



CAMBORNE AND DOLCOATH

STAKEHOLDER ENGAGEMENT

MAY 2005

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Approach to Participation

The development of the master plan and the creation of ideas for change were underpinned by stakeholder and wider public involvement within the design process. In order to establish a strong sense of ownership of the master plan and future development, the consultancy team developed an 'engagement strategy' which incorporated planning and design workshops.



Above and right: The first public workshop event, attended by a cross section of the community and local organisations.

The intention was to help take the master planning process forward with the support of key stakeholders in a concentrated study period.

The study was formally launched to the wider public on Thursday 29th January 2004 at the Donald Thomas Centre in Camborne town centre.

During the day, issues, initial ideas and aspirations were discussed at a stakeholder workshop event (Workshop1). This included community group representatives, landowners, local businesses, local employers, teenagers from the local school, key agencies and potential funders and elected representatives. In order to give as many people from the local community as possible the chance to have their say early on in the process, an "open event" was held to help launch the process to the wider public. This was held on 29th January immediately after the workshop. This open event was an opportunity for the public to understand the process, the role of the consultancy team, and the initial analysis and comments from the stakeholder workshop earlier in the day. This helped to agree key principles and objectives for the production of future scenarios, which were displayed at an exhibition on March 5th 2004 and tested at Workshop2 on 19th March 2004.

Regener8 Questionnaire

In addition to the master plan public engagement process, local school children carried out the "Regener8 questionnaire" to appraise the town and local facilities. The general impression was that whilst Camborne was a good place to live, it is a "boring" place

for young people, with room for improvement for local facilities including leisure, shopping and tourist facilities. A number of these children played a key part in the public workshops, which underpinned the master plan design process.



Workshop1 and Open Evening

The first workshop and open evening were designed to allow the consultant team to meet with the local community early in the process. The team was then in a position to begin to understand more about the community's hopes for the future.

Rationale to the public workshop process:

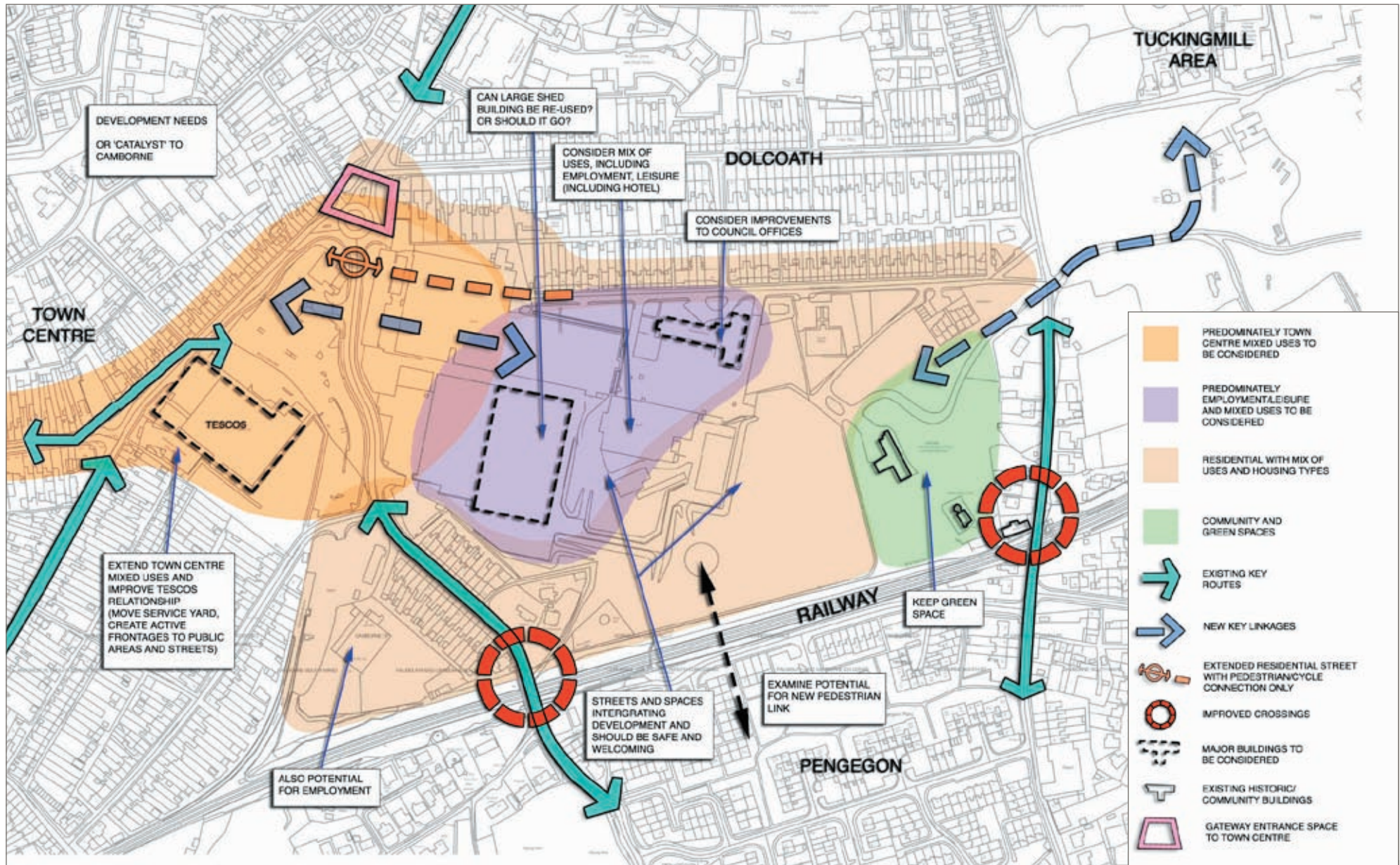
- To understand more about the site, particularly its history, meaning and resonance with the people in the area
- To learn more about successful places in the area – those places that are loved and cherished and to understand why they are successful
- To establish a working relationship with the various interest groups that have a stake in the successful regeneration of the site
- To extend the process of collaborative working beyond the client group and consultant team to include the local community early on in the process
- To explore the more strategic issues surrounding the town.

