PADSTOWN TOWN COUNCIL: 27 JANUARY 2026
AGENDA ITEM 16: USE OF COUNCIL LAND: RAILWAY CAR PARK

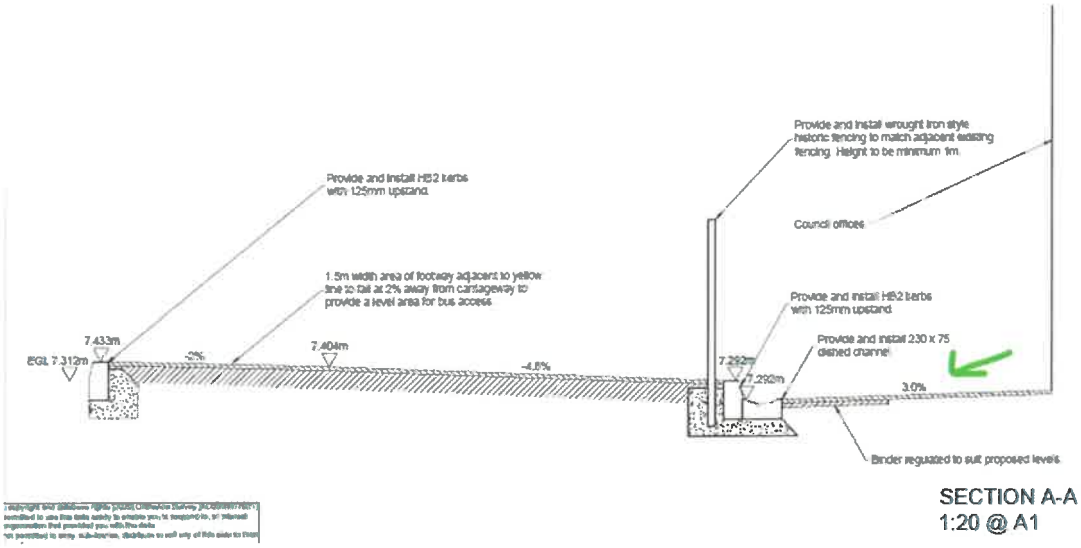
1. Latest

1.1 Cornwall Council has provided final designs for the proposed bus stop in the Railway Car Park. Appendix 1 detailing the same. Appendix 2 to this report is plan Council agreed to 14 October 2025.

1.2 The Council's Facilities Officer and Town Clerk reviewed plans referred to in 1.1 alongside each other and raised some queries, as follows:

Q1) Mentioned ACO drains installed along the back of the Council office and doorway. Sought clarification as to why not included.

A1) There is already existing ACO drains located in areas susceptible to ponding. The grades and fall of the proposed are proposed to mimic and to direct surface water in the same way as the existing. I.e. fall away from the building. fall away from the building as per the cross section on drawing Infra24-009-CSL-HGN-SW921751-DE-D-0002 – Proposed Levels (Appendix 3) You can see in the image below that the surface water will naturally flow away from the building to the dish channel. There is therefore no need for an ACO drain adjacent to the wall of the building.



Q2) Restraint barrier, Council had no issues with partial removal to accommodate access for pedestrians. Now there is mention of possible disposal of whole barrier. Could you clarify this for me.

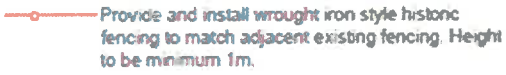
A2) There are a couple of options here. Both would require a prior assessment to ensure that the removal of a restraint barrier which in its nature is there for safety purposes is not going to provide a less safe environment that the existing.

i) Patrial removal to allow easier access for pedestrians. Retain the existing barrier.

ii) Full removal and replacement with wrought iron historic style fencing (Similar to the existing adjacent fencing to the north) while still retaining an adequate gap for pedestrians.

