



Perranzabuloe Design Code

August 2022



Quality information

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Table of Contents

1. Introduction	6
1.1. Objectives	6
1.2. Document scope	6
1.3. Process	6
2. Context	8
2.1. Location and area of study	8
2.2. Landscape, Ecology and Heritage designations	11
2.3. Demographics	12
2.4. Strategic context	13
3. Character assessment	14
3.1. Introduction.....	15
3.2. Existing character assessments and design guidance.....	15
3.3. Character Assessment	18
3.4. Character Areas within the wider Neighbourhood Plan Area	20
3.5. Key settlements within the Neighbourhood Plan Area	22
3.6. Key settlements within the Neighbourhood Plan Area	28
3.7. Key settlements within the Neighbourhood Plan Area	34
4. Design Code and Guidance	42
4.1. Introduction.....	43
4.2. General Design Considerations	43
5. Deliverability	74
6.1. Delivery Agents	74
6.2. Deliverability	74
7. References	75

Introduction

01



1. Introduction

AECOM has been commissioned to provide design support to Perranzabuloe Neighbourhood Plan Area through the Ministry of Housing, Communities and Local Government (MHCLG) funded Neighbourhood Planning Programme, led by Locality.

This document has been produced to inform new development proposed in the area and should be read alongside the Local Landscape Character Assessment forming part of the NDP evidence base. It presents a summary of the key characteristics of the Perranzabuloe Neighbourhood Plan Area key settlements used to inform specific Design Codes to promote sustainable development and guide best practice.

The approach set out here is supported by the National Planning Policy Framework (NPPF), which encourages local authorities to consider using design codes, to help deliver high quality outcomes for new development. It is important however, that guidance finds the balance between promoting and reinforcing local distinctiveness and allowing for innovation and originality. The NPPF suggests that 'design policies should be developed with local communities, so they reflect local aspirations and are grounded in an understanding and evaluation of each area's defining characteristics' (NPPF, 2019).

The NPPF also emphasises that 'the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve, good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities' (NPPF, 2019). The National Design Guide further illustrates the importance of well-designed places, that provide a legacy that is beautiful and enduring. It is therefore important

that planning policies and decisions should address the connection between people and places and how any new development will respond to and integrate successfully into the natural, built, and historic environment.

1.1. Objectives

The main objective of this document is to establish principles so that new development is designed and planned with regard to the existing character and context of Perranzabuloe. It sets out a series of design codes and guidelines related to residential development.

The document initially provides context to the design codes and guidelines including strategic issues identified by the Neighbourhood Planning Group together with the aspirations of the community, as although not strictly design issues, these must be considered in the context of any design proposal.

1.2. Document scope

The Design Code covers the residential areas in Perranzabuloe Neighbourhood Plan Area.

The Design Code was agreed by the NDP to focus only on the main settlements of the Neighbourhood Plan Area: Perranporth, Goonhaven and Bolingey.

Future residential development within the wider Neighbourhood Plan Area and in smaller settlements such as Rose, Callestick, Mount and Silverwell should refer to the 'area wide principles' and 'design codes' which set out that development should be context lead.

The Design Code is intended to complement the 'Strategic Masterplan' undertaken by AECOM for Perranporth Centre, and The Design Code and the Strategic Masterplan should be seen as integral elements of the Perranzabuloe Neighbourhood Development Plan.

1.3. Process

The following steps were undertaken to produce this document:

- Inception meeting on 8th December 2020;
- Site visit - contextual, architectural and morphology analysis on 26th January 2021;
- Preparation of Design Code to be used to assess future developments;
- Draft report; and
- Final report.



2. Context

2.1. Location and area of study

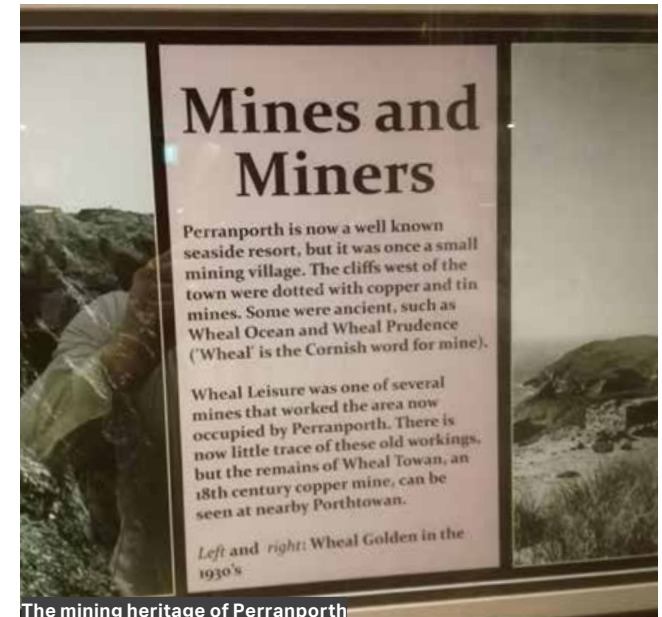
Perranzabuloe is a coastal civil Parish in Cornwall covering an area of approximately 4496 hectares (Figure 1). The Parish is bordered to the west by the Atlantic coast and St Agnes Parish, to the north by Cubert Parish, to the east by St Newlyn East and St Allen Parishes and to the south by Kenwyn Parish. Parish settlements consist of Perranporth, Perrancoombe, Bolingey, Goonhavern, Silverwell, Rose, Mount and Callestick. The largest of these is Perranporth with a population 4,270 on the 2011 Census day. The Parish church is situated in Perranwell just over a mile (2 km) south of Perranporth.

Perranporth beach is a 3 mile (5km) long sandy beach on the west coast of the Parish. It is a popular place for tourists as it offers extensive views of the Atlantic Ocean, and during low tide, it is possible to walk for miles along the stretch of golden sand. Perrancoombe stream runs through the centre of Perranporth settlement continuing onto the beach. There are several caravan and camping parks located to the east of Perranporth beach and north of the stream. St Agnes Heritage Coast path partially runs through the Parish along the west from Perranporth Beach in the north to Porthtowan beach in the south. Trevellas Airfield is located approximately 1.7 miles (2.8 km) southwest of Perranporth.

Vehicular access to this area of Cornwall is restrictive, with primary access from the north provided by the A3075. The A30 Zelah Bypass runs along the south east of the Parish boundary. The B3285 runs east - west and provides vehicular access to Perranporth, Perrancoombe and Goonhavern settlements, Perranporth Golf Club, Haven Perran Sands Holiday Park and Tollgate Farm

Caravan and Camping Park. The B3284 runs north south and provides access to Perranporth from the A3075.

Historically the coast was used for mining and fishing, but now the main industry is tourism with visitors still enjoying the surviving iconic mining infrastructure and the beaches and cliffs at Perranporth. St. Agnes Heritage Coast along the west coast of the Parish forms part of the World Heritage Site area. A coastal walk of approximately 4.7 miles from Perranporth to St Agnes passes through the remains of Nobel's dynamite works, Britain's best preserved Spitfire and Hurricane base, and the Blue Hills of Trevellas Coombe where tin is still processed on a small scale using traditional methods. Mining heritage is experienced by walking the coastal path through the Cornish Mining World Heritage Site together with opportunities to enjoy long vistas, birdlife and wildflowers.



The mining heritage of Perranporth

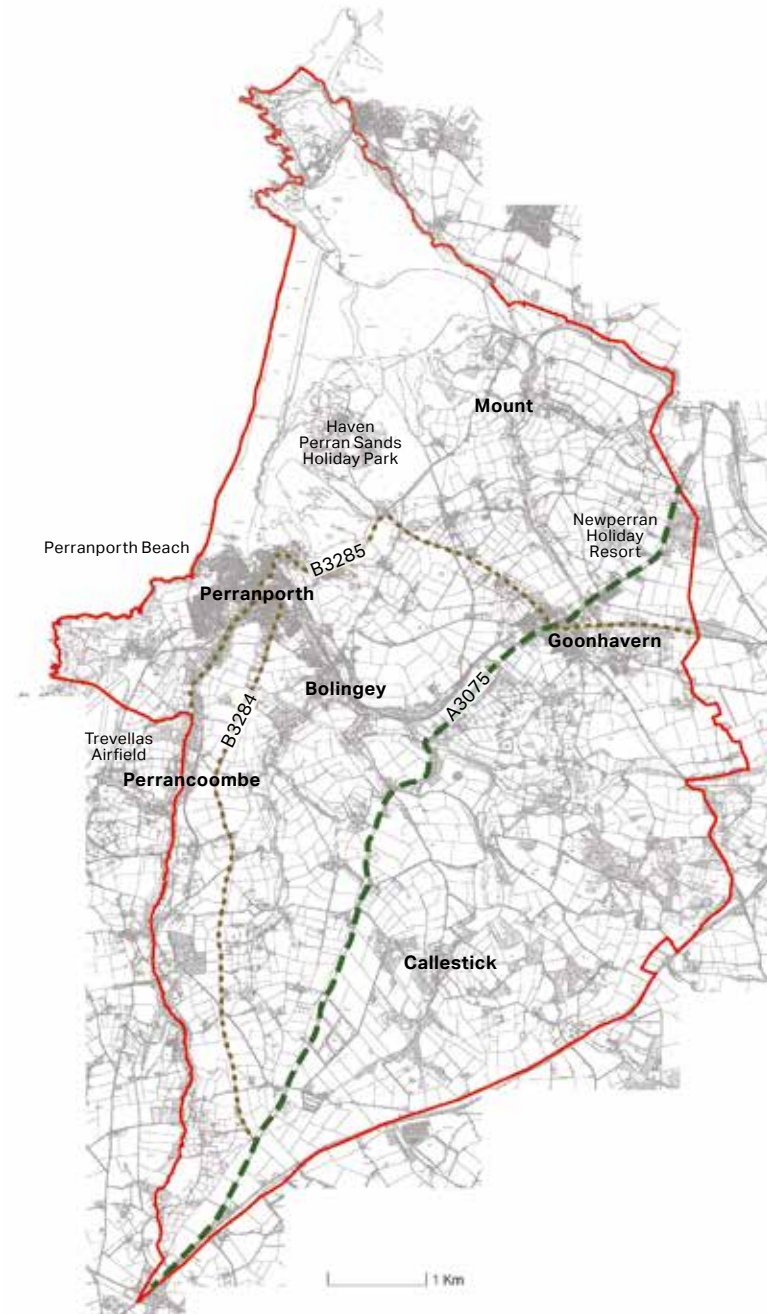


Figure 1: Neighbourhood Plan Area
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— Neighbourhood Plan Area boundary





2.3. Landscape, Ecology and Heritage designations

The Neighbourhood Plan Area contains a number of Statutory and non-statutory landscape and heritage designations:

Within Neighbourhood Plan Area:

- Cornwall AONB;
- The Cornwall and West Devon Mining Landscape World Heritage Site;
- Two conservation areas - Callestick in the south and Mithian to the west. Albeit only the eastern edge of Mithian is within the Neighbourhood Plan Area;
- One registered park and garden - Chyverton Park; and
- Five Sites of Special Scientific Interest (SSSI): Cligga Head, Penhale Dunes, Carrick Heaths, Ventongimps Moor and Carnkief Pond.
- Twenty-three Scheduled Monuments:
 1. Cliff Castle on Penhale Point;
 2. Linear bowl barrow group on Ligger Point, 250m west of Penhale Mine;

3. St Piran's Oratory and associated early medieval cemetery;
4. St Piran's church remains, St Piran's Cross, and their surrounding enclosure;
5. Twelve barrows: a linear barrow group 300m east of Higher Hendra;
6. St Piran's Round;
7. Group of three bowl barrows 150m east of Rosehill Farm;
8. Bowl barrow 400m south of Higher Reen Farm;
9. Bowl barrow 150m south of Treworthal Farm;
10. Standing cross 120m south west of Little Carnkief;
11. Round barrow 550m north west of Treslow Farm;
12. World War II fighter pens and defences, and other associated remains, at the airfield formerly known as RAF Perranporth, Trevellas;
13. Round barrow 400m north of anchor;
14. American Cross on Penhale Dunes;
15. A prehistoric round known as Caer Kief;
16. Caer Dane;
17. Bowl barrow 425m north east of Polvenna;
18. Later prehistoric to Romano-British round and bronze age to Roman hut circles and enclosures, 230m north west of Callestock Veor;
19. Hillfort 250m south west of Tresawsen;
20. Two bowl barrows 275m south west of Higher Callestick Farm;
21. Bowl barrow 425m south west of Higher Callestick Farm;
22. The four barrows; and
23. Bowl barrow 125m south of St Peter's Church at Three Burrows.