Key outputs:

- Development needs to create a focus or catalyst to Camborne.
- Development should be well integrated/ extend town centre into part of site in terms of a mixture of uses and good physical links (Tesco should remain part of this area).
- The Tesco store should respond to Wesley Street with a new frontage
- The potential for new employment needs to be examined.
- No divisive link road, must be designed as a street.
- New development should aim to integrate adjoining parts of the town.
- Development should consider a mixture of uses and include new employment.
- New facilities/space should be created
- The master plan should keep existing community uses and green space.
- The master plan should review the large shed (keep or remove - can appropriate use be made?).
- Changes to Dolcoath Avenue should aim to create good links towards town centre, though there is concern regarding vehicular links.
- The master plan should examine potential for new or improved pedestrian links to south.
- New employment could be located close to the railway line.



Public Workshop in progress



Summary diagram of key principles for development of the Dolcoath area suggested in Workshop 1 by key stakeholders

Workshop2

The second part of the engagement process for consultation was to begin to examine the principles of place-making in more detail, and translate the team's initial thoughts into a series of strategic development scenarios for the Dolcoath area. These scenarios were based on the Urban Framework Plan's agreed hierarchy of guiding principles, and also drew on best practice examples from other appropriate locations.

Early on in the process of the workshop event, the key principles of making places were explained as follows:

Activities and uses

- Create a mixed use community, with flexible building and plot types to create long term change and reduce dependence upon a single use.
- Locate uses which benefit from passing trade on prominent corners and major routes.
- Increase densities where more people can support facilities
- Create active uses on ground floors to create a vibrant place and natural surveillance on streets and spaces.
- Avoid segregating facilities from housing which will only encourage reliance upon the car.

Access and movement

- A network of connecting streets and spaces, allows so people more choice of routes and to access facilities by foot or cycle.
- Avoid isolated pedestrian routes, create safe and well overlooked routes in public areas.

- Layouts should be able to adapt to changes by allowing for future routes.

Landscape, streets and spaces

- A network of streets and spaces together help define a place.
- Development should respond to landscape features and add to them to create a quality and understandable environment.
- Incorporate existing landscape features where possible.
- The landscape and public areas should reinforce key views and open up new ones where possible.
- Consider the existing street patterns, widths and sense of enclosure.

Form and scale

- Create a strong definition between public and private areas, with obvious fronts and backs to strengthen the management of spaces and create secure backs.
- The use of corner and landmark buildings helps to define streets and make the place easier to understand and find your way about.

- The form of development should consider how buildings and plots may be adapted and change role and use in the future to avoid large scale change.
- Streets should be designed to feel safe and welcoming by being well overlooked, and enclosed by active edges and not dominated by vehicles. This will encourage people to walk and cycle and help create a quality environment.

Create a mixed use community, with flexible building and plot types to allow long term change.



Above: Road dominated street, enclosed by blank elevations, create an unwelcoming environment for pedestrians.
Below: Active edges and a strong sense of enclosure is much more welcoming.



The team had already translated its thoughts into 'strategic development scenarios' - the workshop group helped to test them - and to take them further by developing and testing more scenarios for different parts of the site. Each of the six workshop groups was asked to examine one of three development areas, (the site being divided into "west area", "central" and "east area"). Most groups also examined wider context issues as part of the study.

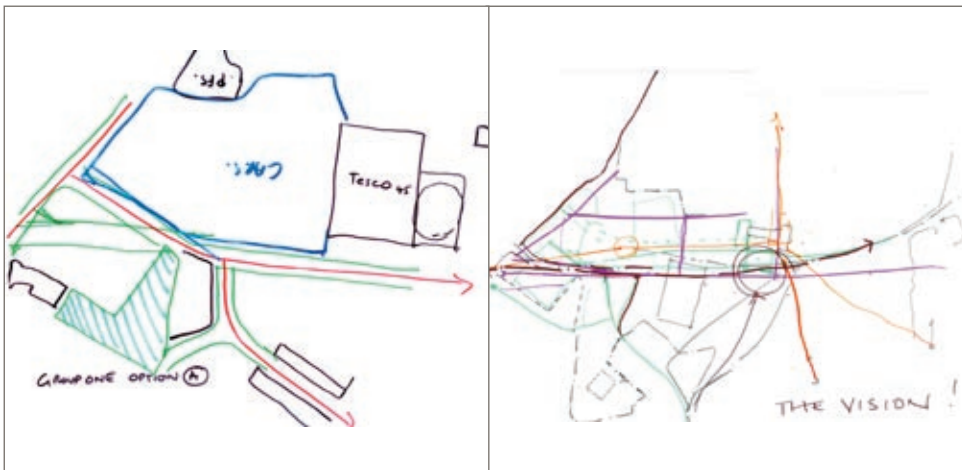
Ideas for West area of site

- Create stronger links to town centre - Wesley Street/Treloarwarren Street, to improve access to facilities and create an integrated place.

