Penryn Design Code

July 2021

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Quality information

Project role	Name	Position	Action summary	Date
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Introduction

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1. Introduction

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

This Design Code has been produced to inform new development proposed in the area. It presents a summary of the key characteristics of Penryn which make this a special place to live and visit. This information is then used to inform a specific Design Code 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 (2019) 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'.

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). It is therefore important that planning policies and decisions 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 can be designed and planned with regard to the existing character and context of Penryn. It sets out a series of Design Codes related to residential development.

The document initially provides context to the Design Code including strategic issues identified by Penryn Town Council and 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. Process

The following steps were undertaken to produce this document:

- Initial call with Planning Consultant representative;
- Initial meeting with Penryn Town Council, group representative and site visit;
- Character, heritage and settlement analysis;
- Preparation of principles and Design Code derived from analysis to be used to assess future developments;
- Urban connectivity analysis to explore opportunities for better synergy between the Conservation Area and Commercial Road area;
- Draft report with Design Code; and
- Final report.

2. Context

2.1. Location and area of study

The Penryn Neighbourhood Plan Area illustrated in Figure 1 comprises of two wards (east & west) and is administered locally by Penryn Town Council which is part of Cornwall Council.

The coastal promontory settlement of Penryn was founded in 1216 and operated as a port of considerable importance during the 15th century, owing to it's natural harbour attributes and sheltered tidal position.

Penryn's striking location upon a promontory ridgeline at the head of Penryn River has valleys immediately to the north and south, with Treluswell stream set within the valley to the north and in the south, Glasney Valley is the location of Antron stream, both source streams empty into Penryn River.

The Neighbourhood Plan Area has a population of 7093 and 38.9 is the average age of resident according to the 2011 Census (Nomis, 2020). Falmouth, the closest large city is approximately 2.5km to the south east, with Truro 10km north east and and Redruth 10km north west of Penryn.

The main vehicular access to the settlement from the north is provided by the A390 from Truro and the A393 from Redruth. Access from Helston in the west is provided by the A394 and just west of Penryn settlement the A39 connects with Falmouth.

Penryn has its own train station on the Maritime Line with regular services between Truro and Falmouth with regular and direct service to London and Penzance. The Neighbourhood Plan Area is served by a network of public rights of way (PRoW).

Penryn is a coastal market town with a thriving student population. Part of the University of Exeter and Falmouth University, together with other higher education campuses, are close to the Neighbourhood Plan Area.