2.4 Demographics

There were 5,406 usual residents recorded living in the parish on the Census day 2011. The average (mean) age of residents was 44.5 years but 29.1% of Perranzabuloe Parish were aged 0-29 years, comprising a young population and indicating possible future demand for more quality affordable residential development for this population.

Population density was identified as 1.2 persons per hectare, which is indicative of the rural nature of the plan area, comprising satellite farmsteads and small settlements.

The most common housing typology was 'detached house or bungalow' (48.2%), followed by semi-detached (19.1%) and terraced (9.5%). This gives an indication of the residential character of the plan area, which will help to inform the design codes within this document.

The Neighbourhood Plan Area could also see an increase in relocations post pandemic.



2.5. Strategic context

Members of the Perranzabuloe Neighbourhood Plan Group were invited to share their knowledge and experience of the Neighbourhood Plan Area during a web call to discuss the stakeholders' requirements, key elements of settlement character and aspirations for the Neighbourhood Plan Area.

Several key considerations and strategic issues emerged from the consultation, which have informed the preparation of the Design Code. These issues have been identified at a wider scale and represent the aspirations of the Perranzabuloe Neighbourhood Plan Group that can be achieved through design and masterplanning.

These are summarised below:

- Rural coastal community;
- Strong historical and cultural associations with mining industry;
- Cornwall and West Devon Mining Landscape World Heritage Site;
- Surrounding coastal and Cornwall AONB landscape context;
- Attractive place to live, work and study;
- Opportunities for the All Saints multi-purpose trail from Perranporth to Newquay; and
- Tourism, peak times and second homes.



Character assessment

03

3. Character assessment

3.1. Introduction

This section outlines the broad physical, historical and contextual characteristics of the Perranzabuloe Neighbourhood Plan Area. Character assessment is used to describe and articulate what is special and distinctive about a place in order to provide a context for the Design Code, focusing on the area's key settlements. It is used to identify recognisable patterns of elements or characteristics that make one place different from another. This report is focussed on the character of the coastal setting and countryside setting of the wider Perranzabuloe plan area, and the character of three key settlements in the plan area - Perranporth, Bolingey and Goonhavern. The features introduced in this section are later used to inform the Design Codes.



House on St George's Hill

3.2. Existing character assessments and design guidance

The following published character assessments, management strategies and design guidance documents are relevant to the Perranzabuloe Neighbourhood Plan Area:

NCA Profile:152 Cornish Killas

Available at: <http://publications.naturalengland.org.uk/publication/6654414139949056>

Cornwall and Isles of Scilly Landscape Character Study:

LCA - CA14: Newlyn Downs Available at: https://map.cornwall.gov.uk/reports_landscape_chr/areaCA14.pdf

LCA - CA15: Newquay and Perranporth Coast Available at: https://map.cornwall.gov.uk/reports_landscape_chr/areaCA15.pdf

Cornwall Landscape Character Available at: https://www.cornwallhousing.org.uk/media/3627267/Landscape_Best_Practice_Aug_2011_Web_Prt1.pdf

Cornwall Historic Landscape Character Available at: https://archaeologydataservice.ac.uk/archiveDS/archiveDownload?t=arch-1641-1/dissemination/pdf/Cornwall_Historic_Landscape_Character_Types_texts.pdf

The Cornwall AONB Management Plan 2016-2021 Available at: <https://www.cornwall-aonb.gov.uk/management-plan/>

Cornwall's 'Environmental Growth Strategy' Available at: <https://www.cornwall.gov.uk/environment-and-planning/cornwall-and-isles-of-scilly-local-nature-partnership/cornwall-s-environmental-growth-strategy/>

Cornwall Design Guide Available at: <https://www.cornwall.gov.uk/planning-and-building-control/design/cornwall-design-guide/>

Cornwall Local Plan Available at: <https://www.cornwall.gov.uk/planning-and-building-control/planning-policy/adopted-plans/>

- Policy 1 - Presumption in favour of sustainable development
- Policy 7 - Housing in the countryside
- Policy 12 - Design
- Policy 23 - Natural environment
- Policy 24 - Historic environment
- Policy 25 Green infrastructure

Active Design Available at: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>

Biodiversity and Geological Conservation Available at:
<https://www.cornwall.gov.uk/environment-and-planning/biodiversity-and-geological-conservation/>

Biodiversity Net Gain in Cornwall - new requirements to provide a minimum 10% net gain increase in biodiversity:
<https://www.cornwall.gov.uk/environment-and-planning/planning/planning-policy/adopted-plans/planning-policyguidance/biodiversity-net-gain/>

Building for a Healthy Life: https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf

BREEAM: <https://www.breeam.com>

Living with Beauty: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/861832/Living_with_beauty_BBBBC_report.pdf

National Design Guide: <https://www.gov.uk/government/publications/national-design-guide>

The National Design Guide (NDG) was published in October 2019, to be a clear national guidance for delivering well-designed places across England.

National Model Design Code: <https://www.gov.uk/government/consultations/national-planning-policy-framework-and-national-model-design-code-consultation-proposals>



Mining history of iconic cliff-scape at Perranporth to be studied by the experts (source: ©Helen Dave www.falmouthpacket.co.uk)

Landscape description units (LDUs) are used across Cornwall as the base unit for landscape character areas.

LDUs that fall within the Perranzabuloe Neighbourhood Plan Area are 013, 014, 015, 078, 117, 118, 343, 344, 345, 346, 347, 374, 403, 416. More information can be found at: <https://www.cornwall.gov.uk/environment-and-planning/cornwalls-landscape/landscape-character-assessment-2007/>

Key

- Perranzabuloe Neighbourhood Plan Area
- 013 - Intertidal sands
- 014 - Intertidal sands
- 015 - River valleys
- 078 - Hard rock slopes and ridges
- 117 - Hard rock slopes and ridges
- 118 - Hard rock cliffs
- 343 - Hard rock cliffs
- 344 - Dune sands
- 345 - Hard rock uplands
- 346 - Shallow brown soils on hard rock
- 347 - Shallow brown soils on hard rock
- 374 - Hard rock uplands
- 403 - Hard rock plateau
- 416 - Hard rock plateau

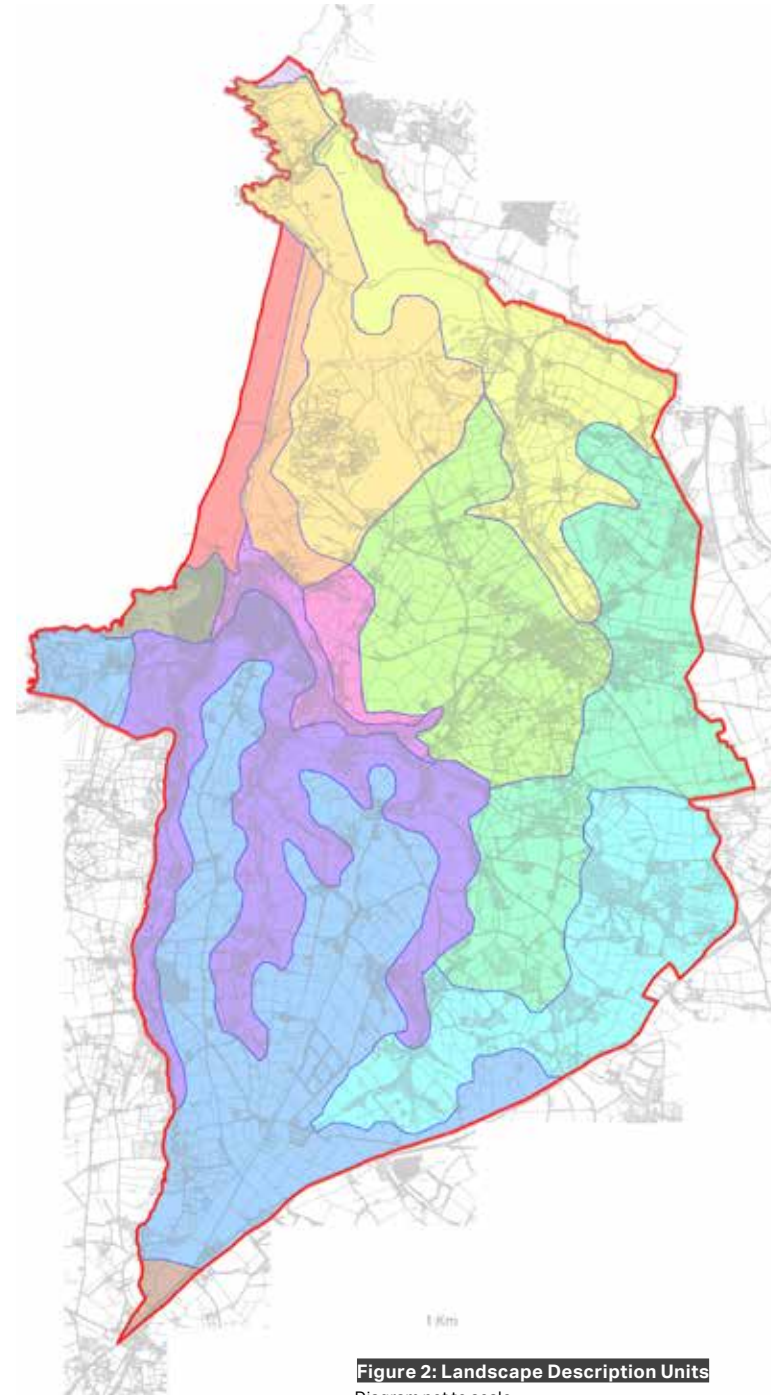


Figure 2: Landscape Description Units

Diagram not to scale

3.3. Character assessment

The focus of this document will be the main settlements within the Neighbourhood Plan boundary. Areas within the wider context should be assessed against the emerging Local Landscape Character Assessment which is broken down into the following landscape character types:

Landscape Type: Undulating land

Landscape Type: Valleys

Landscape Type: Valleys

Landscape Type: Headland

Landscape Type: Dunes and Beach

These are shown on Figure 3 opposite.