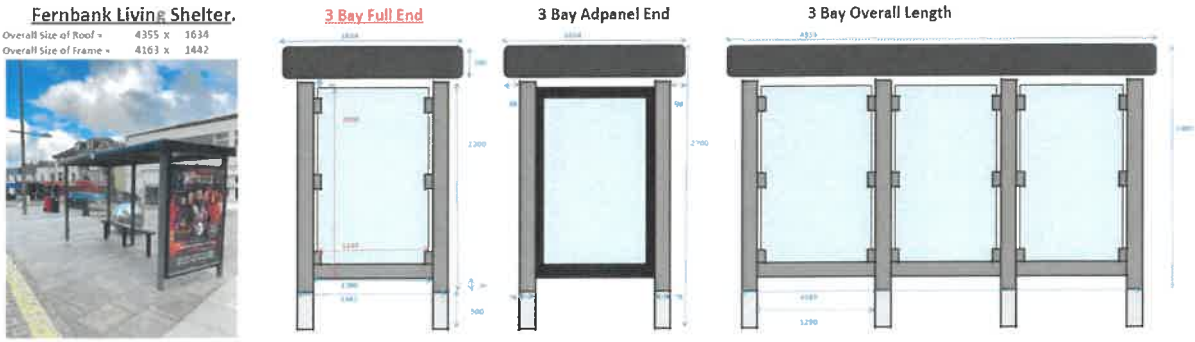
Q3) Safety barriers (to tie in with our existing fencing) – couldn't see this on the plans. Would be helpful know this, also size.

A3) We have referred to this as "Wrought iron style fencing". This is shown on the drawing Infra24-009-CSL-HGN-SW921751-DE-D-0001 – General Arrangement (Appendix 1). It is also shown in the cross section above from drawing Infra24-009-CSL-HGN-SW921751-DE-D-0002 – Proposed Levels (Appendix 3).



Q4) Shelter, Council is keen to look at proposed shelter and decide. I'll need to pick this up with Fernbank, in terms of our agreement and potential costings.

A4) We have currently assumed a three-bay full end. This is known as the "Living Shelter" style. The style we have assumed is showing below. This is the current default shelter. We generally use the colour black in built up areas, however Fernbank can accommodate different colours. Fernbank do have other options in regard to shelter style too, including a heritage roof that might be of interest.



2. Costings

2.1 Indicative costings back October were between £30-£35,000. Latest estimated costings are c£50,000 with the caveat that these were subject to further surveys – VRS barrier and waste contamination. They also include costing for a shelter, which the Town Clerk will speak directly with Fernbank on.

3. Council's Considerations

3.1 Council's views are welcomed and decision relating to Appendix 1 being "final design" taking into account the queries raised by the Town Clerk and responses received.

3.2 Council's views on bus shelter are welcomed.

3.3 Council may wish to request the Town Clerk, Council Chair and Chair of Finance meet with officers from CC concerning the costings.

3.4 Council to note that Cornwall Council has confirmed works would not take place this financial year. Town Council may wish to put forward their request for works to be scheduled for as soon as possible particularly before the main holiday season.

3.5 As works have not commenced that Council extend its permission to allow Go Cornwall to access its car park as per its risk assessment and conditions outlined to them until the new bus stop is in operation; and

3.6 Note the Town Clerk will progress formal agreements for the bus stop and use of Council land by Go Cornwall for consideration at a future meeting.

HEALTH & SAFETY INFORMATION

CONSTRUCTION, MAINTENANCE, OPERATION, DECOMMISSIONING AND DEMOLITION PHASES

1. This drawing shall be read in conjunction with the Pre-Construction Information and any existing Health and Safety File(s) produced.
2. In preparation of the construction method statements consideration should be given to the close proximity of any structures that may be affected by construction.
3. The contractor shall refer to statutory undertakers' layout drawings and identify locations of existing overhead and underground services prior to carrying out excavation works.
4. Refer to the designer's risk register and the works information for full details of the residual risks associated with this work. Significant residual risks are listed here and referenced on the drawing.

4.1 National Grid - underground - service
4.2. Openreach - underground cable
4.3. CPR - unknown
4.4. SW - underground - storm water
4.5. Working within highway and pedestrian areas.

KEY

- BN kerbs (6mm upstand) Refer to note 4
- HB2 kerbs (125mm upstand) Refer to note 4
- HB2 to BN (6-125mm) transition kerbs. Refer to note 4.
- HB2 to BN (6-125mm) gradual transition using 3 x HB2 and 1 x transition kerb. Refer to note 4.
- HB2 to BN (6-125mm) gradual transition using 1 x HB2 and 1 x transition kerb. Refer to note 4.