- Groups suggested relocating new car parking and superstore on the northern side of the existing store site. The reason for this was to help keep the facility operating whilst development took place.
- Other suggestions for the superstore included relocation to sites which had existing development or topographical features that could reduce the visual impact of the large building and any associated parking to the north or south of link road.
- The visual impact in the street scene of the relatively large building of the superstore and also the decked parking should be

- reduced by wrapping other uses around them.
- Groups also examined the potential to extend Dolcoath Avenue to Wesley Street to help improve integration and access to the town centre facilities for existing residents.
- Each group suggested that there should be good access to the car park from Wesley Street/ Roskear, since this is the most prominent approach into Camborne town centre area.
- Development should include a focal building on Wesley Street to create a positive gateway approach into the heart of Camborne, to help encourage people to stop and visit.

- Each group suggested that the potential to remove the CompAir Holman big shed should be examined further, because of the potential negative impact it would have on surrounding uses and creation of fine grain of development blocks.
- The creation of a new focal space/ civic or open space on Wesley Street could provide an additional landmark space and local amenity to help create a positive environment and strong link between the site and town centre.
- One large surface car park for Tesco was unacceptable and must be an urban town car park (i.e. decked).



Workshop groups sought to create strong links from Wesley Street into the site, though in cases struggled to resolve the parking issue and where to locate the Tesco superstore. It was quite clear what the "vision" was: a well integrated environment, with good access to facilities and connected community.



A number of workshop groups examined ways of hiding the blank elevations of a superstore within existing changes of level and wrapping other uses around the building. The use of corner buildings could also create local landmarks.



A central avenue runs east-west in this group's proposal, with a realigned Foundry Road to improve the north south connection. The superstore is located to the north of the link road, surrounded on two sides by existing development and on one side new development helps to reduce the visual impact of the building.

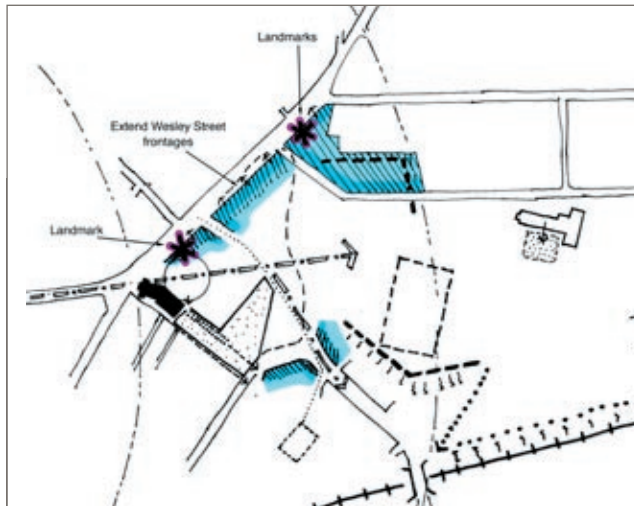
- The industrial big shed was seen as a constraint on the location of the east-west route, but can the structure or its base be used as resource? It is difficult to break into smaller units that would be attractive to potential users and will still have negative impact on surrounding uses.
- Examine opportunity to create urban square next to Methodist Hall and Council Offices.
- Examine potential to improve access through graveyard.
- Enhance green setting of Elim Centre and Harriett Shaft.

- Examine potential for a green pedestrian route linking mines and green areas, to improve amenity and integration.
- Care should be taken with connections to existing residential streets to minimise traffic problems in these areas and minimise disruption.
- Improve pedestrian link to south to Pengegon to improve integration.
- Open up views of mine shafts (including Woolf Shaft) to create an interesting and understandable series of streets and spaces.

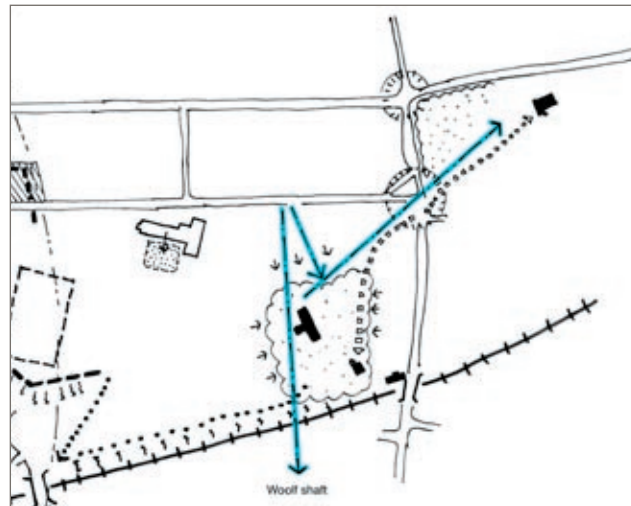
The workshops identified a range of organisations and locations that provide community facilities and services in the area. They also identified gaps in that provision and increasing needs with new housing. However there were some conflicting views among consultees about who should appropriately be providing services for which community. One suggestion to create a full sized football pitch on the site for a local club was considered to result in the loss too much housing and employment space of which the majority agreed were higher priorities to achieve on this site close to the town centre, to support the regeneration

of Camborne. Other community green spaces are described in the landscape section.