3 key settlements have been identified by the Group and are the main focus of this Design Code:

- CA3 – Perranporth
- CA4 – Bolingey
- CA5 – Goonhavern

The largest of these settlements, Perranporth is divided into smaller character areas to better reflect its diverse character:

CA3a - High Street and the beach

CA3b - Eastern Gateway

CA3c - New Developments

CA3d - St George's East

CA3e - St George's West

CA3f - Tywarnhayle

CA3g - Liskey Hill Promontory

The second largest of these settlements, Goonhavern is divided into:

CA5a - A3075 North

CA5b - A3075 South

CA5c - Southern Access

Key

- Neighbourhood Plan Area Boundary
- LLCA Dunes and Beach
- LLCA Headland
- LLCA Undulating Land
- LLCA Valleys
- Character Area Boundaries

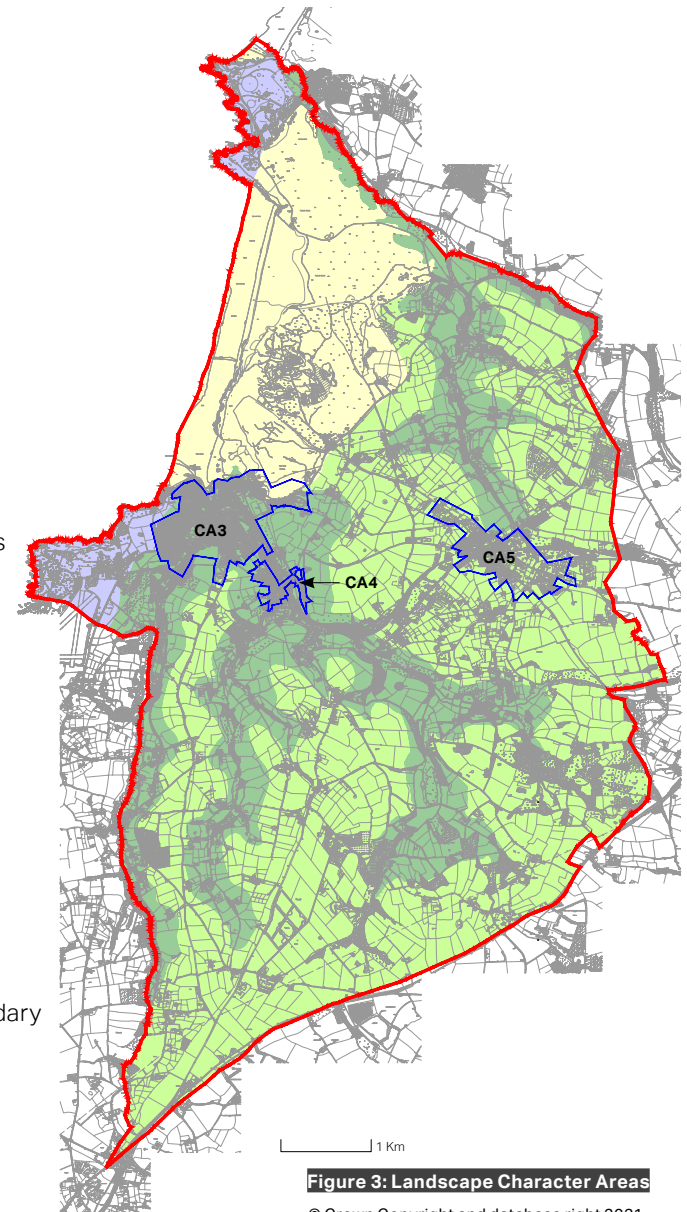
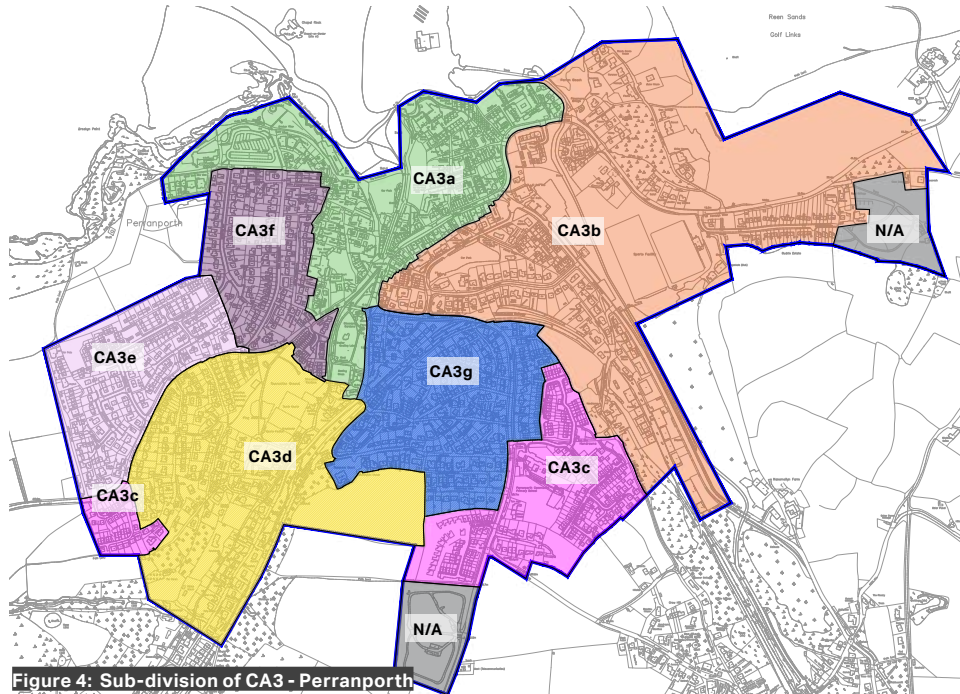
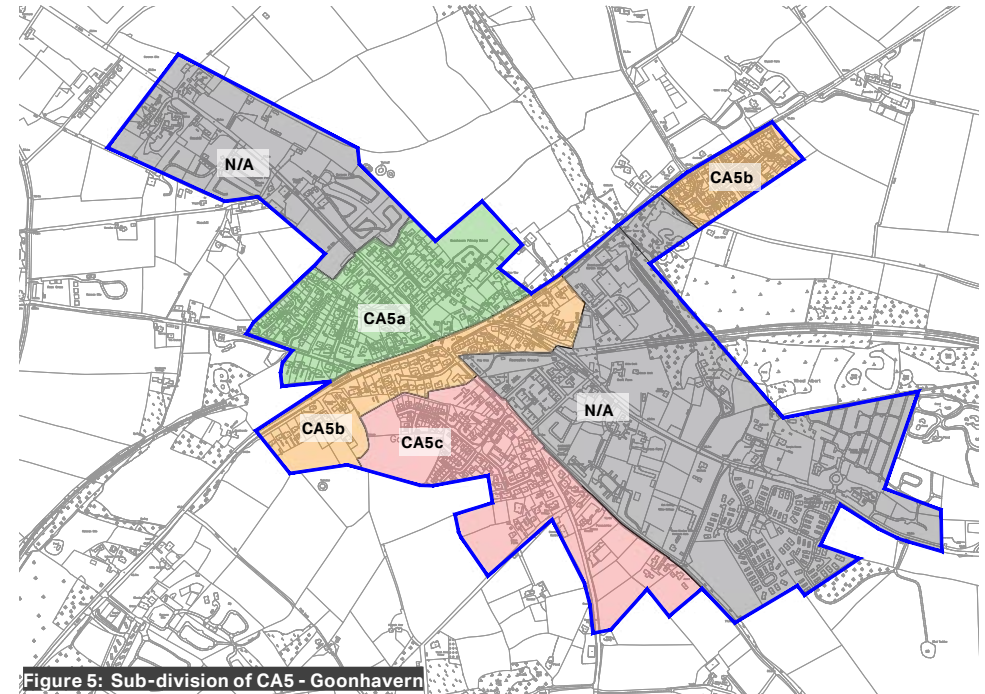


Figure 3: Landscape Character Areas

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- Key**
- CA3 - Perranporth Boundary
 - CA3a - High Street and the beach
 - CA3b - Eastern Gateway
 - CA3c - New Developments
 - CA3d - St George's East
 - CA3e - St George's West
 - CA3f - Tywarnhayle
 - CA3g - Liskey Hill Promontory
 - N/A - These areas have been omitted as not residential



- Key**
- CA5 - Goonhavern Boundary
 - CA5a - A3075 North
 - CA5b - A3075 South
 - CA5c - Southern Access
 - N/A - These areas have been omitted as not residential

3.4. Character Areas within the wider Neighbourhood Plan Area

Local Landscape Character Assessment Landscape Types together with some of the key characteristic attributes. For the full assessment see the below emerging document:

Perranzabuloe Local Landscape Character Assessment (LLCA)

available at: https://www.perranplanco.uk/wp-content/uploads/2021/07Perranzabuloe-NDP_BackgroundLLCA-TPNDP01-2021-07-05.pdf



1: Undulating land

- An undulating topography which increases in height as you move to the south of the parish forming part of the high ridge up the spine of Cornwall;
- Limited built development of isolated farm houses on the elevated land and small clusters of houses in the lower areas; and
- Large scale agricultural buildings to the east and north, caravan parks to west. Power lines, pylons and solar arrays.

2: Valleys

- Wider more open landform within shallower sides at the coast becoming narrower and steeper moving upstream; and
- Seasonal change through broadleaf woodland with more varied vegetation than on higher ground due to shelter from coastal winds.



The Southwest Coast Path to Perranporth
(source: ©Steve Daniels www.geograph.org.uk (CC BY-SA 2.0))

3: Valley Bottom

- All valley bottoms have watercourses, and some also ponds, with areas of lush vegetation which form key wildlife habitats.

4: Headland

- Largely unsettled, development being large scale mine workings and military installations; and
- Internationally protected landscapes including Cligga Mine, British Explosives Co. Droskyn Mines with Scheduled barrows and prehistoric sites.

5: Dunes and Beach

- Peaceful and quiet although exposed to coastal conditions and within vicinity of development to north, south and east.



Perranporth beach and dunes



3.5. Key settlements within the Neighbourhood Plan Area

- Key
- CA3 - Perranporth Boundary
 - Primary Roads
 - Secondary Roads
 - Tertiary Roads

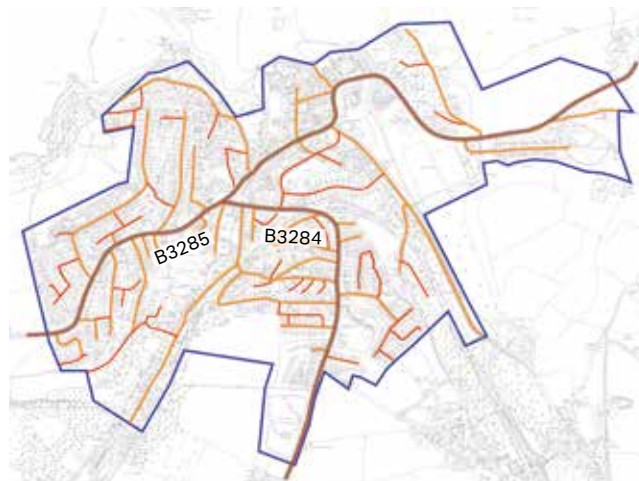


Figure 6: CA3 - Perranporth Road Hierarchy

CA3 - Perranporth

In the 19th century Perranporth was a tin mining settlement. It is now a family resort with miles of golden sands, attracting surfers, kite surfers, sunbathers, dogwalkers and sand yachters. It also boasts a number of successful small enterprises and is a popular location for retirees.

Perranporth is located just south of Perranporth Beach. There are two valleys - Perrancoombe and Bolingey which descends towards Perranporth beach creating two elevated areas of settlements (promontories). The green open spaces are generally located along the two valleys. See LLCA reference to the Local Green Space / Settlement Gaps / Green Buffers identified.

The B3285 provides primary vehicular access to the settlement. It divides the western peninsula in two parts with housing developments either side. The houses located on the west of St George's Hill rising towards Trevellas which are at a higher level due to the elevated topography offers views to the south east towards housing along Liskey Hill and the wider countryside inland..

The B3284 acts as a primary road spine from B3285. It divides the eastern peninsula in two parts with the housing developments either side.

A network of primary, secondary and tertiary roads provide access to the residential developments on these peninsulas. There are no street trees along the primary, secondary or tertiary roads, however trees within hedges particularly on the edges of the settlement are an important character feature. There are a number of TPOs and TPO areas including

Perrancoombe which is an important wooded area. Two County Wildlife Sites fall within the character area including Perranporth Dunes & Bolingey Marsh.

The layout and positioning of buildings is heavily influenced by the existing undulating topography. Most of the houses have private driveways in front and rear gardens. Some of the houses are set back from the road with green frontages. There is little consistency in the streetscape layout due to the changing topography.

The prominent housing typology within the residential area is detached and semi-detached houses with either pitched or hipped roofs with some newly built terraced houses.

Boundary treatment varies according to the position of the houses. Boundary walls for the houses located lower than the road or on a flat terrain are generally constructed from local stone, at times finished with coping and wooden gates.

Boundary walls for houses along secondary and tertiary roads are constructed from local stone, sometimes with a wooden fence on top or low-height rendered wall. Boundary walls between the plots are mostly wooden fence, low height rendered or stone walls with coping. There are more stone faced walls associated with older properties and rendered walls are popular with newer builds.

Building heights and rooflines vary. Slate, concrete are the dominant roof coverings, sometimes with contrasting clay ridge tiles.

Historic morphology

Perranporth is shown on the tithe map (1840) as a small settlement ranged along St George's Hill from what is now the centre at the junction of Liskey Hill, St Piran's Road and Boscawen Road to approximately the point where 29 and 30 St George's Hill stand today. Buildings are mainly ranged along the north side of St George's Hill with some to the south and outlying farms at Bolenna, Nampara, and Hendrawna. The Great St George's Mine is shown to the south of St George's Hill and Wheal Leisure to the east of the village between the Perrancombe stream and the Bolingey stream.

