressing Church Street car parking).

Objective 7 – Economic Development, Environment and Coast

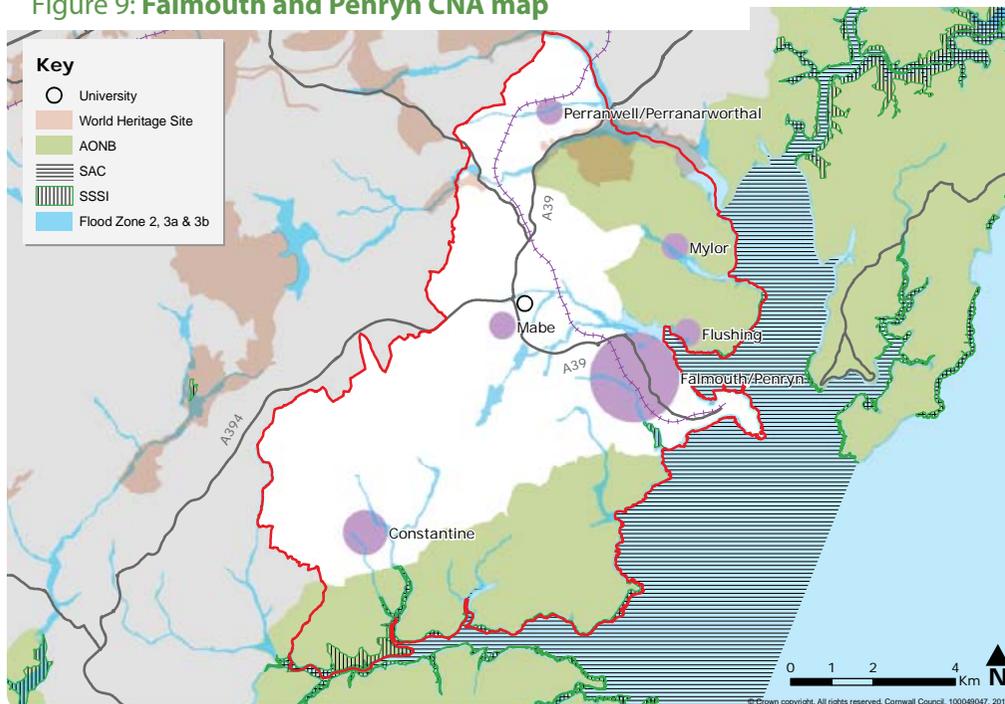
Provide a strategic framework to balance economic development, maritime industries, access to the coast and protection of the environment, including respecting the natural environment within the towns and the rest of the community network area. Address the relationship between

Falmouth and Penryn, and around the villages within the community network area, to preserve their separate identities.

In addition the Falmouth Town Framework has identified the following vision and aims which specifically relate to the Falmouth and Penryn.

» *Maintain / enhance strategic green corridors; provision of enhanced walking and cycling routes*

Figure 9: Falmouth and Penryn CNA map



Development Strategy

8.2 The strategy for Falmouth and Penryn is to focus upon their assets, and maximise the opportunities that they generate. The wider Port of Falmouth, including Penryn and the Falmouth Docks, are of strategic importance and play an important role in the employment, leisure and tourism functions of the towns. Falmouth also provides a strategic shopping centre for the County, supporting destinations such as Truro, Penzance and St Austell.

Housing

8.3 In delivering the housing target for Falmouth and Penryn, priority should be given to the utilisation of brownfield and urban sites; although it is acknowledged that the urban capacity is limited due to the constrained nature of the towns. Consequently, remaining growth will need to be provided on greenfield sites; the identification of appropriate greenfield options will be established in the Cornwall Towns and Strategic Allocations document. In delivering the housing growth for the towns, focus should be given to delivering an

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

8.4 The overall level of housing proposed for Falmouth and Penryn will require a step change in building rates and the provision of significant infrastructure improvements. As a result it is envisaged that taking into account completions since 2010 and current infrastructure constraints an annual building rate between 2013 and 2018 of 110 per annum rising to 190 per annum for the remaining 12 years to 2030 is an appropriate target.

8.5 Falmouth is an important local retail centre of strategic importance within the County, attracting a wide catchment from the surrounding rural towns and villages.



8.6 It provides a primary supporting role to the main retail centre at Truro, and is consequently part of the main retail hierarchy for the County, along with Penzance and St Austell.

8.7 It is estimated that there is capacity for the provision of an additional 1,150sqm of convenience and 9,250sqm of comparison A1 net sales floorspace in the centre, edge-of-centre and out-of-centre locations of the towns up to 2030. This data will be updated on a regular basis to ensure it provides an up to date reflection of market conditions and the health of individual centres.

8.8 Due to its constrained nature, there are limited opportunities within Falmouth, such that there should be a focus on maximising those opportunities arising from the existing offer.