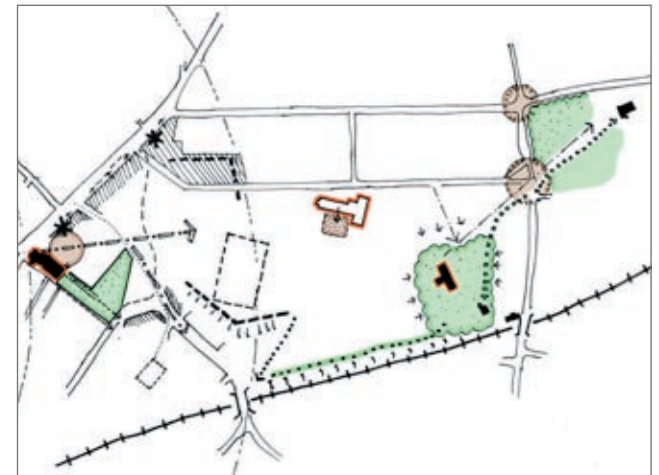
The master plan will safeguard the option to provide new facilities or to contribute to improving existing facilities to provide the balance required. However the Urban Regeneration Company, Tin Country IAP team and Cornwall Neighbourhoods for Change will jointly undertake further consultation with surrounding communities in Dolcoath, Camborne and Pengegon to establish exactly where the gaps are and what could beneficially be provided through this regeneration of this site.



Repair street edges to create a stronger public realm, with active frontages.



Retain and open up views of local landmark features to help create a strong sense of identity.



Retain, enhance and add to public spaces within the site to help create amenity and local identity. Strong landscape links beyond the site will help the development integrate into the local context.

Dealing with Large Buildings

There are two existing large buildings on site that require careful consideration if a well integrated mixed-use development is to be achieved. The first is the Tesco superstore and the second is the large industrial shed on the CompAir Holman site. It was clear from the comments that came from public workshop events that these two buildings should be carefully considered and not hinder the objective of creating a well integrated place.

Tesco

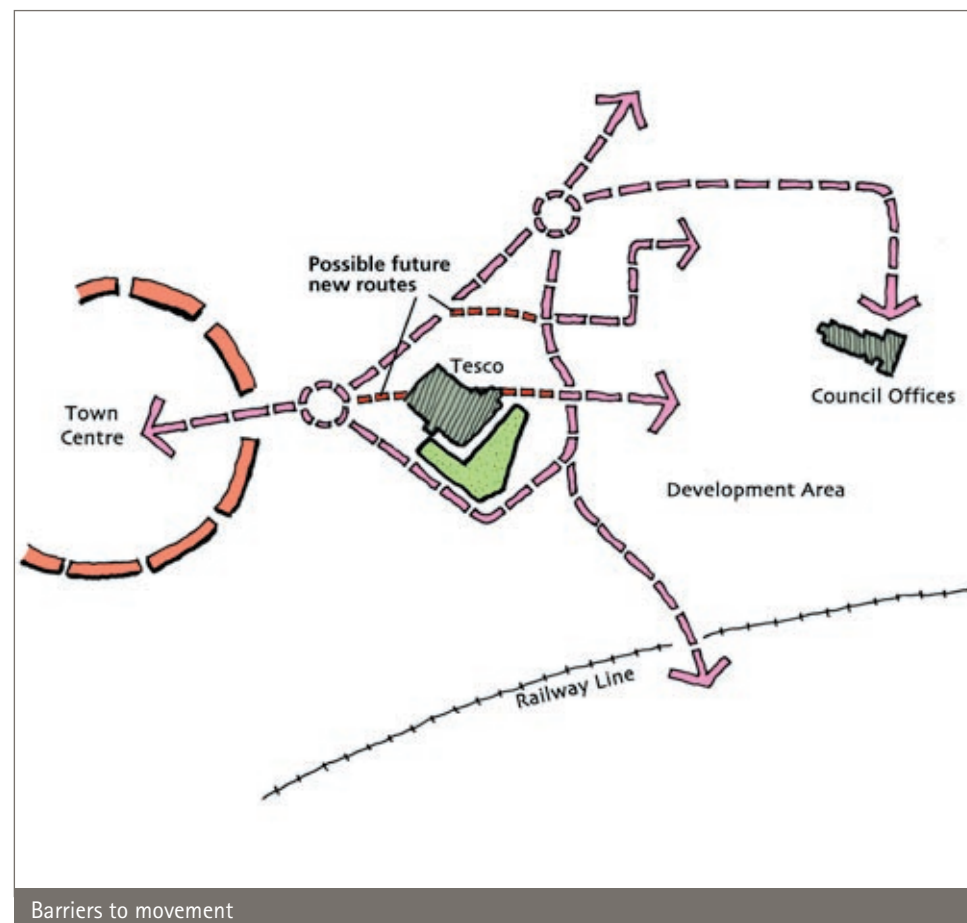
The master plan will need to allow a degree of flexibility for the future of the Tesco site. Nevertheless, clear objective from the public engagement process was to improve the Tesco elevation to Wesley Street resolve some of the conflicts along this street caused by the Tesco service yard and above all ensure Tesco does not act as a barrier to integrating the town centre with the Dolcoath area. From an analysis of the site and as shown in the workshops, it is quite clear that the superstore building, with its inward looking plan form and blank elevation to the street, fails to positively acknowledge its relationship to Wesley Street and beyond to Trelowarren Street. In this location, there is a need for an "active" frontage, which is welcoming and creates an overlooked street and visually interesting. The building line should be more consistent other buildings along Wesley Street, rather than being set back as it is presently.

