

SITE 41: PYDAR STREET, TRURO	
ASSESSMENT CRITERIA	COMMENTS
A. SITE DESCRIPTION	
Location	Land off Pydar Street, immediately to the north of Truro town centre
Existing land-uses	Office buildings (Council), employment units and car parking.
Adjoining land-uses	Retail land to the south (primary shopping area), offices to the west, viaduct to the north, hospital and established residential land to the east
B. PLANNING POLICY ISSUES	
Planning Policy Status	'Saved' policy 7D of the adopted Local identifies the land at Pydar Street for mixed use development incorporating A1, A2 and residential uses. The draft Truro and Threemilestone Area Action Plan identifies the land as the 'Pydar Street redevelopment site' as being suitable for a mix of uses including residential, office, leisure and retail growth.
C. ACCESSIBILITY	
Accessibility by private car	The site has access on to the B3284, which links to the A39/A390 to the east.
Accessibility by public transport	The site is within comfortable walking distance of the town centre but St Clement Street (B3284) is a barrier for pedestrian linkages.
D. CONSTRAINTS TO DEVELOPMENT	
Access	There may be issues with accommodating additional traffic movements in this location and a revised access which minimises the barrier of St Clement Street is desirable. A reconfiguration of the site and local highway network should be explored.
Parking	Opportunity to consolidate parking and provide on-site provision, potentially multi-storey.
Impacts on neighbouring properties / land	Redevelopment of the site for mixed use purposes is unlikely to raise significant issues for neighbouring properties
Visual Impact	The existing development is of poor visual significance and redevelopment would represent an enhancement to the local surroundings.
Servicing	The site is within close proximity to the central shopping area therefore servicing is unlikely to provide issues.
Difficulties with displacing existing uses	Existing occupiers would need to be relocated which could restrict the site coming forward in the immediate short term.
Environmental impacts	Far eastern section of the site may be prone to flooding. Recommend this is confirmed with the Environment Agency.
E. DEVELOPMENT CHARACTERISTICS & IMPLEMENTATION	
Land Uses	The site is allocated for mixed use provision, incorporating retail development. The development of this site for large scale retail is impeded by the existing barrier presented by the local road network. However, we consider that this site is suitable for retail use.
Development Costs	Dependent on the scope for improving the local highway network and improving connectivity with the town centre.
Timescale	Medium term.
Commercial Attractiveness	This is a large site with the potential for a considerable amount of development close to the town centre. Therefore, consider it to be a commercially attractive site.
F. ADDITIONAL CONSIDERATIONS	
Ability to Meet Identified Need	Site has the potential to accommodate part of the identified need for additional convenience and comparison floorspace in Truro.
Trade Draw	Retail development on this site has the potential to improve the attractiveness of Truro city centre, although the barrier presented by St Clement Street will need to be dealt with.
CONCLUSIONS	
<p>Overall Conclusions:</p> <p>The Pydar Street area represents a clear opportunity to expand the core retail area in Truro city centre. The site is large enough to accommodate a significant amount of retail development as part of a wider mixed use scheme, which could accommodate a number of the known retailer requirements for the city. However, a number of issues will need to be considered when planning for the scale and type of retail development in this location. First, the development of this site cannot be considered in isolation when there are other potential retail development sites elsewhere in and around the city centre. For example, significant levels of comparison goods floorspace retail provision at Pydar Street could have an impact upon the delivery of other schemes with similar types of uses elsewhere (both in Truro and other nearby settlements). This may not be an issue where Pydar Street is the focus for new retail development in the city centre, but would need consideration when a scenario, as outlined in the draft Truro AAP, is proposed. Second, Pydar Street is a potential relocation site for an expanded Tesco store and consideration will need to be given to whether a large supermarket use is more appropriate than high street style comparison goods floorspace provision. Third, the site is separated from the core retail area by St Clement Road and there is a need for any future redevelopment site to consider how this barrier is removed. One potential option which we consider should be explored is the incorporation of the Highcross multi-storey car park and adjacent retail uses into a redevelopment scheme and redirection of St Clement Road through another part of the site. This should be explored although we acknowledge that viability issues may affect such an approach. Overall, we consider that the Pydar Street area remains one of the most important potential retail development sites within Truro city centre and should form part of the focus for new retail development within the Cornwall LDF.</p>	

SITE 42: MOORFIELD CAR PARK, TRURO	
ASSESSMENT CRITERIA	COMMENTS
A. SITE DESCRIPTION	
Location	Moorfields Car Park, south west of the central shopping area
Existing land-uses	Council owned pay and display car park incorporating surface car parking on the southern half and a three storey MSCP in the north of the site.