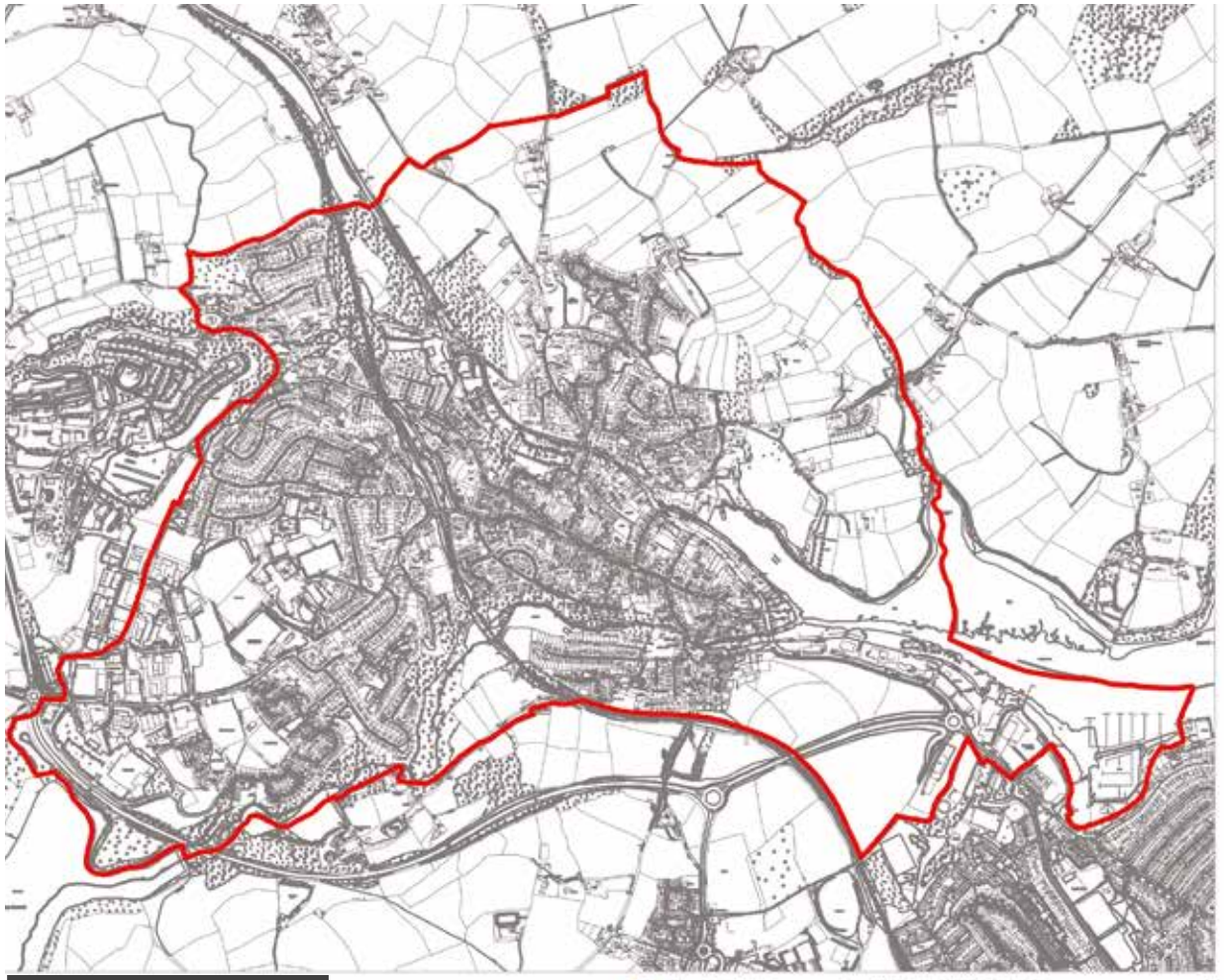


Figure 1: Neighbourhood Plan Area

2.2. Historical development

A historical development timeline had been produced to demonstrate the influence of settlement growth on the history of the townscape.

Market Street

6th century
Church of St Gluvias founded, probably as a monastic settlement.

1086
The Domesday Book records Penryn as part of the manor of Trewel (Treliever).

13th century
Penryn was established by William Brewer, the Bishop of Exeter who had a palace in Budock. The medieval plan of the town was developed with the principal streets running along the spine of the peninsula and burgage plots running back either side.

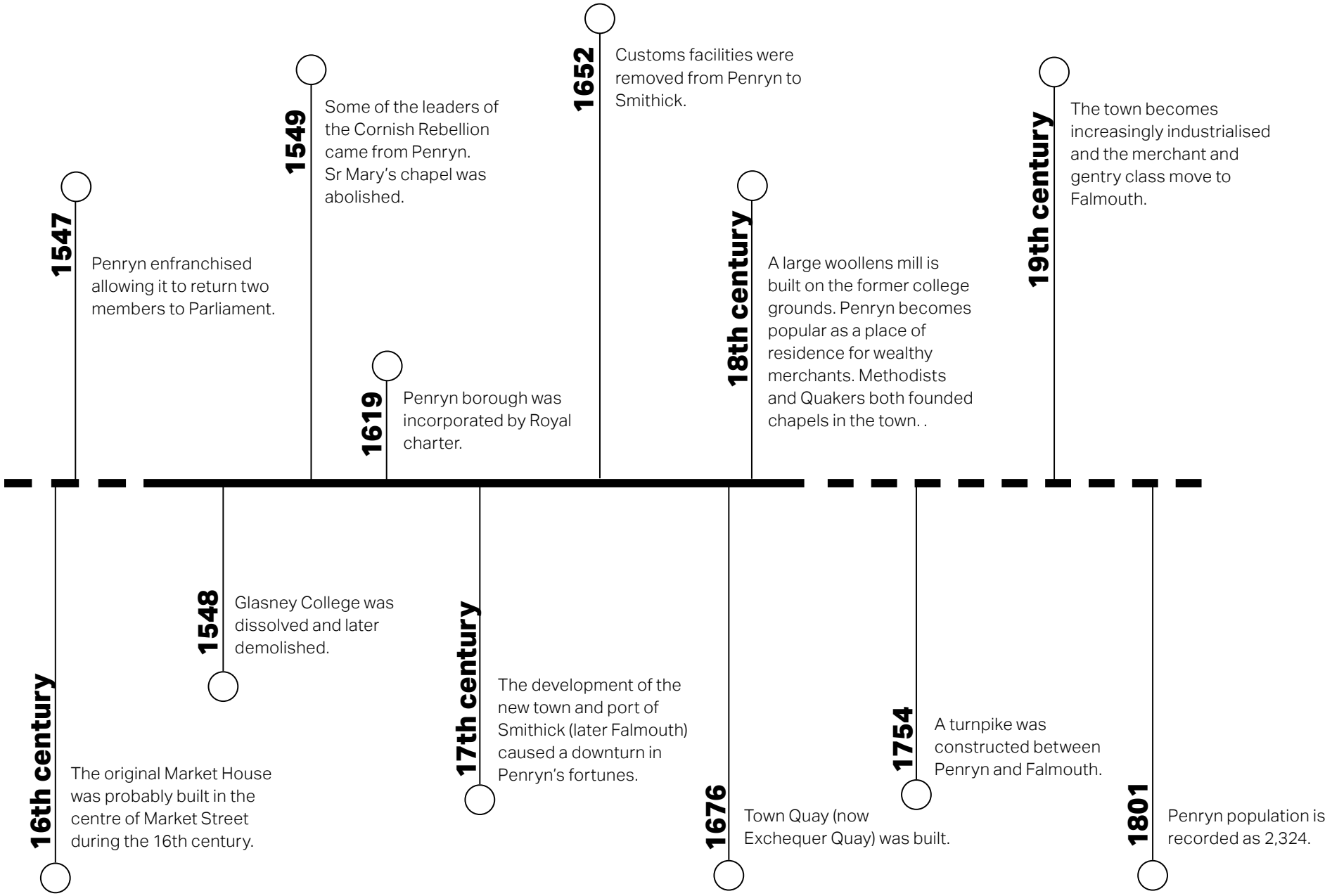
1232
St Mary's chapel existed in the town.