The First Edition Ordnance Survey map XLVIII.5 of 1888 shows considerable growth in half a century with several buildings at the centre of the settlement that remain today. These include the Tywarnhayle Public House on Tywarnhayle Square and the nearby Pentrig House, now the Green Parrot public house. The map shows St Michael's Church (1872) isolated on St Michael's Road and on St George's Hill Tywarnhale House, which remains, and Tywarnhayle and the Seaners & Miners Inn, later the Perranort Hotel, which do not. Wheal Leisure mine is shown but labelled disused. Development to the north of the settlement included the Coastguard Station, now Nos. 1 to 3 Tregundy Terrace. There was development including a Post Office along what is now St Piran's Road and along what is now Ponsmere Road, culminating with Ponsmere House.

The 1907 OS map is the first to show the Truro and Newquay Branch of the Great Western Railway at Perranporth. Perranporth Station is shown with its goods shed, cattle pens and engine house. On either side of the railway line there was development around the

formerly outlying settlements of Bolenna, Nampara, and Hendrawna. While Wheal Leisure was still undeveloped there was considerable development to the north of it on either side of what is now Ponsmere Road, including the Methodist Chapel which opened in 1893. The map also shows the new Tywarnhayle Road, developed on its eastern side with semi-detached houses including some very large examples to the northern end of the road. The largest new house to have been built was probably the castellated Droskyn, later the Droskyn Hotel, on Droskyn Point.

After the First World War, encouraged by the railway, there was a building boom with development between St George's Hill and Bolenna, around Nampara, between Tywarnhayle Road and Beach Road and along and to the north of St Piran's Road (then Station Road). Development at this time was mainly in the form of smaller dwellings such as the bungalows to the south of St George's Hill but some larger houses were built including a number of large villas on the south side of Granny's Lane and a telephone exchange was built on Ponsmere Road. After the Second World War Perranporth expanded to the west with new streets of detached, semi-detached and terraced houses. There were also houses built on the eastern side of Liskey Hill including the new County Primary School.. The area formerly occupied by Wheal Leisure was developed with a street, Wheal Leisure running in a U shape from Station Road and being developed to the south with sizeable bungalows and to the north with community buildings. The Atlantic Bay Holiday Flats were built by Ponsmere Bridge and the Budnic Estate south of Budnic Hill. Ribbon development extended along Perrancombe for more than 1.5km. Late 20th and early 21st century development has seen houses built at the west of the town in new developments at Bethan View and either side of Liskey Hill.



Small stream running through the settlement



High street



Stone terrace Eureka Vale



3.5.1 CA3a - High Street and the beach

This area is characterised by cottages, hotel accommodation, holiday apartments, and houses high on the cliffs, overlooking Perranporth Beach. Buildings are a typically two storey with attic and dormers, there are a few larger multi-occupancy buildings of four storeys.

The south of this character area is split into two parts. It consists of a small public garden, with a small stone built Clock Tower next to the Perrancoombe Stream, and just across Liskey Hill road a park with a large boating lake at its centre. Two storey buildings dominate the High Street with some having attic storeys with dormers. Some buildings along the High Street have bright colours on the façades.

There are examples of stone, brick and masonry construction, the latter finished in rough cast render. Slate hanging is used on façades. Pitched slate roofs are predominant, later development is roofed mostly in concrete tiles. Boundary treatments include hedges, stone walls and timber fences.



Clock tower encased in natural stone



Taller buildings on the cliffs

3.5.2 CA3b - Eastern Gateway

This area is characterised by residential and non-residential land-use employment areas. The styles and ages of buildings vary. Most are masonry constructed with rendered walls and pitched roofs finished with slate or concrete tiles, some with contrasting clay ridge tiles and Ramoth Way has examples of standing seam roofs. Budnic Hill includes Cornish unit construction.

There are industrial buildings as you arrive to the settlement via New Road from the east. A distinctive row of terraced houses along Station Road also forms part of this character area, and have a more suburban character. These houses pay little regard to the character of the settlement, and as such feel quite detached from the rest of the settlement.

The buildings within this character area fail to pick up on the architectural details and materials that are prevalent in other built form locally. There is no uniformity of building style, street parking, pavements and lighting.

Occasional historic buildings with distinctive character are increasingly lost amongst the newer built form.



Timber clad houses near Budnic Hill



Row of terraced houses along Station Road

3.5.3 CA3c - New Developments

This character area covers new developments along St George's Hill (B3285) and Liskey Hill (B3284). The new development along Bethan View has a combination of detached, semi-detached and short terraced houses with skylights to allow natural light. Development is masonry constructed, rendered and whitewashed.

Cornish hedge boundary treatments are incorporated. The houses have a small frontage area with most of the space occupied for car parking.

The new development next to the Liskey Hill Holiday Park obstructs one of the best coastal views when arriving to the settlement from the south. The settlement comprises two storey contemporary terraced houses with standing seam mono-pitched roofs. The use of modern building materials such as glass, metal cladding, engineering brick



New development along Bethan View



New development along Liskey Hill

3.5.4 CA3d - St George's East

This character area includes residential development with open spaces including a children's play area, tennis courts and recreational area covering approximately 2 ha of land. Detached or semi-detached houses located east of St George's Hill (B3285) are set back from the road with a footpath and a low stone wall as a boundary treatment. Houses are constructed of either stone or masonry with white rendered walls and pitched roofs predominantly with slate tiles. Some properties are clad in timber or weatherboard.

Buildings in this character area are a maximum of two storeys high with either hipped or gabled roof with some having dormer windows. Houses are set at lower or higher level than the road, responding to the topography of the area. There is little consistency in the streetscape and the building line varies in this character area.



Houses located along Botenna Ln



Traditional semi-detached houses located at lower level than road due to the existing topography

3.5.5 CA3e - St George's West

The majority of the houses located west along the primary road St George's Hill - B3285 are set back from the road either with a footpath or a green verge, with some kind of boundary treatment e.g. low stone wall or hedge.

Houses comprise bungalows and small two storeys apartments and two storey dwellings. Roofs are hipped or gabled and finished in concrete tiles, some include dormer windows. Masonry constructed walls are finished in combinations of rough cast and smooth render. Some of the houses are set at higher level than the road, responding to the topography of the area, with generous front and rear gardens. Houses located higher than the road can be accessed through a series of steps or ramps. The elevated setting of the development enables long views across the landscape.



Access to houses located along St George's Hill through series of steps

3.5.6 CA3f - Tywarnhayle

Elaborate semi-detached double fronted buildings along Tywarnhayle Road form a distinctive part of this character area. These buildings do not respond to the building style and materials used in other built areas, constructed of stone with steep gabled roofs finished in slate, dormers, large windows and balconies.

The buildings in the other parts of this character area comprise masonry constructed detached, semi-detached or terraced houses which are a maximum two storey high with pitched roofs finished with concrete tiles. Some of the houses along Droskyn Way have exterior rendered walls in a range of light shades of yellow, orange and blue. The linear arrangement of this character area offers views towards the coast in the north.

There is building line variation but building lines have consistency, and some individual plot development.

Boundary treatments include hedges, stone walls and timber fences.



Victorian houses along Tywarnhayle Road



Stone clad Victorian houses along Tywarnhayle Road

3.5.7 CA3g - Liskey Hill Promontory

Houses along Liskey Hill are separated from the street by footpaths either side and are front facing onto the street, except for a new build house at the junction of B3284 and St. Michael's Road. This house has a contemporary style compared to others in this character area, and also has an entrance from the side.

Roofline varies across this character area with some houses having half hipped roofs, which are unique from the rest of the Neighbourhood Plan Area.

The houses are a maximum two storeys high, with some storey and a half and single storey bungalow examples. Most are masonry constructed with rendered walls or constructed in stone. There are also examples with weatherboard cladding on the exterior.



Newly built house along Liskey Hill



Example of half hipped roof along Liskey Hill

3.6. Key settlements within the Neighbourhood Plan Area

Key

- CA4 - Bolingey Boundary
- Secondary Roads
- Tertiary Roads

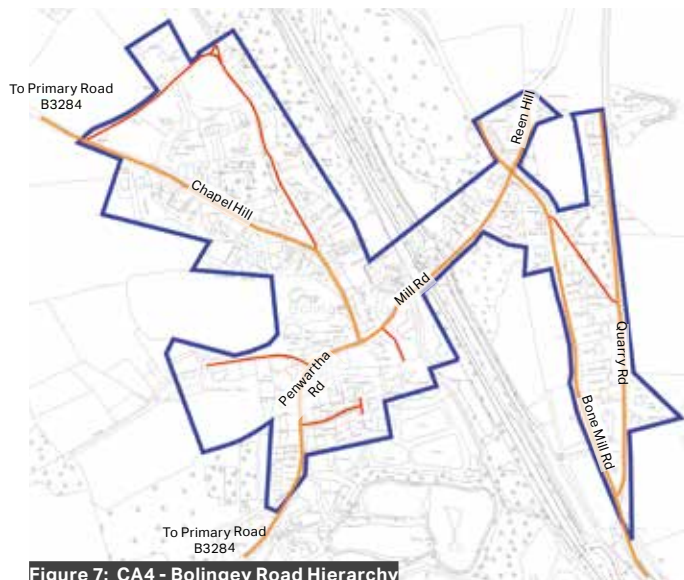


Figure 7: CA4 - Bolingey Road Hierarchy

CA4 – Bolingey

Bolingey is a traditional Cornish settlement with its own distinct character, see LLCA and Settlement Gaps Policy. Bolingey Stream flows down through the settlement and joins Perrancoombe Stream on the Perranporth Beach. The settlement is divided into two parts on either side of the stream. The main part of Bolingey is on the western side of the valley. The smaller eastern part of the settlement is built on the flood plain of the valley.

Chapel Hill and Penwartha Road provide access to the settlement from the west via the B3284 and meet each other at Mill Road. Mill Road runs over the Bolingey Stream and connects to the eastern side of the valley. Bone Mill Road provides access to the settlement from the south and meets Mill Road at the junction of New Road and Reen Hill, which provide access to the settlement from the North. Access roads are generally very narrow providing a sense of enclosure, due to the existing vegetation on both sides. The views across this character area are restricted due to the narrow width with surrounding vegetation on the roads.

Penwartha small stream flows along Penwartha Road towards the fishing lakes.

Stone and masonry constructed dwellings with pitched roofs are predominantly finished in slate. A large detached cob dwelling with thatched roof occupies the corner plot where Chapel Hill meets Penwartha Road. There have also been several recent substantial renovations to bungalows.