The master plan improves the contextual relationship of the building to the town centre by encouraging a more responsive and active elevation, with a pedestrian entrance and cafe frontage. There is demand for a larger store in the area and this provides an opportunity to change the design of the building and its

relationship to the adjoining streets. Any increase in footprint must be carefully considered, since the interests of the wider town centre are important to the vibrancy of the town, so a balanced approach is advocated. The store could become more prominent along Wesley Street, which has benefits to the quality of the street scene as well as to the marketing of the store and approach to the town centre. The existing service yard onto Wesley Street would need to be relocated away from the existing residential properties.



Tesco store, Ludlow. The creation of an entrance and well articulated elevation enables the building to fit into an historic streetscene, reduce the building's mass and create an attractive entrance into the store.



By altering the building's southern elevation and by creating a walled service yard, it would be possible to reduce the scale and enclosure of the adjoining cemetery (see concept plan).

On the Wesley Street frontage, there is potential to increase this sense of activity by introducing

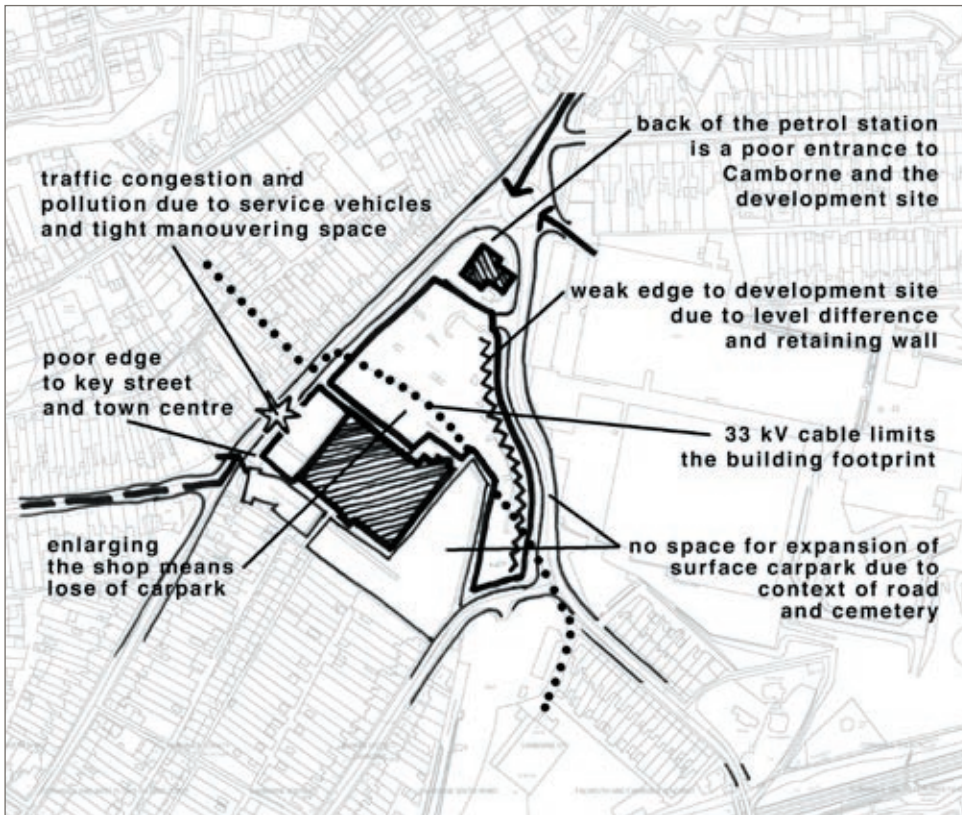
a glazed frontage, with views of activity including a cafe and sales displays. In order to assist the delivery of this improvement, some expansion of the retail area will be required, along with the flexible use of some additional car parking, which will involve the need to deck

and expand the car park area. Such a car park would become an opportunity for a more urban approach and would be a fundamental part of the town centre car parking provision. In order to enhance the elevation of the decked car park, additional buildings must be wrapped around its edge in strategic locations. These would be single aspect buildings, including office, studios, food and drink and residential accommodation.

The creation of a new decked car park as part of a mixed-use block of development can only be delivered if there is some re-alignment of the existing Foundry Road to the east, close to its historic alignment (pre-Tesco). This will enable an increase in footprint of the plot and allow for the construction of the development and could provide additional space for town centre use.



There is an opportunity to create a strong gateway space on the main junction of Foundry Road and Wesley Street - something which is presently lacking.



The present site of the Tesco store has been influenced by a number of constraints, including the location of adjoining roads and underground services. The building fails to provide any positive relationship to the adjoining streets.



The Tesco Store appears as an anonymous building along Wesley Street, a major link into the town centre. An improved active frontage in this position will improve the approach into the town centre as well as enhance Tesco's profile within the street scene.

CompAir Holman shed

The public workshops and market advice has highlighted the need to review and reconsider the retention of the existing large shed on the site.