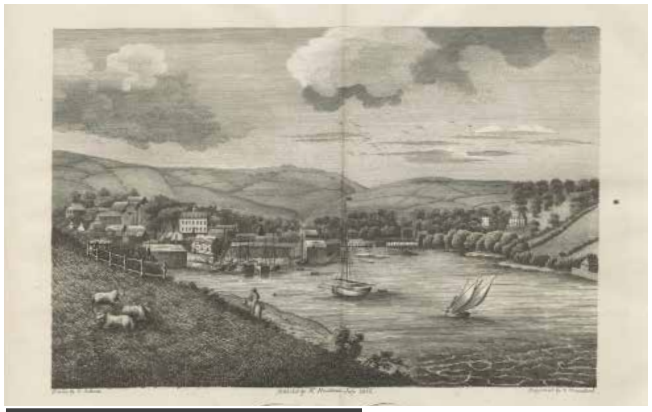
1236
Bishop Brewer grants the town borough status.

1259
Penryn granted its first market and fair charter. The charter also allowed the right of free warren (the right to kill game within a defined area) and the right to hold court hearings during the markets and fairs..

1265
The Collegiate Church of St Thomas of Glasney (Glasney College), a seat of ecclesiastical learning was founded to the south of the town by Walter Branscombe, Bishop of Exeter. The site covered almost five acres and included a church, administrative buildings, Bishop's palace, Canon's houses, gardens and defences.

14th & 15th century
14th and 15th centuries. Penryn prospered at Truro's expense, being closer to the mouth of the River Fal.


16th century
The original Market House was probably built in the centre of Market Street during the 16th century.
1547
Penryn enfranchised allowing it to return two members to Parliament.
1548
Glasney College was dissolved and later demolished.
1549
Some of the leaders of the Cornish Rebellion came from Penryn. Sr Mary's chapel was abolished.
1619
Penryn borough was incorporated by Royal charter.
17th century
The development of the new town and port of Smithick (later Falmouth) caused a downturn in Penryn's fortunes.
1652
Customs facilities were removed from Penryn to Smithick.
1676
Town Quay (now Exchequer Quay) was built.
18th century
A large woollens mill is built on the former college grounds. Penryn becomes popular as a place of residence for wealthy merchants. Methodists and Quakers both founded chapels in the town. .
1754
A turnpike was constructed between Penryn and Falmouth.
19th century
The town becomes increasingly industrialised and the merchant and gentry class move to Falmouth.
1801
Penryn population is recorded as 2,324.