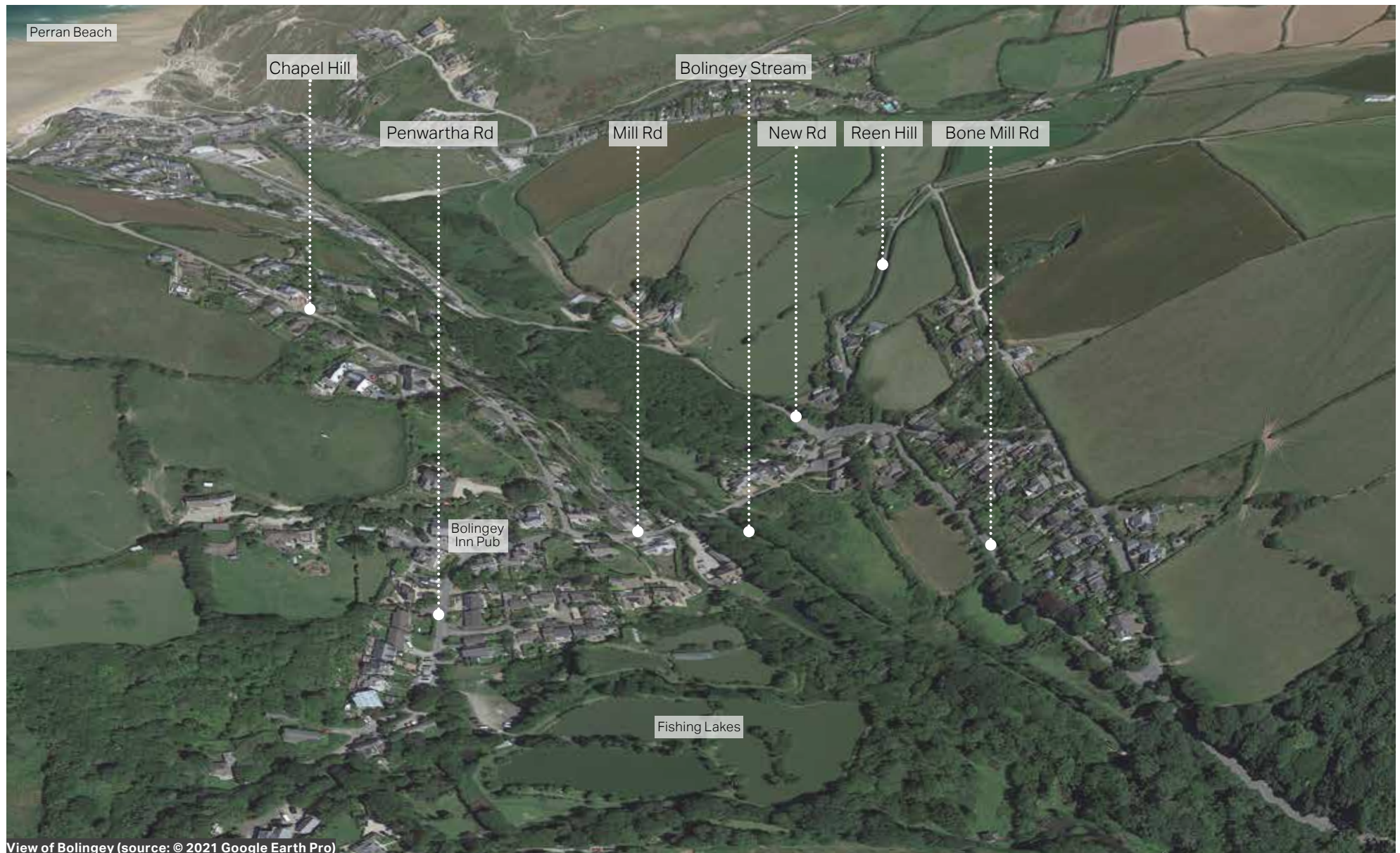
Building stock comprises detached and semi-detached houses and bungalows. Most are built facing the street with the occasional example built with its gable end facing the street. Garden frontages and driveways are included.

Historic morphology

The tithe map for the parish of Perranzabuloe (1840) shows Bolingey as a small settlement with two centres, one on the Bolingey stream and one on the mill stream that re-joins it to the north of the settlement. The majority of the land on the west side of the river was owned by Sir Richard Rawlinson Vyvyan while the Earl of Falmouth owned the land to the east.

Bolingey is shown on the First Edition Ordnance Survey map of 1880 as being divided by the streams that run through it. Each centre has approximately a dozen dwellings. On the western side the Miners' Inn, now the Bolingey Inn, is shown as is the Methodist Chapel and Sunday School on Chapel Hill. On the eastern side the Corn Mill is shown on Mill Lane, as is the Bounders Arms public house at the junction of Bounders Lane and Bone Mill Road. All these buildings remain, the Methodist Chapel and Sunday School and mill have been converted to residential use while the Bounders Arms is now listed as Elm Cottage.

The 1907 OS map shows the divided settlement to have been further divided by the railway which followed the valley of the Bolingey Stream. The map shows little if any further development. The 1933 OS maps shows a Post Office on Mill Road between the two centres, a large house, Tregea to the west of Chapel Hill and More House on Chapel Hill itself. After the Second World War development continued along all the roads entering the settlement. The newest development is an estate of bungalows on Trevethan Close, to the east of Penwartha Road.



Green spaces and streetscape

Bolingey has a high proportion of woodland along the Bolingey Stream classified as broadleaved under National Forest Inventory. Some of this woodland is on the Priority Habitat Inventory classified as deciduous woodland.

Within the built-up part of the character area there are no public open spaces such as playgrounds. However most of the houses have private front and rear gardens.

All the streets in this character area are generally very narrow with no footpaths. Along the approach roads to the settlement the streets are surrounded by vegetation on both sides. Building alignment along the streets varies in the built-up part of the character area. Along Penwartha Road the houses are set back from the street with green verges. Some buildings along the Chapel Hill and Quarry Road have a very little or no set back from the road.

There are a few streetlights along Penwartha Road, Mill Road and Chapel Hill. Bone Mill Road has no streetlights.



View of the green space along the stream from Mill Road Bridge
(source: © 2021 Google Street View)



Green space along the Bolingey Stream
(source: © Rod Allday www.geograph.org.uk (CC BY-SA 2.0))



Green verges along Penwartha Road
(source: © 2021 Google Street View)



Houses set back from Penwartha Road
(source: © 2021 Google Street View)



Bone Mill Road - Arrival to the settlement from south
(source: © 2021 Google Street View)



Mill Road with streetlight
(source: © 2021 Google Street View)

Views and landmarks

There are open views with glimpses of Bolingey from Chapel Hill which starts at about 57m above sea level from the north west boundary of the character area and descends to approximately 16m above sea level at the T-junction with Penwartha Road and Mill Road.

The view from the western road into the settlement is dominated by a tall, unusual looking building which towers above the level of the other houses.

The views across the character area are restricted due to the narrow width and surrounding vegetation on the roads.

There are five grade II listed buildings within this character area - one on the western and four on the eastern side of the valley.

Bolingey was one of the very first ever commercial carp fisheries. Bolingey complex which is made up of three lakes is located just east of the south west arrival point to the character area. Access to the lakes is only available to anglers staying at the White Acres holiday park site.

The Bolingey Inn is a 17th century traditional Cornish pub located on Penwartha Road.

See LLCA for information relating to views from and across settlement and Views and Vistas policy.



View along Penwartha Road dominated by a tall, unusual looking building
(source: ©Tony Atkin www.geograph.org.uk (CC BY-SA 2.0))



The Bolingey Inn pub on Penwartha Road
(source: ©Tony Atkin www.geograph.org.uk (CC BY-SA 2.0))



Old railway bridge on Mill Road
(source: ©David Dixon www.geograph.org.uk (CC BY-SA 2.0))

Building line and boundary treatment

The majority of houses along Penwartha Road and Mill Road are set back from the narrow street with front gardens sometimes protected by boundary treatments. Where boundaries do exist, they tend to be low stone walls or timber fencing with gates or hedges. There are some buildings along Penwartha Road located very close to the street between the Bolingey Inn pub and the T-junction with Chapel Hill.

Houses between Bone Mill Road and Quarry Road have their main access from Quarry Road and sit at a higher level than Bone Mill Road. Land is sloping down from east to west along Quarry Road resulting in houses at higher level than the road in the east.

Some buildings along Chapel Hill are located very close to the road with little or no frontage.



Houses set back from Penwartha Road



Boundary treatment along Chapel Hill - low stone wall with hedge on top and wooden gate



Access to houses located along Chapel Hill through steps



Houses along Quarry Road



Building located very close to the road along Chapel Hill

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3.7. Key settlements within the Neighbourhood Plan Area

Key

- CA5 - Goonhavern Boundary
- Primary Roads
- Secondary Roads
- Tertiary Roads

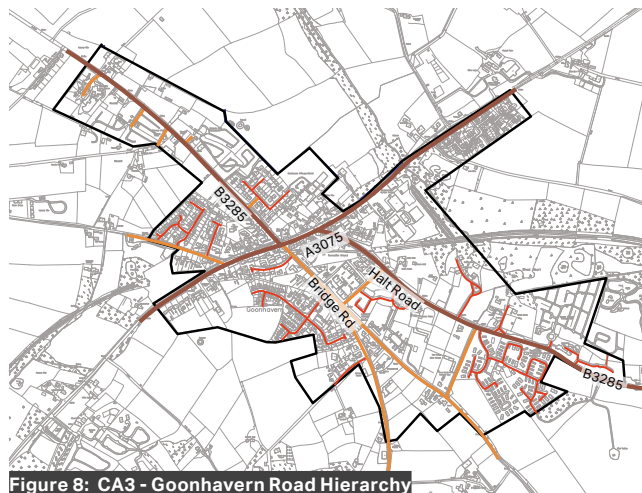


Figure 8: CA3 - Goonhavern Road Hierarchy

CA5 – Goonhavern

Goonhavern is on the A3075 Newquay to Chiverton Cross road, about two miles east of Perranporth. The A3075 runs through the centre of the character area from north to south. The most prominent feature of Goonhavern are the two roundabouts, which are located centrally along this road, at the junction of the B3285 and Bridge Road.

The B3285 provides connectivity to the settlement from the east via the A30. It intersects with the A3075 and continues to run along the east to provide connectivity to other settlements. All other development is serviced by secondary and tertiary access roads. Whilst many of the secondary access roads loop and connect to provide settlement permeability, a number of tertiary roads form cul-de-sacs.

The building density is concentrated around the two roundabouts in the centre of the character area.

Building stock mainly comprises of detached and semi-detached houses and bungalows. The majority are built facing the street with the occasional example built with its gable end facing the street. Most building stock includes garden frontages and driveways.

There are two grade II listed buildings within this character area - Goonhavern County Primary School and Goonhavern Bible Christian Chapel. Both were built in 1876.

Historic morphology

Goonhavern is not shown on the 1840 tithe map but appears on the First Edition Ordnance Survey map XLVIII.5 of 1880. It is shown as a small settlement laid out either side of what is now the A3075 and continuing for about 250m. On the crossroads formed by the A3075 and the B3285 the New Inn is shown with a smithy, Post Office and two further dwellings. Three dwellings are shown between this junction and the junction of the A3075 where a row of terraced cottages are shown on the north side of Halt Road. The school, now Goonhavern County Primary School, is shown to the north of the main road and the Bible Christian Chapel, now Goonhavern Methodist Church, to the south. Both buildings are listed grade II.

The 1907 OS map shows the Truro and Newquay branch of the Great Western Railway running in cutting to the south of the village with a stop, Goonhavern Halt, on Halt Road. The railway does not appear to have encouraged growth and it is not until the post war period that new development is seen along the roads entering the village and on new streets built off them such as Rose Meadows, Martyns Close, Pollards Close. The 1963 OS map shows a complex of buildings on the site of the current Goonhavern Trade Park. They are labelled W T Station on the 1963 map and Government Buildings on subsequent maps.



Roundabouts at Goonhavern



Arrival to Goonhavern



A3075 - approaching Goonhavern from the south
(source: ©Robert Ashby www.geograph.org.uk (CC BY-SA 2.0))



B3285 - approaching Goonhavern (source: ©Roy Hughes www.geograph.org.uk (CC BY-SA 2.0))



Garden Centre on the A3075
(source: © Cornwall Garden Shop)



The Methodist church and a house called "Central Cottage"
(source: ©Tony Atkin www.geograph.org.uk (CC BY-SA 2.0))



3.7.1 CA5a - A3075 North

The buildings along the north of Perranwell Road are set back from the road with a footpath, green verge, and boundary treatment. The boundary treatments along this road tend to be either a low stone / brick wall or a timber fence. Except for the New Inn public house, which is stone constructed, most building stock is masonry constructed with rendered façades. Pitched roofs are finished in predominantly concrete tiles, although examples with slate are present. Buildings are a maximum of two storeys high, and are typically semi-detached or bungalows.

Buildings along the west of the B3285 are typically bungalows with pitched roofs. The road is well lit and building line is set back from the road with a footpath, and timber fence or low stone wall boundary treatment.



Buildings along Perranwell Road



Buildings along the B3285

3.7.2 CA5b - A3075 South

A newer development along Carriage Parc Road to the west of Bridge Road and the two roundabouts forms part of this character area. Buildings are a maximum two storeys high, with half hipped roofs and wide frontages. Buildings typically have two types of exterior wall treatments - ground floor stone clad walls and first floor rendered walls. The orientation of the roofs vary with some aligned along the road, and some perpendicular to it. Some of these buildings have their rear gardens facing the A3075 - Perranwell Road.