Adjoining land-uses	Retail and commercial land uses to the north, mixed city centre uses to west, south and east
B. PLANNING POLICY ISSUES	
Planning Policy Status	The site is identified as being suitable for mixed use redevelopment under policy 7D of the Local Plan (Old Bridge Street car park) and is located within the central shopping area. The draft Truro and Threemilestone AAP identifies the site as being suitable for mixed use redevelopment.
C. ACCESSIBILITY	
Accessibility by private car	Access is currently subject to one-way flow leading from Calenick Street and exiting onto Charles Street.
Accessibility by public transport	Within convenient walking distance of the primary shopping area. Bus stop located on Calenick Street.
D. CONSTRAINTS TO DEVELOPMENT	
Access	Access is restricted by the local road network. However, a mixed use development close to the city centre will benefit from public transport and pedestrian linkages.
Parking	There is potential to consolidate some of the existing parking on site.
Impacts on neighbouring properties / land	There are a number of residential properties to the east of the site which would need to be given due consideration. The other boundaries are predominantly commercial uses and the impact of redevelopment on their servicing arrangements will need to be considered.
Visual Impact	The intensification of the site could provide an opportunity to enhance this area of the city centre and would require a high quality scheme
Servicing	Access from local network is restricted, which may affect how retail development on this site is serviced.
Difficulties with displacing existing uses	Redevelopment of core site will be dependant on the ability to revise car parking arrangements and ensure that any loss of provision does not impact upon parking capacity across the city centre.
Environmental impacts	Site is potentially subject to flooding. Recommend this is confirmed with the Environment Agency.
E. DEVELOPMENT CHARACTERISTICS & IMPLEMENTATION	
Land Uses	Site was being explored for mixed use development in the emerging draft AAP. This is dependent on the requirement to retain the existing parking provision in order to support the city centre. We consider that this is an appropriate approach for this site.
Development Costs	Demolition of MSCP and potential highway works and enhanced pedestrian routes to the city centre.
Timescale	medium term.
Commercial Attractiveness	The car park alone is unlikely to be significantly attractive as a retail development opportunity. Therefore, in order to improve the attractiveness of this site, further properties may be required and the draft AAP has identified the potential for incorporation of the existing Somerfield/Argos unit into the development area.
F. ADDITIONAL CONSIDERATIONS	
Ability to Meet Identified Need	Site has the potential to meet part of the identified comparison and convenience goods capacity in Truro.
Trade Draw	If retail development can be provided across this site, then it is likely to have a positive impact upon the performance and attractiveness of the city centre.
CONCLUSIONS	
<p>Overall Conclusions:</p> <p>The Moorfield car park presents a reasonably large potential retail development opportunity within Truro city centre. It has attracted historic proposals for large scale high street style retail development although, despite a resolution to grant permission, a planning permission was never issued. There are a number of issues associated with delivering retail development on this site. First, this site provides a significant amount of car parking provision and redevelopment will need to consider how parking capacity can be re-provided for either on site or elsewhere in the city centre. Second, the car parking area itself is hidden from the main retail circuit in the city centre and as such its commercial attractiveness is reduced. As suggested in the draft Truro AAP, the inclusion of the Somerfield/Argos building will provide some much needed retail frontage to this potential development site, although will not be able to extend the retail circuit unless further properties are incorporated. Overall, we do consider that this site has the potential for redevelopment, but is unlikely to ever be as attractive as the Pydar Street area and therefore this site may well play a smaller part in future retail development in the city centre.</p>	

SITE 43: GARRAS WHARF, TRURO	
ASSESSMENT CRITERIA	COMMENTS
A. SITE DESCRIPTION	
Location	Large plot of land situated south west of Truro city centre.