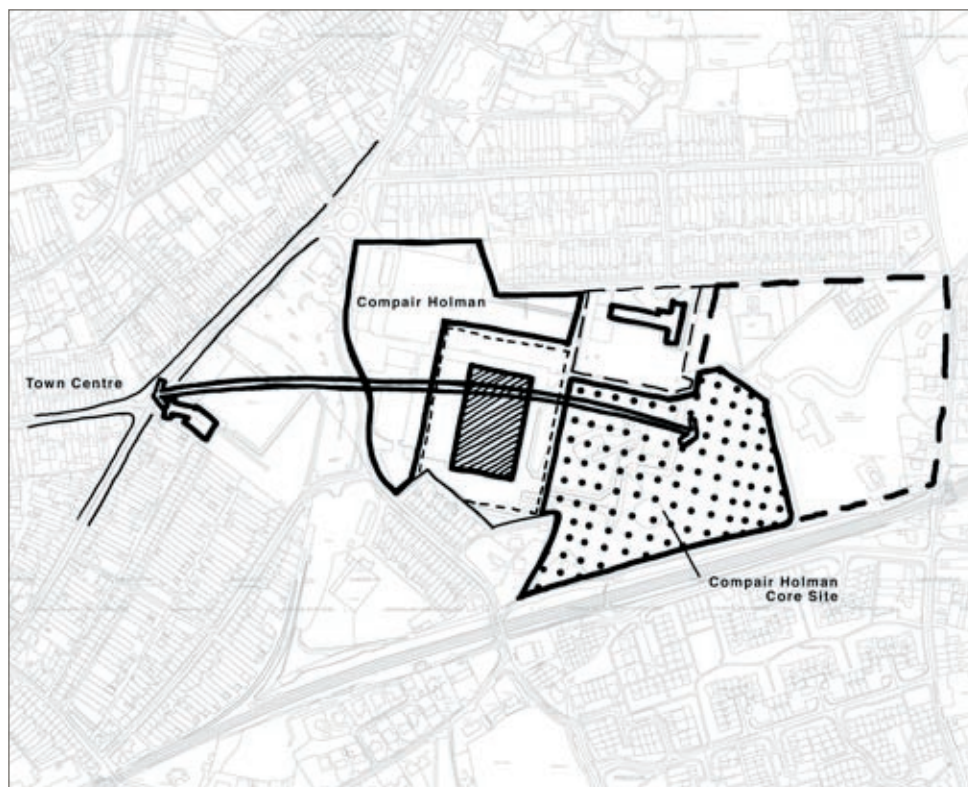
This building was originally designed for specialist heavy engineering and incorporated roof level cranes. The building is no longer in use because the shed is a very large unit in the

Cornwall context (60,000sqft). Consideration was given to retaining it for a 'strategic' employer moving into Cornwall. Employers looking to locate in the Camborne area have not been heavy industry companies, partly related to the national decline of heavy manufacturing industry. Such large-scale heavy industrial uses

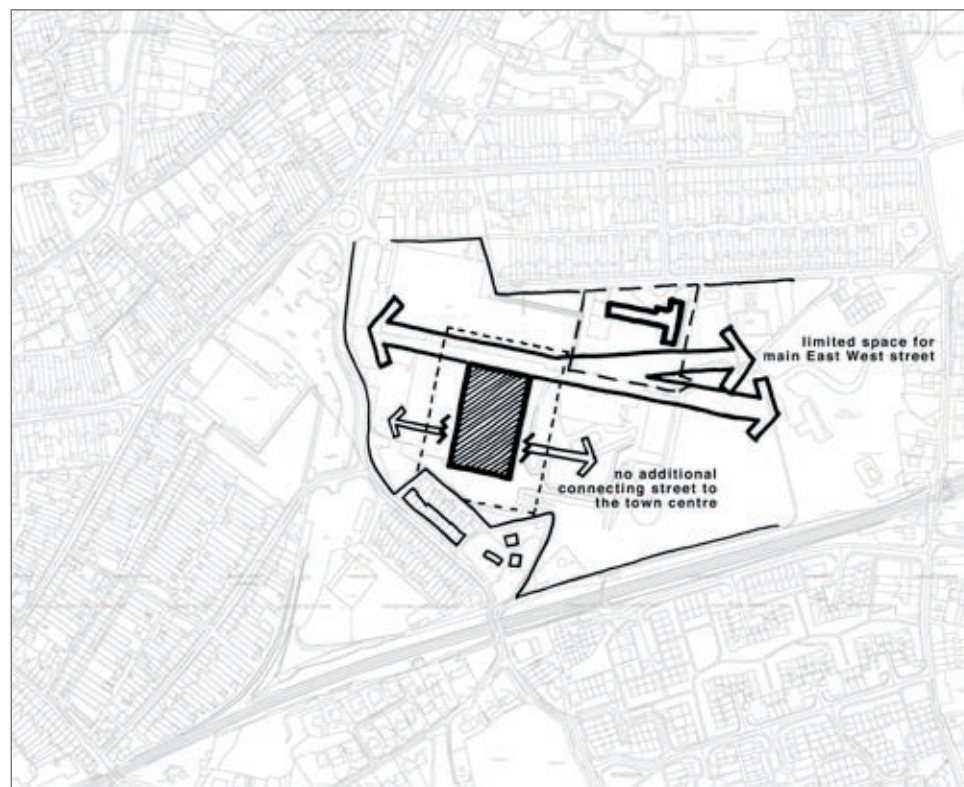
would most benefit from the significant floor to ceiling height and mass of the existing structure. Successful employment units are more likely to be smaller and more flexible building types that could be adapted and added to in the future and over time provide a larger number of jobs and a

robust, sustainable employment economy.