There are spacious bungalows located along Halt Road to the east of Bridge Road and the two roundabouts. The building line is set way back from the road with large front gardens and footpaths. The road is well lit and feels wider and greener compared to other roads in this character area.

At the convergence of Halt Road and the A3075, a short row of stone-built cottages with slate roofs is situated. Further east along the A3075, the stone built Methodist Church is sited perpendicular to the A3075. Elsewhere building stock comprises masonry constructed dwellings with slate or concrete tiles.



Houses along Carriage Parc Road



Streetscape along Halt Road

3.7.3 CA5c - Southern Access

This character area covers buildings along Pollard Close, Marshfield Close, Fir Close and new development along Goonhilly Close.

The new development along Goonhilly Close has a different building style. Buildings are two storeys high, and are semi-detached with ground floor gabled entrance porch with twin access. The buildings have a sufficient frontage area with car parking provision. Exterior walls are masonry constructed and rendered with stone cladding accents at building entry points.

Buildings along Pollard Close, Marshfield Close and Fir Close are a maximum of two storeys high, and are either semi-detached, bungalows or linked houses with pitched roofs. Dwellings are masonry constructed with rough cast rendered façades and concrete tile roofs. On Fir Close there is more use of stone on façades and boundaries. Further stone usage on buildings along the main arrival road to the settlement from the south is demonstrated, some in combination with rendered exterior walls.



Entrance porch with twin access along Goonhilly Close



A combination of stone cladding and render treatment to the walls



Goonhavern: CA5b- Central Cottage and Goonhavern Methodist Chapel (Grade II listed) built in 1876 (left)

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Positive aspects of settlement character

There are a number of positive aspects specific to individual character areas, which set them apart from others, and these aspects should be retained, reinforced and enhanced:

Wider Neighbourhood Plan Area

- Landscape attributes including Cornwall AONB and World Heritage Cornwall and West Devon Mining Landscape;
- South West Coast Path;
- Wide sandy beaches, good surfing conditions and dramatic coastline; and
- Tourism, holiday accommodation, caravan sites and golf courses.
- This is a relatively unpopulated landscape, settlements occurring as dispersed farmsteads and small, nucleated settlements;
- Cornish countryside;
- The network of Public Rights of Way;
- Vantage points/views;
- Tourist attractions including: Callestick Ice Cream and Healey's Cider farm; and
- The character area offers long views to the north and the coast.

CA3 – Perranporth

- Large sandy beach;
- Tywarnhayle Road area contains some buildings of architectural merit and there are pockets of new development which have set a good standard;
- There are some good examples of houses with the front gardens, often without boundaries which give a sense of space;
- Despite the use of cul-de-sacs, there is a good proportion of roads which loop and provide continued access;
- The character area offers good views of the coast from elevated areas.
- Coastal topography and in-land valleys;
- Tourism infrastructure; and
- Countryside context.

CA4 - Bolingey

- Valley topography;
- Streams; and
- Railway infrastructure;
- Public house; and
- Traditional architecture.

CA5 – Goonhavern

- Examples of traditional architecture;
- Public house;
- Shop; and
- Tourist facilities.

Issues to be addressed in design codes

The following issues have been identified that should be addressed through the planning process. These principally relate to increasing development pressure in the Plan Area:

Wider Neighbourhood Plan Area

- Caravan and camp sites and associated roadside development within this character area have a major impact on the landscape character especially during the summer months;
- This character area attracts large numbers of tourists and surfers and this has led to a proliferation of accommodation suitable for holiday letting but not appropriate for permanent dwellings especially in Perranporth and Goonhavern;
- Second home ownership reduction in the settlement's year-round vitality;
- Built development has spread beyond the enclosed valleys at the coast onto higher, more exposed land with little buffer planting to soften edges; and
- Insensitively planned caravan parks located on skylines stand out as blocks of white.
- Some new development acts as a detractor due to poor design;
- Woodland is unmanaged in particular the wet woodland in the valleys;
- Promote tree planting to extend the tree cover; and
- There is little relationship between the built areas and the open countryside.

CA3 – Perranporth

- Low quality tourist accommodation examples;
- Contextually out-of- proportion buildings in prominent locations;
- Lack of tree planting;
- High Street shopping quality;
- Poor architectural examples;
- Flat roofs; and
- Budnic Hill approach settlement edge. Some examples of low quality buildings and boundary treatments.

CA4 - Bolingey

- Trevethan Close cul-de-sac development out of character; and
- Some examples of bungalow development.

CA5 – Goonhavern

- The scale of the caravan park developments impact settlement proportions;
- The quantity of cul-de-sac developments; and
- Generic architecture that does not demonstrate local character design lineage



Design code
04

4 Design Code

4.1 Introduction

This section provides design codes which set out expectations for new development across the Plan Area. It also highlights special qualities in individual character areas that should be taken into account when designing new development.

The design codes in this section should be applied as a starting point to all new development in the Neighbourhood Plan Area. These codes advocate character-led design which responds to and enhances the landscape and townscape character. Reference to context does not mean to copy or use pastiche solutions. It means responding to what is around as inspiration and it could be that a contemporary solution in harmony with its surroundings is as appropriate as one utilising traditional building materials and techniques.

It is important that full account is taken of the local context and that any new development responds to and enhances the “sense of place” and meets the aspirations of people already living in that area. The aim of this section is to produce design codes that help in assessing design quality and appropriateness in new development proposals. Images have been used to reflect good precedent and demonstrate design issues for consideration.

The design codes are set out as ‘Area-wide Design Principles’ and ‘Character Area Specific Design Principles’ to ensure codes are adaptable to the unique characteristics of the Plan Area. Area-wide principles apply to entire Plan Area. Where new development comes forward in locations that lie outside of the settlement or defined areas such as those omitted in Goonhavern, development should reflect the design principles of the nearest adjacent settlement Character Area and area-wide principles should be followed for more remote settlements and areas further more removed.

The design codes developed in this document focus mainly on residential development, considering the character of the immediate neighbouring buildings and the townscape and landscape of the surrounding area. The local pattern of streets and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of new development whilst recognising that new building technologies can deliver acceptable built forms and may sometimes be more relevant.

4.2 General Design Considerations

This section sets out a series of general design principles followed by questions against which the development proposals should be evaluated.

As an initial appraisal, there should be evidence that development proposals have considered and applied the following general design principles:

- Does the design harmonise with and enhance the existing settlements in terms of physical form, movement pattern and land use?;
- Does the design relate well to local topography and landscape features including World Heritage Site (WHS), Area of Outstanding Natural Beauty (AONB), local heritage, coastline and long-distance views?;
- Does the design reinforce or enhance the established character of streets and other spaces within the settlements?;
- Does the design integrate with existing paths, streets, circulation networks and patterns of activity including the South West Coast Path?;
- Does the design provide adequate open space for development in terms of both quantity and quality?;
- Does it reflect, respect and reinforce local architecture and historic distinctiveness?;
- Does the development retain and incorporate important existing landscape and built-form features into the development?;
- Does it respect the surrounding buildings in terms of scale, height, form and massing?;
- Does the development adopt contextually appropriate materials and details?;
- Are necessary service and drainage infrastructure integrated without detriment to existing networks and retained features?;
- Are there adequate provisions for appropriate off-street parking and electric charging infrastructure?;
- Are sustainable water management solutions key to the design?;
- Are all components e.g. buildings, landscapes, access routes, parking and open space well related to each other; to provide safe, connected, attractive and cohesive environments?;
- Does the design feature enough provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate), energy needs, water provision and high-speed broadband, without adverse impact on the street scene, the local landscape or the amenities of neighbours?;
- Are high standards of building performance to maximise energy efficiency and minimise carbon usage?; and
- Do buildings sensitively integrate sustainable energy generating technologies?.



Contemporary new build on former site of Cornish Unit in Bolingey

5.2.1. Key points to consider when assessing planning applications

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment overview as to whether the design proposal has considered the context and provided an adequate design proposal.

The following fundamental questions should be used to evaluate the quality and appropriateness of development proposals within the Perranzabuloe Neighbourhood Plan Area:

Building structure

- What are the essential spatial characteristics of the existing development area and street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Does the proposal respect, incorporate and enhance local landscape features including topographic features and hydrology?
- What are the important landscape or historic features within and surrounding the site? Have these features, including existing trees been considered in the proposal?
- How does the proposal relate to its setting? Are there any important links both physical and visual that currently exists on and adjacent to the site?
- Are buildings densities appropriate for the development area?

Access

- Does it favour accessibility, permeability and connectivity over cul-de-sac layouts? If not, why not?
- Are new points of access appropriate in terms of visibility, patterns of movement and road speed?
- Do the new points of access and street layout pay regard to all users of the development; in particular pedestrians, cyclists and those with disabilities?
- Do the points of access conform to the statutory technical requirements?

Pattern and layout of buildings

- What is the pattern and layout of existing buildings and have these been respected in the proposal?
- Does the proposal maintain the character of existing building layouts and their relationship with access through the settlement?
- If the design is within or adjacent to a heritage asset, have the elements which contribute to their significance been considered in the proposal? (Heritage assets include listed buildings and registered landscapes).
- Does the proposal preserve or enhance the setting of a heritage asset?

Building heights and roofline

- Does the proposed development height compromise the amenity of adjoining properties?
- Does the proposal overlook any adjacent properties or gardens?

- Has careful attention been paid to height, form, massing and scale of new buildings? Is it appropriate to reflect the proximate scale of development?
- If a proposal is an extension, is it subordinate to the existing property?

Building line and boundary treatment

- Does the proposal respect the existing building line and harmonise with the adjacent properties?
- Has the appropriateness of the boundary treatments been considered in the context of the site? The Cornish tradition of hedgebanks should be incorporated where possible.

Green spaces and street scape

- Providing continuous green infrastructure linkages is important for biodiversity. Does the proposal enhance existing green corridors and biodiversity habitat networks, linking to areas adjacent to the site?
- In rural and edge of settlement locations does the development negatively impact visual character or interrupt existing tranquillity within the area, and has this been fully considered and sufficient mitigation included?
- Has adequate protection been put in place to protect existing green infrastructure during construction?
- Has the impact on landscape quality been considered?
- Is there adequate private/ communal amenity space for the development?
- Does the development achieve the external design standards and aspirations of the Neighbourhood Plan?

- Does the new development respect and enhance existing amenity space and have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, consider the usage of new owners and existing residents, including how will it be managed?
- Have aspects of active and passive security been fully considered and integrated with development?
- Is active travel promoted across the site, and does this connect to existing networks?

Views and landmarks

- What are the existing key views and visual landmarks in the area and have these been retained and enhanced in the proposal?
- Where long distance views exist, does the development fall within key settlement views?, How are these respected in the design?
- Are new views and visual connections with the existing settlement and surrounding area incorporated into the proposal?

Architectural details and materials

- Has the local geology and architectural character been reflected in the contemporary or traditional design of new proposals?
- Does new development demonstrate strong design rationale, quality material specification and good detailing appropriate to the climatic conditions?
- Is building performance a priority, relating to sustainability, running costs and user enjoyment?
- Has a fabric first approach to energy efficiency been integrated as a primary design driver? Are there opportunities to improve the thermal performance of the building fabric and future proof development?
- Do the proposed materials harmonise with the local vernacular and geology? Are the construction details and materials of sufficient high quality?
- Can local materials be specified?
- Have window, door, eaves, verge and roof details been refined and considered in the context of the overall design?

Parking and utilities

- Has adequate provision been made for car and cycle parking?

- For appropriate housing typologies, are there opportunities to accommodate mobility vehicle storage areas when required?
- Does new development include fast internet speeds and working from home space?
- Has adequate provision been made for bin storage, including communal areas when appropriate with facilities for waste separation and recycling?
- Is the location of bin storage facilities appropriate in relation to the travel distance from the collection vehicle?
- Has the design of bin storage facilities been fully considered; including the quality of materials and location within the development?
- Does the installation of utilities include appropriate access for maintenance/ servicing?
- Is the use of renewable energy and energy saving/ efficient technologies encouraged and maximised? Are these technologies well integrated?
- Does the lighting strategy reflect the strategy of the settlement for both private and public lighting applications?