Existing land-uses	Tesco superstore and public car parking, plus retail warehouses
Adjoining land-uses	River to the north and east, the A39 to the west and south
B. PLANNING POLICY ISSUES	
Planning Policy Status	The site is located within the central shopping area in the Local Plan. The draft Truro and Threemilestone AAP identifies the site as having redevelopment potential if it can be demonstrated that the Tesco store can be relocated into a sustainable location. If this can be demonstrated then the site would be suitable for a mix of uses. Alternatively, the draft AAP indicates that there is scope for an extension of the existing store.
C. ACCESSIBILITY	
Accessibility by private car	The site is accessed off the A39
Accessibility by public transport	The site has potential to improve pedestrian and cycle links to the town centre.
D. CONSTRAINTS TO DEVELOPMENT	
Access	The site benefits from convenient access from the A39/A390
Parking	There is a significant level of parking on the site which could be maintained and consolidated if retail uses remain. The parking associated with the existing Tesco store does become congested at peak periods, although it does provide a benefit to the attractiveness of the city centre.
Impacts on neighbouring properties / land	The site is contained by a highway and the river so there would not be any impact on adjoining users. However, redevelopment does have the potential to impact upon linked trips with the city centre and flooding issues in the surrounding area
Visual Impact	This site is in a very prominent location in the waterfront area in central Truro. Redevelopment of this site offers the potential to improve the appearance of this site and views across the waterfront area and the city centre.
Servicing	Unlikely to be any significant servicing constraints
Difficulties with displacing existing uses	In order to provide for redevelopment of this site, the future of the Tesco store will need to be resolved. On site re-provision will need to allow for a larger store and remodelled car parking, plus the likely removal of the existing retail warehouses. Movement of the Tesco store, will require a suitable alternative location.
Environmental impacts	Site is subject to flood risk. Further development will require appropriate mitigation measures. Flood risk issues may also influence the final scale and mix of land uses in this location.
E. DEVELOPMENT CHARACTERISTICS & IMPLEMENTATION	
Land Uses	In principle, we consider that this site provided an important contribution to retailing in the centre of Truro. Linked trips from the Tesco store benefit the city centre, although we do not consider that this site is suitable for large scale comparison goods floorspace provision.
Development Costs	Major cost is likely to be flood mitigation works and acquisition of surrounding properties
Timescale	Medium term.
Commercial Attractiveness	The site has strong links with the town centre and there is a high footfall leading up to the existing Tesco site which enhances its attractiveness for additional retail provision.
F. ADDITIONAL CONSIDERATIONS	
Ability to Meet Identified Need	Site has the potential to accommodate part of the identified convenience floorspace need and some of the comparison need – although we do not consider this site to be a large scale comparison goods development opportunity
Trade Draw	The existing convenience (food) retail floorspace on this site benefits the town centre. Removal of the Tesco use should only occur where an alternative suitable location for Tesco can be found. Large scale comparison goods floorspace uses on this site are not considered appropriate given the barrier to movement presented by Morlaix Avenue.
CONCLUSIONS	
Overall Conclusions:	
<p>The existing Tesco store on this site provides both a successful grocery shopping destination and also a benefit to the town centre via linked trips. Tesco has aspirations to expand its store in Truro and this site should be an option to achieve this expansion. However, to deliver this expansion, it is likely that the existing retail warehouse units will need to be removed and there are other non-retail issues (such as design, planning for the future of the waterfront area and flooding issues) which will influence future development proposals. From a retail planning perspective, we would support a strategy which seeks to either retain of the Tesco use on this site or re-accommodate Tesco at another location around the city centre which offer similar benefits to the city centre in terms of linked trips.</p>	