Buildout Construction

Footway Material	Depth	Specification
Surface Course	25mm	AC6
Binder Course	100mm	Base Regulating

Footway Construction

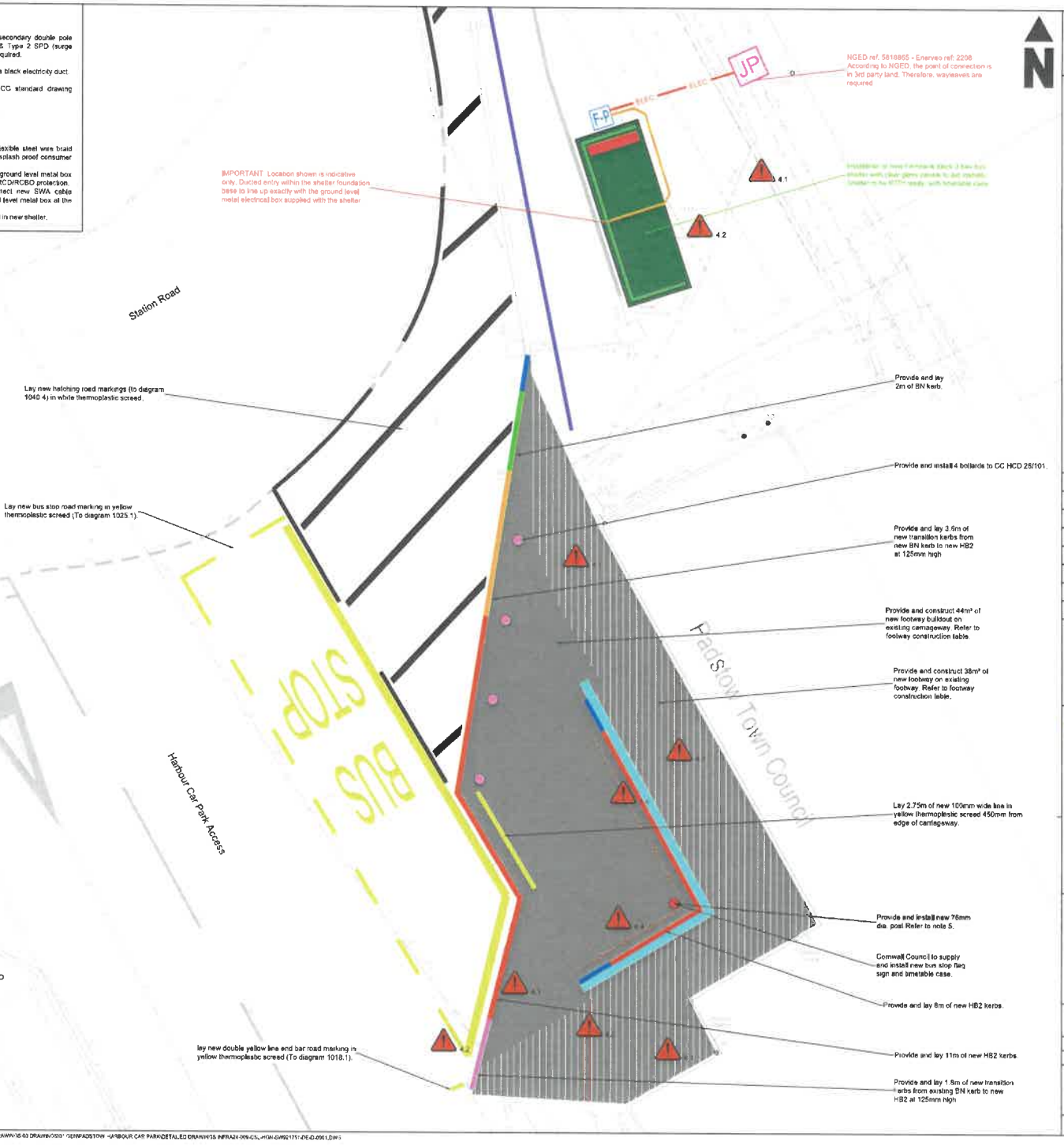
Footway Material	Depth	Specification
Surface Course	25mm	AC6
Binder Course	20-100mm	AC20 or 40 Base Regulating

Legend - Electrical

- F-P — New feeder pillar. To be fitted with a secondary double pole 1-way isolator with BS88 fuse carrier & Type 2 SPD (surge protection device). New NGED supply required.
- New NGED 1x 38mm diameter alkathane black electricity duct.
- JP — NGED single phase joint pit as per CC standard drawing 12/1/25 diagram JT2.
- New 1x 50mm diameter orange HA duct.

