



## FREQUENTLY ASKED QUESTIONS

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### **The Retail Park**

#### **Will there be a large supermarket on the Park?**

No, the scheme is designed for large non food retailers.

#### **What sort of retailers do you anticipate will come to the Park?**

We have had strong interest from furniture, electrical, home store, kitchen and fashion retailers who are keenly looking for space in the area. This is a great opportunity to bring further trade and related jobs to Truro.

#### **Won't this new Park take trade away from the City Centre?**

No. In fact these retailers have been looking to move to Truro but there is insufficient space available in the centre to accommodate them. They will bring new trade and investment to the city, complementing the existing shops.

In addition, retail data supports the fact that Truro is a strong retailing location and a destination for shoppers and retailers alike.

#### **Will there be any restaurants or cafés on the scheme?**

Yes, there will be two.

#### **How many car spaces will there be?**

304 to include 18 disabled spaces and 4 electric car charging spaces.

#### **Won't the new scheme encourage lots more traffic in the area?**

- Retail Parks do not in themselves generate additional traffic or cars on the road. They will however divert car users who already use the road, such as on their way to and from work or on their way to the City Centre.
- Based on Trip Rates agreed with Cornwall Council, the scheme will generate around 100 car movements (70 in and 30 out) in the morning peak and 300 (170 in and 130 out) in the evening peak hour.
- The development has been tested using the Cornwall traffic model. This work has been undertaken by Cormac Ltd on behalf of the council and is therefore independent of the development.
- The results of that model confirm that:
  - The AM peak has no noticeable impact on the network given the relatively low numbers. The afternoon peak has a more pronounced affect and this is generally a positive one. This is shown in the modelling by the fact that journey times on most routes will reduce (albeit by a small amount).
  - The model tests journey times on 26 routes. With the retail scheme, ten will experience an improvement in journey times, ten will experience no change and six an increase. However, on average this increase is expected to be less than 20 seconds in the context of average journey times of around eight minutes.

### **Are there good transport links – can we catch a bus to the Park?**

Yes, there is a bus route running along the A390 but, as the site is on the edge of the city, it is also easily accessible by car, public transport, cycle and on foot.

### **The site overlooks some beautiful scenery. What are you doing to ensure it blends in?**

The buildings have been designed to complement the contours of the local countryside. The use of barrel vaulted roofs ensures that buildings will have a less harmful impact than the current structures. In addition, sustainability will be a priority. For example we are considering green (sedum) roofs, solar panels, heat recovery, an efficient energy management system and the use of local stone and timber materials.

## **The Football Club**

### **Why does the Club have to move?**

The Club currently has a short lease agreement that will expire soon. When the landlord serves notice, the Club will have to vacate the site.

### **What if funds can be raised to keep the Club where it is?**

It would not be possible to raise the substantial monies that would be required to provide the freeholders a return on their investment. However this development will enable sufficient funding for the relocation and to provide the club with an asset on which to build a platform for future growth.

### **Will TCFC have to share its ground with other Clubs/organisations?**

The aspiration of the Club is to greatly improve the facilities it offers to football in the city, both for youth, women's and community football, which we would actively encourage and promote. The future for all sport is to look at as much ground sharing as possible so as to maximise revenues.

### **Who will run the TCFC?**

The Club will be run by the current leadership team, headed by Peter Masters and Philip Perryman.

### **Is it guaranteed that TCFC will benefit from the sale of the site – will it be safe from potential closure?**

The club has exchanged an agreement with the freeholders and the developers that will ensure that, provided planning consent is granted for the Truro City Shopping Park, a substantial sum of money will be paid towards the new facility.

Peter Masters and Philip Perryman are 100% committed to ensuring the future of TCFC and view this potential redevelopment and relocation as a major opportunity for the Club. It will not be closing.

### **What happens if the proposed relocation sites for TCFC don't get planning permission from the Council?**

We are confident that a solution will be found that will work well for the Club and have every confidence in the judgment of Cornwall Council on this matter.