Design Code 01

Settlement pattern



Edge developments should transition smoothly to the wider countryside context. The diagram illustrates: A more informal building line, with greater variation of offset to allow more space for front gardens and Green Infrastructure (GI) to help the transition. A wider road with grass verge, bicycle lane and tree lined street planting adds space and visual screening.

Area-wide Design Principles

- a. Development should be considered strategically at settlement level, and not in isolation;
- b. New development should reflect the existing settlement character by adopting similar layout characteristics;
- c. Development edges should reflect the existing settlement edge character, and transition gradually outward to meet the surrounding landscape context;
- d. New development should provide property sizes that meet local need and affordable housing in-line with requirements within the Cornwall Local Plan;
- e. New development should be permeable, providing vehicular and non-vehicular connections to the existing settlement. Where possible separate vehicles from pedestrians and cyclists to reduce vehicle dominance;
- f. The preference is for new streets that connect through to other streets and provide connectivity. The use of cul-de-sacs should be resisted;
- g. New residential developments should be 20mph zones with speed reduction features incorporated into access roads;
- h. New development should provide pedestrian and bicycle access that connects with existing networks. Bus stops should be located close to active travel infrastructure to encourage sustainable travel options;
- i. Density in new development should be appropriate to the location and respond to the character of the site context. Consider opportunities for contextual views, habitat corridors, and active travel access connections;
- j. Plot area ratios can be used to inform appropriate development massing. Plot area ratio is the proportion of the site area occupied by buildings, calculated by dividing the gross ground floor area of the building by the plot area. Residential development here should accord with existing precedent which is generally <0.5. Higher densities may be appropriate in some areas owing again to existing precedent.
- k. New development layouts should respond to site specific micro-climates to increase the environmental comfort for building users, both internally and externally;
- l. Mitigation, building off-setting and spatial layouts should be used to provide privacy for residents; and
- m. Passive surveillance for enhanced security should be considered and designed-in to the development; particularly relating to streets, pedestrian/bicycle access, play and parking areas.



Higher density development CA3a High Street and beach



CA3e: Narrow access needs on-plot and off-plot parking to reduce car dominance in streets



CA3b: Mixed land use, residential overlooks High Lanes Garage

Character Area Specific Design Principles

CA3a - High Street and the beach

- n. Higher density development is appropriate within High Street areas;
- o. Development fronting the beach should be sensitively planned and accord with existing precedent, and
- p. New development should maintain good permeability through to the High Street and beach with clear definition of public and private areas.

CA3b - Eastern Gateway

- q. New development should be a mix of residential and other uses; and
- r. Layout of new development should respect the gateway character of the area.

CA3c - New Developments

- s. It is important new edge development links to existing developments to create networks and connections to the settlement centre.

CA3d - St George's East

- t. New development should respond to existing character with architecturally varied typologies set along narrow access roads.

CA3e - St George's West

- u. Development should respect the nearby Cornwall AONB and Cornwall and West Devon Mining Landscape; and
- v. Plot sizes should be adequately proportioned to accommodate parking and gardens, and limit car dominance in streets.

CA3f – Tywarnhayle

- w. Street alignment of new development should align along contours reflecting existing precedent (north to south) with views towards the sea; and
- x. Development should respect the nearby Cornwall AONB and Cornwall and West Devon Mining Landscape WHS.



CA4: Buildings along primary roads



CA4: Dwellings close to watercourse



CA5a: Wide street ratio with grass verges and pavements

Character Area Specific Design Principles

CA3G - Liskey Hill Promontory

- y. New development should be in small increments of less than 4 dwellings.

CA4 – Bolingey

- z. New development should be arranged along primary roads or connecting secondary roads;
- aa. Development should not extend further than one plot back from access roads;
- ab. Facades should be located to face main access roads or key views;
- ac. New development should provide connections to existing footpaths and cycleways;
- ad. Character of new connections should respect the narrow and winding character of existing access routes. The dismantled railway could provide an opportunity for an active travel route;
- ae. Street lighting should be limited to maintain dark skies and lit character of settlement; and
- af. In valley areas, drainage and flood prevention measures should be integrated into layout to manage surface water.

CA5a - A3075 North

- ag. New development should respect the open street character provided by wide verges and front gardens.

CA5b - A3075 South

- ah. New development should directly face or back onto access roads to defined street corridors.

CA5c - Southern Access

- ai. New development should front onto primary and secondary access roads, incorporating verges and footpaths.

Design Code 02

Green infrastructure and open space



Good example of surface definition, and retaining elements with local character

Area-wide Design Principles

- a. Mature trees and hedges contribute to the character of the Neighbourhood Plan Area. These should be retained in any new development;
- b. Any new planting should be appropriate species for the coastal microclimate and provide opportunities for climate resilience;
- c. Cornish hedges are a traditional feature of the Cornish landscape. New development should respect the existing Cornish hedge network and consider how best to retain and add to hedge networks;
- d. New green infrastructure within developments should connect to the existing green infrastructure network and provide a range of multifunctional benefits, including supporting biodiversity, opportunities for recreation and access to wider countryside beyond the settlement boundaries;
- e. Nature based solutions including SuDS should be integrated and used to deliver new development;
- f. New development should reflect character area plot sizes and garden space, as these contribute to the settlement's ecological network; and
- g. New development should incorporate features to enhance biodiversity including bat bricks, bird boxes and hedgehog gravel boards.



CA3a: Boating lake entrance and green infrastructure



CA3e: More green infrastructure could be used to soften the street scene



CA3b: Opportunities at settlement gateways

Character Area Specific Design Principles

CA3a - High Street and the beach

- h. New development close to the beach should look to incorporate where possible facilities such as outdoor showers, lockers, and seating;
- i. Planting should be established at multiple levels along streets to break up the dominance of vehicles and create a more pedestrian friendly environment. Elements to include verge planting, box gardens, parklets, green roofs and living walls; and
- j. New planting should be located to provide protection from wind and shade, whilst being tolerant of coastal microclimate including salt laden winds.

CA3b - Eastern Gateway

- k. Gateway planting should be established along key access routes to reflect landscape character.

CA3b - Eastern Gateway & CA3g - Liskey Hill Promontory

- l. Existing disused railway cuttings could be used as an opportunity for green infrastructure and active travel.

CA3c - New Developments

- m. New development areas should respect the character of the area and continue to incorporate large green spaces.

CA3d - St George's East

- n. Trees and vegetation should be incorporated into any new development to connect with the existing green infrastructure network along Perrancombe Valley.

CA3e - St George's West

- o. More green infrastructure should be included in new development to soften streetscapes; and
- p. New development should include new planting and other green infrastructure to minimise the potential impact on the nearby Cornwall AONB and Cornwall and



West Devon Mining Landscape WHS.
Character Area Specific Design Principles

CA3f – Tywarnhayle

- q. Low lying linear planting should seek to emphasise the approach to the sea; and
- r. New development should include new planting and other green infrastructure to minimise the potential impact on the nearby Cornwall AONB and Cornwall and West Devon Mining Landscape WHS.

CA3g - Liskey Hill Promontory

- s. Opportunities for small seating areas and planting in streets should be explored.

CA4 – Bolingey

- t. Front gardens, low boundaries and grass verges should be integrated in new development.

CA5a - A3075 North, CA5b - A3075 South & CA5c - Southern Access

- u. Wide streets with verges should be integrated within new development areas.

Design Code 03

Views and landmarks



Area-wide Design Principles

- a. New development should be carefully sited to minimise negative impacts on views to and from the surrounding landscape and coastal context;
- b. Views to and from Cornwall AONB and Cornwall and West Devon Mining Landscape WHS should be respected in new development; and
- c. Settlement edges should transition outwardly using mitigation planting, development layouts and materials to break-up development massing;



Character Area Specific Design Principles

CA3a - High Street and the beach

- d. New development should retain and enhance views towards the coast.

CA3a - High Street and the beach, CA3e - St George's West & CA3f – Tywarnhayle

- e. New development should respect views to and from the Cornwall AONB and Cornwall and West Devon Mining Landscape WHS.

CA3b - Eastern Gateway & CA3c - New Developments

- f. New development at settlement gateways should consider opportunities to enhance the public realm and improve settlement placemaking by creating a focal gateway that gives the area a sense of place.

CA3d - St George's East

- g. New development should avoid interrupting views along the valley.

CA3f – Tywarnhayle

- h. Unique channeled views towards the sea should be maintained along streets.

CA3G - Liskey Hill Promontory & CA3f – Tywarnhayle

- i. New development should be aware of the character area's central prominent location in the layout of the settlement, and new development should respect views to and from the development and surrounding area.



CA4: Bolingey railway arch landmark



Views from Reen Hill towards CA4 - Bolingey (Chapel Hill)



CA5: Linear and enclosed views along streets

Character Area Specific Design Principles

CA4 – Bolingey

- j. Development should respect the cross-valley views and views from visual receptors along the valley sides.

CA5a - A3075 North, CA5b - A3075 South, CA5c - Southern Access

- k. Flat topography means contextual views are limited and long views are along streets or of development within streets. Streets should be designed to maintain this settlement character.

Design Code 04

Building Typology



Stone terrace with porches, B3285

Area-wide Design Principles

- a. New development should respond to the type, scale and form of existing buildings;
- b. Development should accord with existing floor storey heights;
- c. The rising coastal topography backdrop should not be used as reason to increase the height of buildings. Development height should take precedent from surrounding settlement character and respect topography;
- d. Pitched roof variation demonstrated throughout the Neighbourhood Plan Area should be continued within new development areas;
- e. Innovation, where appropriate to context, which explores the integration of green/ brown roofs or standing seam roofs should also be encouraged;
- f. If chimneys are included, chimney height should be proportionate to the dwelling. Chimney position and height should consider neighbouring property window locations and prevailing winds;
- g. Joined gable fronted semi-detached or terraced housing should be avoided due to problematic valley details;
- h. Flat roofs for buildings, extensions, garages and dormer windows should be avoided. However flat roofs with ecological green/brown roofs may be acceptable; and
- i. Monopitch roofs as the main roof type for a standard dwelling is out-of-character with the settlement, should be avoided.



CA3a: Tall building in elevated and sensitive area



CA3b: Apartment typologies



CA3f: Double fronted dwellings with pitched dormers

Character Area Specific Design Principles

CA3a - High Street and the beach

- j. Higher density residential development is characteristic in this character area;
- k. Multi-occupancy dwellings, should be capped at 3 storeys; and
- l. For taller multi-occupancy development buildings monopitch or parapet roofs are acceptable.

CA3b - Eastern Gateway

- m. Gateway buildings could be appropriate here; and
- n. New development should respect the existing mix of apartments, bungalows and two storey housing of this character area.

CA3c - New Developments

- o. Development should be two storeys.

CA3e - St George's West

- p. Two storey apartment typologies combined with two storey housing and bungalows would respect existing character.

CA3f – Tywarnhayle

- q. Double fronted two storey housing with pitched dormer windows would be in keeping here.

CA3g - Liskey Hill Promontory

- r. A combination of two storey and bungalow accommodation should be provided.



CA4: Good example: storey and a half, half hipped roof with pitched dormers finished in slate



CA4: Varied typologies all with pitched roofs



CA5: A combination two storey and single storey buildings face primary roads

Character Area Specific Design Principles

CA4 – Bolingey

- s. Buildings should be no more than two storeys with loft conversion and dormer windows;
- t. Typologies should vary within new developments; and
- u. Roof type should be pitched.

CA5a - A3075 North, CA5b - A3075 South, CA5c - Southern Access

- v. A combination of two storey and single storey buildings with gabled, hipped or half-hipped roofs are most appropriate to maintain the streets spatial ratio.