SHELTER NOTES

1. New shelter to be pre-wired with flexible steel wire braid armoured cable, terminating into a splash proof consumer unit supplied with the shelter.
2. Consumer unit to be located within ground level metal box supplied with the shelter and have RCD/RCBO protection.
3. Enervao to supply, install & connect new SWA cable between new feeder pillar & ground level metal box at the base of the new shelter.
4. Enervao to install and connect RTPI in new shelter.



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NOTES:

1. All dimensions are in metres unless otherwise stated.
2. Do not scale from this drawing.
3. Site teams must carry out appropriate checks and investigations to confirm locations of utility plant shown on CZ plans before commencing work.
4. All new kerbs to be laid as per CC HCD 11/2 and 11/5.
5. 76mm galvanised tubular steel post diameter post ensuring enough height for attachment of new bus stop flag sign with minimum clearance of 2.5m to underside. Post to be positioned 100mm from edge of hardstanding and 800mm from edge of carriageway. Foundations CC/HCD 12/2 single post Type A 950mm deep.

Refer to further drawings:
HGN - setting out and proposed levels
Infra24-009-CSL-HGN-SW921751-DE-D-0002
HDG - Proposed drainage
Infra24-009-CSL-HDG-SW921751-DE-D-0001
GHS - Health and Safety
Infra24-009-CSL-GHS-SW921751-DE-D-0001

KEY

- 230mm dished channel
- RTPI unit
- Proposed cast iron bollard with Cornwall crest to CC HCD 25/101, min 450mm from edge of carriageway
- Provide and install like-for-like style balcony fencing to match adjacent existing fencing. Height to be minimum 1m.
- Existing VRS to be taken up and disposed off site subject to completion of Road Restraint Systems Assessment

REV	DATE	NATURE OF REVISION
P01	19.12.25	First Issue

REVISIONS

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CORMAC
Cormac's Framework 2023 - 2032 supported by
MOTT MACDONALD · WSP

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PROJECT TITLE
INTEGRATED TRANSPORT INFRASTRUCTURE PROGRAMME

DRAWING TITLE:
PADSTOW HARBOUR CAR PARK
GENERAL ARRANGEMENT

SCALE
1:50 @ A1

PROJECT MANAGER: NRP		DRAWN BY: JB	
CHECKED: NRP	19.12.25	APPROVED: PLM	19.12.25

DRAWING NO:

PROJECT	ORIGINATOR	VOLUME	LOCATION
24-009	CSL	HGN	SW921751
TYPE	ROLE	NUMBER	
DE	D	0001	

PROJECT REF.	DRAWING STATUS	SUITABILITY	REVISION
24-009	DETAILED	S3	P01

Plot Date: 19 December 2025

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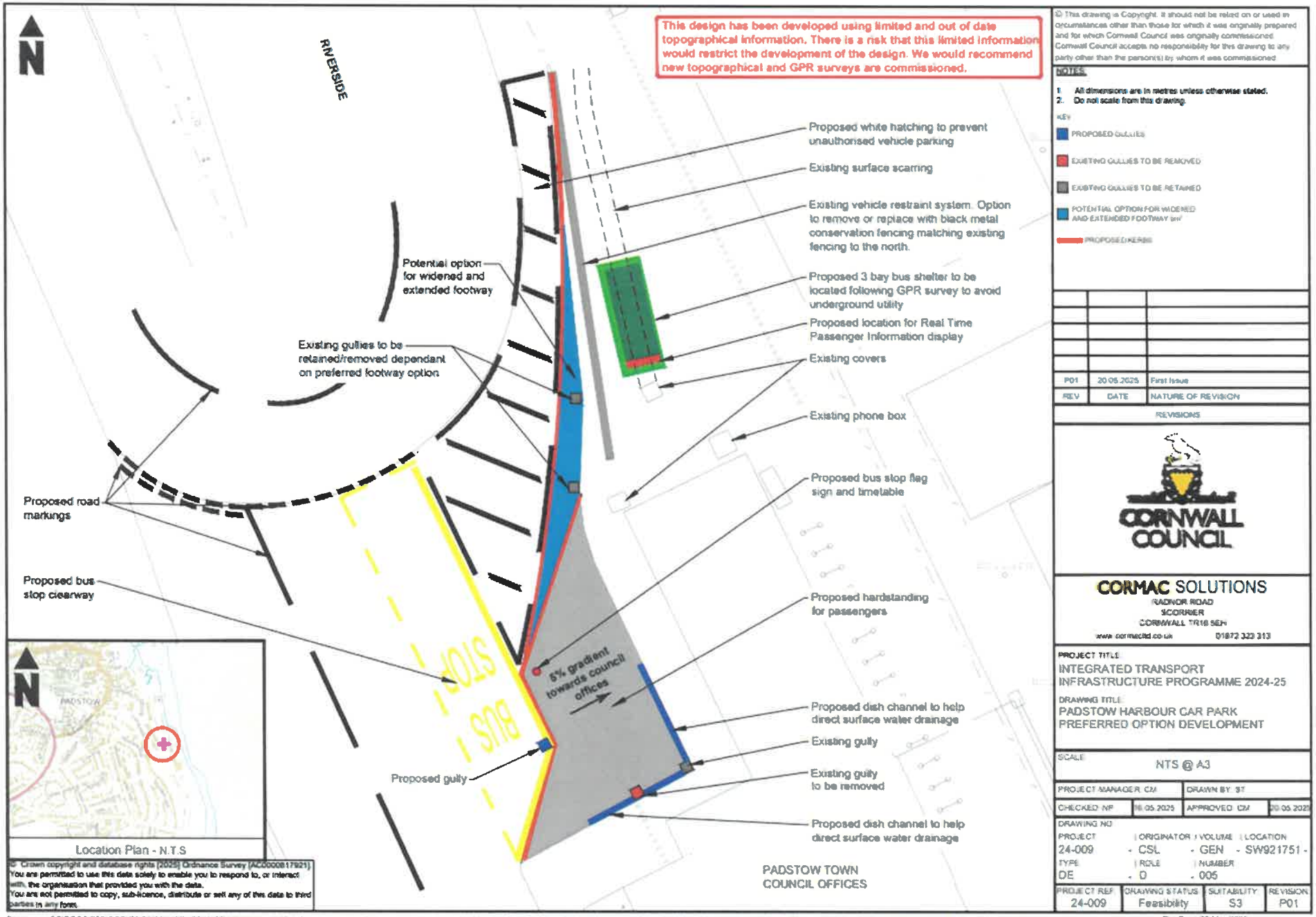
Filename: 1 01 - PROJECTS\INFRA24-009 INTEGRATED TRANSPORT INFRASTRUCTURE PROGRAMME 2024-2025\02 DESIGN (WORKING FOLDER)\04 DESIGN\01 DRAWINGS\03 DRAWINGS\01 GENERAL\PADSTOW - HARBOUR CAR PARK\DETAILED DRAWINGS\INFRA24-009-CSL-HGN-SW921751-DE-D-0001.DWG

Appendix 1

3

Appendix 2

4



Filename: \\CC\ROOT\PTE\SCO\GROUPS\INFRASTRUCTURE\01 - PROJECTS\INFRA24-009 INTEGRATED TRANSPORT INFRASTRUCTURE PROGRAMME 2024-25\02 DESIGN (WORKING FOLDER)\04 DESIGN\01 DRAWINGS\03 DRAWINGS\01 GEN\PADSTOW HARBOUR CAR PARK\INFRA24-009-CSL-GEN-SW921751-PREFD-005.DWG Plot Date: 20 May 2025

Appendix 3.

HEALTH & SAFETY INFORMATION

CONSTRUCTION, MAINTENANCE, OPERATION, DECOMMISSIONING AND DEMOLITION PHASES

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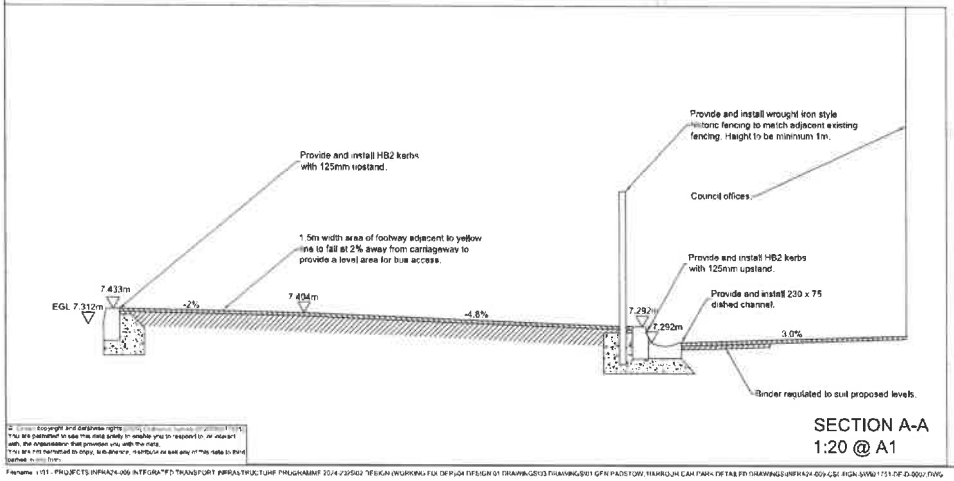