From the point of view of creating a well-integrated development, the building also causes a number of problems. The building is located in a significant strategic location between the core of the Dolcoath site and the town centre edge.



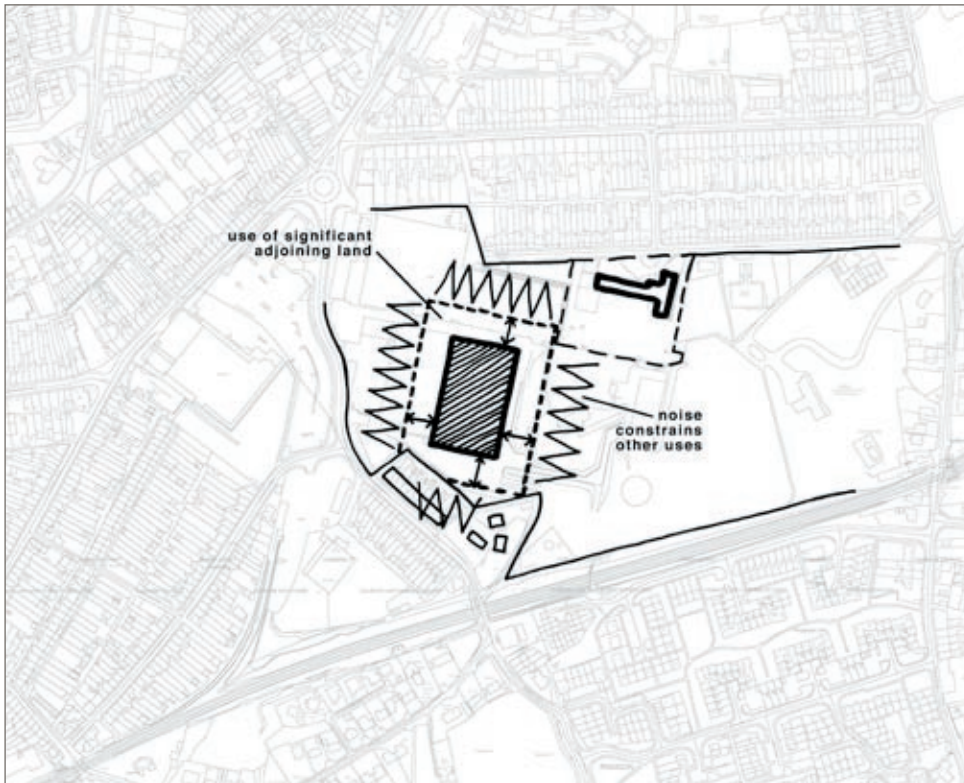
Large shed creates a barrier to integration



New linkages through the site are restricted by the existing structure

If the wider Dolcoath site is to incorporate a mix of uses, the retained large shed could blight significant areas of land adjoining it, since it would be operating noisy, heavy industrial machinery in what is intended to be a regenerated, integrated mixed-use community, with some residential development. Such an industrial use could only avoid conflict with neighbouring uses if they were to be employment-based.

If the building were to be retained as part of a mixed use development of the Dolcoath area, the visual impact and bulk of the building would also need to be reduced by wrapping other uses around it. This will further increase the size of the development block and limit the variety of uses and streets and spaces within the overall development.



Large shed creates a barrier to integration



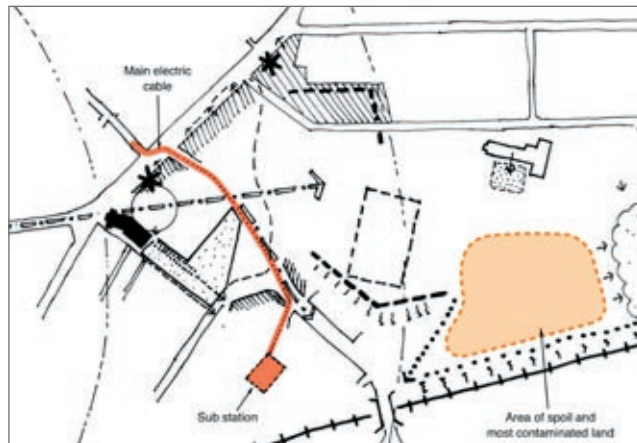
The large shed - CompAir Holman

Review Process

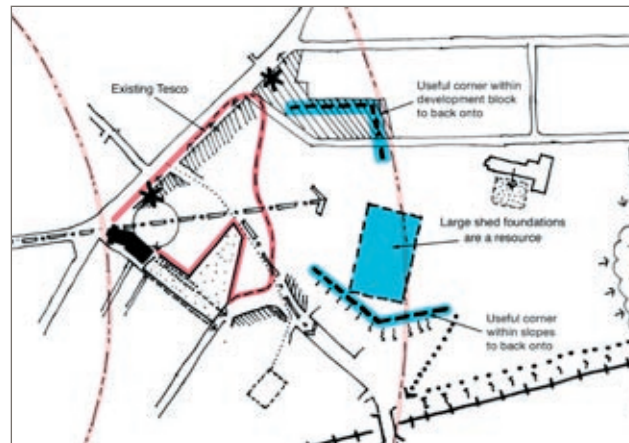
Following the second workshop, a number of master plan scenarios were developed and tested further. These have taken into account key agreed objectives and considered further those issues highlighted by the steering group, landowners and workshop participants. This process has led to the development of one plan which provides:

Key principles to consider further

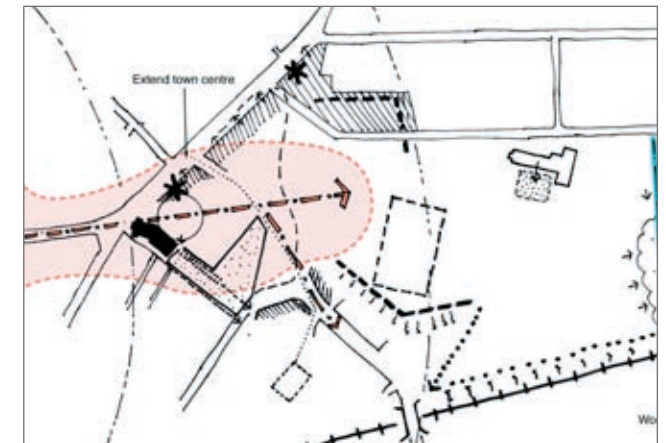
- Further consideration should be made of constraint of power/service routes and contaminated areas since this may have an impact upon the location of streets, buildings and uses, as well as phasing.
- Tesco to remain within 10min walking distance of town centre, so it can still be seen as a part of the mixed-use core of the town.
- There should be direct links to the town centre from Trelowarren Street, giving better access for residents to local facilities and a well integrated development.
- Service yard needs to be moved away from Wesley Street due to the negative impact it creates for local residents and the subsequent poor street scene. A new active front is required along Wesley Street.
- Examine retention of existing site for Tesco. Location is best related to town centre / Trelowarren Street. Examine possibilities to increase retail floor space and parking on site.
- Consider how the land take of car parking areas could be reduced and examine a decked approach, which should be seen as a shared use town centre facility.
- Extend existing unconnected streets, such as Dolcoath Avenue and repair street edges with new frontage development, including Foundry Road and Wesley Street.
- Create urban gateway or landmark buildings along Roskear/ Wesley Street to emphasise the entry point into the centre of Camborne.



Constraints such as services and contaminated land should be considered further. These may have an impact on the location of routes and buildings, as well as phasing.



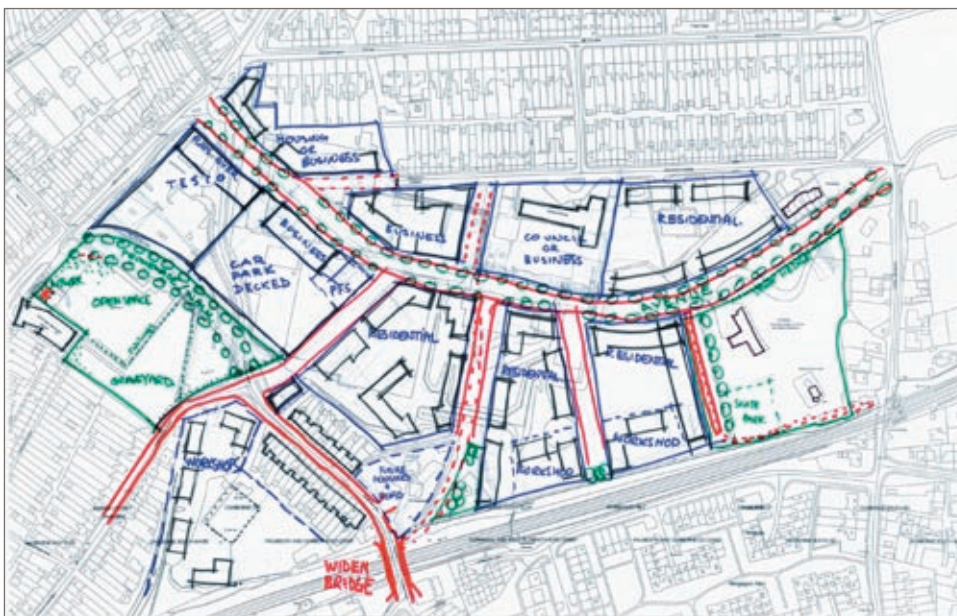
The superstore should remain within a 10-minute walking distance to ensure that it is integrated into the town centre area as part of a mixed use heart to the community.



Integrate by linking the mixed use town centre to a mixed use edge of new development and creating a strong physical link.

Ideas for Central area of site

- The Council offices could be retained, since it may be expensive to rebuild, it is a local resource and important employer that should stay in the area. A square to the avenue frontage of the offices to create a formal setting.
- The groups suggested that the master plan should examine potential to extend Dolcoath Avenue to help improve integration and access to local facilities for existing residents, but not an unattractive through route for cars.
- Residential development could be more dominant in the central area, to help integrate the residential areas of Pengegon and Dolcoath.
- Community uses and new housing could overlook the existing community space by the Elim Centre, to help create a pleasant and safe feeling environment.
- Groups examined the potential for new community/sports building/open space to help create a buffer to railway line, as well as a new local amenity with pedestrian links to Pengegon.
- Groups suggested that there was potential for employment (workshops/ light industrial starter units) adjoining the railway line and scrap yard sites to help create local employment and buffers between the railway and existing or new housing areas.
- The development should aim to create strong north-south connections and streets to help improve integration and access to facilities (existing and proposed).



Ideas for a series of streets and spaces, with the superstore forming a prominent position along Wesley Street, relocated to the north of the current Tesco store. The group sought to create a number of alternative uses and buildings to wrap around the more "vulnerable" or blank elevations. A large civic space was also suggested.