Design Code 05

Architectural details and Materials



Area-wide Design Principles

- a. Architectural variation across the settlements is a strength of the Neighbourhood Plan Area. Development should continue to incorporate architectural variation, encourage innovation, but demonstrate clear design lineage and quality;
- b. Ecological green/brown roofs or innovative high-quality alternatives such as standing seam roofs should be explored;
- c. Seagull deterrents should be integrated within new development areas where there is a need, however they should not be visually obtrusive;
- d. Architectural detailing should be robust and able to cope with coastal climatic conditions. Eave & verge overhangs, fascia and soffits should be integrated to offer enhanced protection from driving coastal rain;
- e. Exposed building elevations subject to prevailing winds and rain should be considered carefully and appropriate façade treatments specified;
- f. Bay windows and dormer windows should have pitched roofs;
- g. Contextually appropriate boundaries, including the use of Cornish hedgebanks should be used;
- h. Stone such as granite and granitic elvan or killas should be specified for development and sourced locally, reflecting the local geology. Natural stone should be used rather than stone slips; and
- i. Rendered white walls are commonly specified across the Neighbourhood Plan Area, however white render is susceptible to staining, and needs to be regularly managed. Specifiers should carefully consider maintenance/access to ensure longevity. Local natural materials such as stone or slate hanging can provide better weather resilience and longevity.



Character Area Specific Design Principles

CA3a - High Street and the beach

- j. Local stone should be specified in this area; and
- k. Unifying materials should be specified to increase synergy with nearby developments;

CA3b - Eastern Gateway & CA3g - Liskey Hill Promontory

- l. Residential and non-residential developments should be materially discernible, but the use of contextually appropriate materials should be demonstrated on both; and
- m. Local stone and slate should be used here to reinforce settlement character.

CA3c - New Developments

- n. Façade treatments must be resilient and offer low maintenance longevity. New development should ensure white rendered walls can resist staining.

CA3f – Tywarnhayle

- o. Double fronted typologies with pitched dormers would respect existing character;
- p. Balconies and large windows are often incorporated in this character area;
- q. All garages and driveways should be well detailed as maybe are in prominent locations in this character area;
- r. Dwellings should include generously proportioned fenestration; and
- s. The use of local stone is important to preserve local character.



Character Area Specific Design Principles

CA4 – Bolingey

- t. Flood resilience details should be designed in to low lying development, such as boundary walls, raised access into dwellings and porches where flood gates could be easily fitted;
- u. Brick accents could be used to draw out the settlement's railway heritage.
- v. Slate roofs should be specified within this character area; and
- w. Traditional stone boundary treatments or Cornish hedgebanks should be used.

CA5a - A3075 North, CA5b - A3075 South, CA5c - Southern Access

- x. Porches or door recesses should be incorporated;
- y. Slate should be used as the main roof material;
- z. Natural stone finished façades or the use of stone to accent facades should be used; and
- aa. Stone boundary walls or Cornish hedges should be specified.

Design Code 06

Building modifications, extensions and plot infill



Contemporary updated extension with brick accents, St Piran's Road

Area-wide Design Principles

- a. Extensions should always be subordinate to the existing building and should not exceed the footprint of the original building envelope. The original building should remain the dominant element of the property regardless of the number of extensions;
- b. Extensions should not cause unacceptable detriment to the privacy of neighbouring dwellings;
- c. Upper storey/roof extensions should be proportionate to the main building and floor storey heights.
- d. Dormer windows should be pitched and should not break the roofline of the building;
- e. The architectural style of an extension should accord with the host building, using the same or complimentary design language, materials and fenestration rhythm. Modifications to existing buildings should preserve and enhance the existing building's architectural style;
- f. Flat roofs should be avoided, unless ecological green/brown roofs are specified;
- g. Developments which aim to renovate, upgrade and enhance derelict or degrading properties should be encouraged as re-use is more sustainable;
- h. Modern design with contrasting high-quality materials is often the best approach for extensions to listed or heritage buildings of significance, with clear definition between old and new;
- i. External areas for showers, surfboard and bike storage and other active travel kit should be well detailed and secure;
- j. External working from home office spaces should be well designed, provide enough natural light, be thermally efficient and secure;
- k. Infill plot development should respect the scale, massing and architectural details of the character area within which it sits. Previous infill plot development that does not respect local character should not set the standard for future development.'
- l. Design evolution and innovation should be encouraged, although there should be evolution of existing character; and
- m. Renewable technology additions should be well integrated to protect the existing character of the building. PV, solar thermal or other building mounted services should be located discretely. For heritage or listed buildings, installation should respect key elevations of the historic asset.



Design Code 07

Building line and boundary treatments



Building line and offsets should accord with existing built precedent and respond to site driven opportunities. Some streets have strong lines with uniform offsets, whilst others have greater variation.

Area-wide Design Principles

- a. In general buildings should be aligned facing the main vehicular or pedestrian access. When coastal views or other orientation reasons, such as maximising passive gains or solar PV opportunities result in deviation from this, high quality boundary treatments should be used to maintain a strong relationship with the main access;
- b. It is characteristic within the Neighbourhood Plan Area for some buildings to align in short rows perpendicular to the main access and this precedent layout should continue to be integrated within new development layouts;
- c. All elevations which face onto streets should be appropriately designed to present positively;
- d. The scale of building offsets from roads should correspond with the surrounding settlement character;
- e. Corner or gateway buildings can be designed to articulate corners and present a positive façade in multiple directions or mark the 'gateway' to a zonal area;
- f. Boundary treatments can be used to reinforce building line continuity, and clearly define public and private space areas;
- g. Property boundaries should be carefully considered, and only high-quality boundary treatments that reflect local character should front onto public areas and streets. Panel fencing should not be used;
- h. Cornish hedges should be used where possible to reinforce biodiversity connectivity and settlement character;
- i. Primary elevation high boundary treatments which interrupt/impair views into the street, or block passive surveillance should be avoided. New development should contribute to settlement and not be separated from it;
- j. Car parking should not be included at the expense of boundaries and front gardens or frontages; and
- k. Boundary planting should seek to link into the green infrastructure network to maintain habitat connectivity. Single species ornamental planting should be avoided.



CA3c: Stone faced wall with gabion baskets(rear)



CA3g: Informal building alignment and offset



CA3c: Uniform offsets

Character Area Specific Design Principles

CA3a - High Street and the beach

- l. Boundary treatments should be constructed in either traditional or contemporary materials in keeping with existing precedent.

CA3b - Eastern Gateway, CA3d - St George's East, & CA3g - Liskey Hill Promontory,

- m. Wider property set-backs and building line variation would accord with existing precedent; and
- n. Traditional Cornish hedgebanks should be encouraged.

CA3c - New Developments, CA3e - St George's West & CA3f – Tywarnhayle

- o. Building lines here are clearly defined and as such should be maintained; and
- p. Cornish hedges or traditional stone walls should be specified for new development.



Character Area Specific Design Principles

CA4 – Bolingey

q. Informal building lines and buildings placed at the road edge is characteristic.

CA5a - A3075 North, CA5b - A3075 South, CA5c - Southern Access

- r. Areas with development located close to A3075 should maintain existing building lines;
- s. In development areas fronting secondary and tertiary access greater variation of set-back is considered acceptable .

Design Code 08

Waste, recycling and utilities



Area-wide Design Principles

- a. Waste bin enclosures should be integrated within the development design. These should be detailed and constructed in combination with landscaping elements to minimise the visual impact on the street;
- b. When considering the placement of waste/recycling enclosures, functionality should be taken into account. Waste enclosures should be located close to the servicing position, against the dwelling's boundary. This should be away from areas used as amenity space or main entry points to dwellings;
- c. It is important that private and public bin provision is 'seagull secure' and adequate provision should be made for dog waste bins when development is close to Public Rights of Way, South West Coast Path, beach or other recreational areas popular with dog walkers;
- d. Simple rainwater harvesting facilities such as water butts should be integrated within scheme design to reduce water consumption;
- e. Renewable technologies should be explored and integrated where site conditions provide sustainable advantages. Care should be taken to design-in these technologies and ensure cables and ducting etc are well integrated;
- f. Maintenance and meter reading should be considered, and utilities located discreetly with good access;
- g. Sensitive lighting design should aim to get the right light, in the right place for use at the right time. Development lighting design should consider ambient lighting levels and identify sensitive receptors to artificial lighting. Incorrect lighting specification can impact neighbouring properties and be harmful to wildlife. Visit: <https://www.cornwall.gov.uk/media/ozyn0hwx/cc-ndp-guidance-on-dark-night-sky.pdf> and
- h. Electric vehicle charging, mobility vehicle charging, and secure storage should be considered and integrated where needed.



CA3f: Oil tank located close to service lane



CA3e: Solar thermal



CA4: PV

Character Area Specific Design Principles

CA3a - High Street and the beach

- i. Waste management consideration here is of paramount importance. Storage areas and access should be considered and designed to be functional and discreet;
- j. Secure communal bin storage areas should be used with appropriate building typologies to limit on-street storage; and
- k. Street bin specification should be carefully designed, and appropriate bins installed in public realm areas.

CA3a - High Street and the beach, CA3b - Eastern Gateway, CA3c - New Developments, CA3d - St George's East, CA3e - St George's West, CA3f – Tywarnhayle & CA3g - Liskey Hill Promontory

- l. Development in elevated areas should integrate renewables which maximise the potential of the site; and
- m. Electric car/bike charge points should be integrated where possible.



Design Code 09

Parking



On-plot parking and a combination of surface materials to provide street definition

Area-wide Design Principles

- a. Vehicle parking should be designed into new development and the design should be cognisant of, and respond to; development density and dwelling capacity;
- b. A good mix of parking typologies should be deployed, depending on, and influenced by the development type, location and topography;
- c. Vehicle parking should not cause unacceptable visual or accessibility impedance to pedestrians and cyclists, and streets should be designed to be accessible to all users and abilities;
- d. For communal parking areas, good passive surveillance should be considered when locating parking facilities. Planting surrounding these areas should allow visual links to be maintained, meaning ground cover and trees with at least a 2m clear stem is preferable;
- e. Within proximity to parking areas, fruit tree species should be avoided;
- f. Parking surfaces should be permeable and driveway design that integrates space between car wheel tracks for low-growing plants should be encouraged; and
- g. On-street parking bays should be integrated with permeable surfaces in combination with tree pits and SuDS elements.



CA3c: Mews style on-plot parking



CA3g: On-plot parking



CA3g: Narrow access

Character Area Specific Design Principles

CA3a - High Street and the beach

- h. Innovative parking solutions for high density places should be explored here.

CA3b - Eastern Gateway

- i. Non-residential land use parking should be well integrated within development to prevent overspill into residential areas; and
- j. Non-residential parking areas should be visually screened from primary roads to maintain gateway appearance.

CA3c - New Developments & CA3e - St George's West

- k. A combination of on-plot and off-plot parking areas should be integrated.

CA3d - St George's East , CA3f – Tywarnhayle & CA3g - Liskey Hill Promontory

- l. A reduced quantity of on-plot parking areas should be used in combination with well-integrated and well-executed on-street parking solutions, to reduce the impact on narrow streets.

CA4 – Bolingey

- m. On-plot parking should be included in this character area; and
- n. Porous driveway surfaces and attenuation features are especially important here due to proximity of running water.

CA5a - A3075 North, CA5b - A3075 South, CA5c - Southern Access

- o. A combination of parking typologies should be integrated within development here attuned to the development type and parking requirement.



5. Deliverability

5.1. Delivery Agents

The Design Code will be a valuable tool for securing context-driven, high quality development in the Perranzabuloe Neighbourhood Plan Area. It will be used in different ways by different actors in the planning and development process, as summarised in the table below:

Actor	How they will use the Design Code
Applicants, developers and landowners	As a guide to the community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Where planning applications require a Design and Access Statement, the Statement should explain how the Design Code has been followed.	
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications.
The Design Code should be discussed with applicants during any pre-application discussions.	
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Code is followed.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

5.2. Deliverability

The National Planning Policy Framework (paragraph 35) emphasises that a proportionate evidence base should inform plans. Based on a 'positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings' (see paragraph 15). Policies should be 'underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals' (paragraph 31). Crucially planning policies 'should not undermine the deliverability of the plan' (paragraph 34).

Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Local Plan. Where new policy requirements are introduced (that carry costs to development) over and above Local Plan and national standards it is necessary to assess whether development will remain deliverable. The principles and guidance set out in this document and within the Neighbourhood Plan's policies are aligned with national policy and non-statutory best practice on design.

The values and costs of construction will vary based on location, situation, product type, design (architecture, placemaking etc.) and finish; and the state of the market at the point of marketing the properties. The guidelines herein constitute place making principles and guidance to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

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