SECTION A-A
1:20 @ A1

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Filename: I:\01 - PROJECTS\INFRA24-009 INTEGRATED TRANSPORT INFRASTRUCTURE PROGRAMME 2024-27\05 DESIGN\WORKING FILE DEPOT FILES\DESIGN 01 DRAWINGS\01 GEN PADSTOW HARBOUR CAR PARK DETAILED DRAWINGS\INFRA24-009-CSL-HGN-SW921751-DE-D-0002.DWG

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NOTES:

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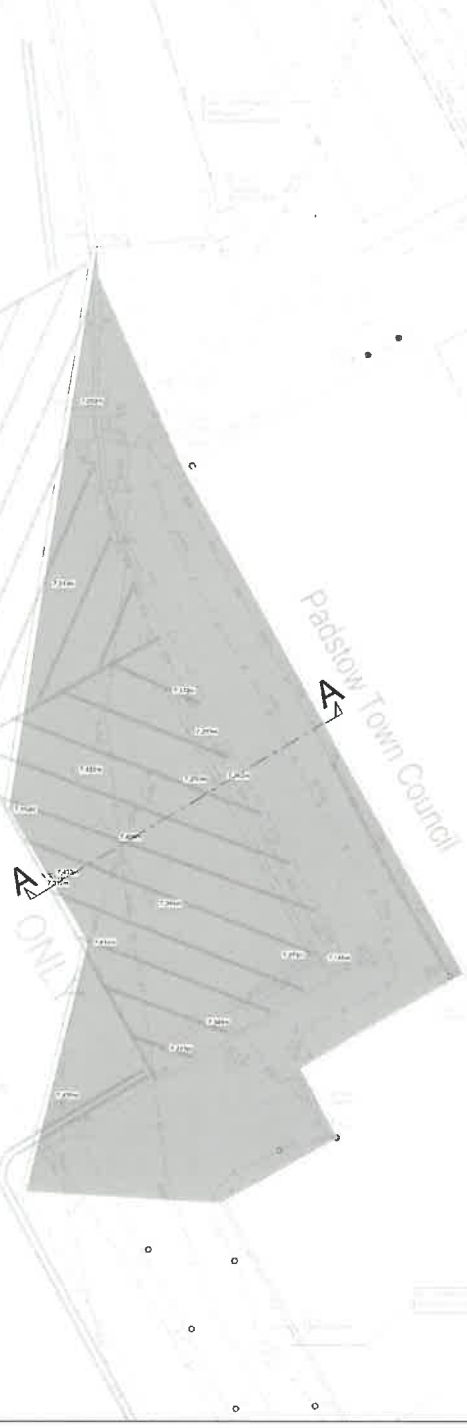
3. To be read in conjunction with all other affiliated drawings

KEY

Footway area refer to HGN for details



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P01	19/12/25	First Issue

REVISIONS

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Cormac's Framework 2023 - 2032 supported by
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PROJECT TITLE:
INTEGRATED TRANSPORT INFRASTRUCTURE PROGRAMME

DRAWING TITLE
PADSTOW HARBOUR CAR PARK
PROPOSED LEVELS

SCALE
1:50 @ A1

PROJECT MANAGER: MRH	DRAWN BY: JS
CHECKED: MRP 19/12/25	APPROVED: PLM 19/12/25

DRAWING NO:

PROJECT	ORIGINATOR	VOLUME	LOCATION
24-009	CSL	HGN	SW921751
TYPE	ROLE	NUMBER	
DE	D	0002	

PROJECT REF.	DRAWING STATUS	SUITABILITY	REVISION
24-009	DETAILED	S3	P01

Plot Date: 19 December 2025