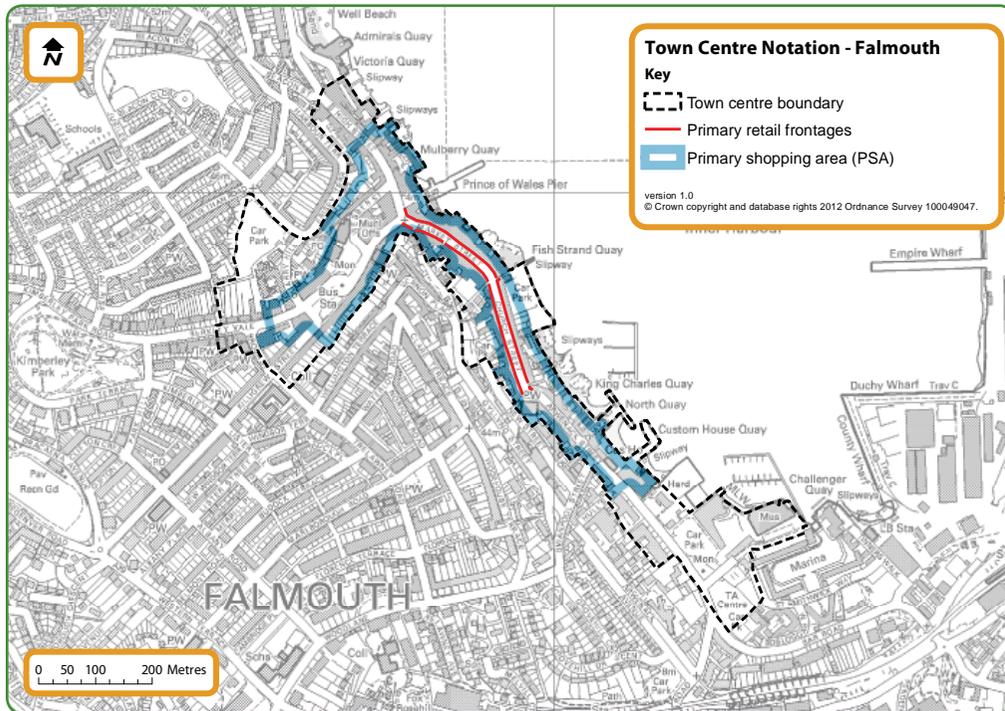
8.9 The opportunities to strengthen the town and provide new retail floorspace may surround one or more of the following sites: Customs House Quay to Event Square / Maritime Museum; Quarry Car Park; Church Street Car Park.

8.10 The Council is not seeking to develop all of the car park sites to deliver growth for the town centre, and will seek an appropriate strategy to deliver and maintain appropriate car parking for the existing and future requirements for the town.

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

Employment

8.12 The towns of Falmouth and Penryn are committed to ensuring that they are well placed to meet the economic demands for the forthcoming years. In particular the communities are committed to



» Falmouth is an important local retail centre of strategic importance within the County



investment in key elements that will ensure economic success in new technologies; young people graduating from apprenticeships; Further and Higher Education; in maritime assets; infrastructure; leisure and tourism; their unique location; and in micro businesses and other traditional small businesses within the communities.

8.13 Strategic growth opportunities revolve primarily around Falmouth, the wider port and the docks, which are anticipated to deliver significant employment growth surrounding employment and industry within the marine environment. This strategic growth would be supported by other employment opportunities around the urban extensions, including regeneration and expansion of existing employment areas. Economic ambitions for Falmouth and Cornwall as a whole relate to the universities at Tremough and Falmouth, as key economic drivers.

8.14 The Council will seek to develop the potential to maximise the opportunities for educational and skills delivery in a range of technologies and areas of expertise. Delivering opportunities for improving education

and skill levels locally will help spin off employment opportunities and will help to drive economic well being through improved skills and labour generation, thereby facilitating employment and business creation.

8.15 The delivery of growth on space in the towns to support the Tremough Innovation centre will help to secure the longer term success of new and expanding business in the area, which will add to the economic well being of the towns. Opportunities to maintain enhance and expand the provisions of the universities at Falmouth and Penryn should consequently be supported and maximised.

Infrastructure

8.16 In delivering the strategy Falmouth and Penryn's infrastructure will need to be enhanced, including improvements to:

- **Healthcare** - improved services to provide for a larger and aging population;
- **Education** - consolidation of the Falmouth School campus onto one site, through the use of the adjacent and vacant former hospital site;



- **Utilities** - localised investment in the towns utilities to cater for the demand from the additional housing and employment growth;
- **Green Infrastructure** – Maintain / enhance strategic green corridors; provision of enhanced walking and cycling routes, and ecological corridors. New and improved public open space and green links will help provide much needed recreational facilities in the south of the town
- **Transportation** - The enhancement and promotion of sustainable

transport options forms the heart of Falmouth and Penryn's transportation strategy. It is also recognised that highway improvements will also be required at several key junctions to address traffic congestion, capacity and safety concerns, and which are identified within the transport strategy.

Policy PP5 – Falmouth and Penryn CNA

1. Development will be permitted where it can be demonstrated that the following priorities for Falmouth and Penryn can be satisfied:

- a. The protection of the vitality and viability of Falmouth and Penryn town centres through the promotion of retail, office and leisure uses. Proposals for change of use or redevelopment will only be permitted within the Primary Shopping Area if the proposal adds to the attractiveness of the centre and does not reduce the predominance of A1 retail use;
- b. The provision of around 9,450sqm of B1a office accommodation and 13,000sqm of Industrial space has been identified. This has the potential of accommodating 850 jobs in the CNA over the plan period;

- c. The provision of around 3,200 dwellings in Falmouth and Penryn in the period up to 2030 to be phased in relation to infrastructure requirements;
- d. The provision of, or safeguarding for, employment sites related to the maritime uses in waterside locations and the docks and the knowledge economy at the University College;
- e. The retention of a green buffer between Falmouth and Penryn to ensure that the separate identities of the town are celebrated and enhanced.

2. In the remainder of the Community Network Area development will be permitted where it supports the following priorities:

- a. The provision of around 800 dwellings in the period up to 2030. Additional housing and employment growth should be of a size, nature and scale appropriate to the needs, character, role and services available in the settlement.

- b. Development should help rebalance the communities by providing facilities, economic development or housing for local needs of a scale that is appropriate to the settlement and reduces the need to travel;
- c. Development should deliver community benefits in the form of affordable housing for local people and contributions to requirements for facilities, services and infrastructure identified locally.