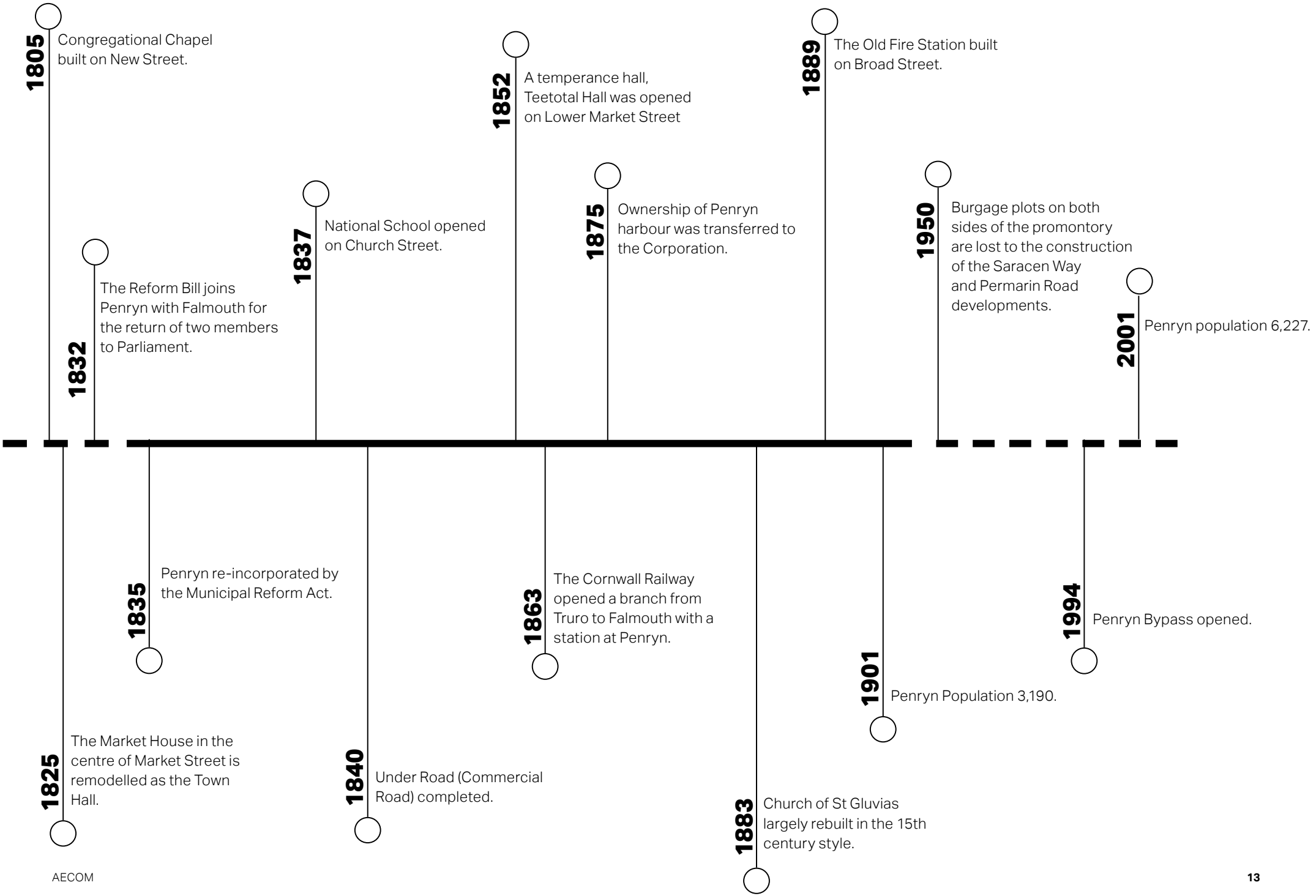
South views of Penryn - T, Ashwin 1816

Penryn

Penryn 1840s

Lower Street

The Praze early 20th century


1805
Congregational Chapel built on New Street.
1832
The Reform Bill joins Penryn with Falmouth for the return of two members to Parliament.
1835
Penryn re-incorporated by the Municipal Reform Act.
1825
The Market House in the centre of Market Street is remodelled as the Town Hall.
1837
National School opened on Church Street.
1840
Under Road (Commercial Road) completed.
1852
A temperance hall, Teetotal Hall was opened on Lower Market Street
1863
The Cornwall Railway opened a branch from Truro to Falmouth with a station at Penryn.
1875
Ownership of Penryn harbour was transferred to the Corporation.
1883
Church of St Gluvias largely rebuilt in the 15th century style.
1889
The Old Fire Station built on Broad Street.
1901
Penryn Population 3,190.
1950
Burgage plots on both sides of the promontory are lost to the construction of the Saracen Way and Permarin Road developments.
1994
Penryn Bypass opened.
2001
Penryn population 6,227.

2.3. Heritage designations

There are numerous heritage assets and designation listings located within the Penryn Neighbourhood Plan Area. These include the Penryn Conservation Area, 21 grade II listed buildings, three grade II* listed buildings and two scheduled monuments.

The Conservation Area which was originally designated in 1969, has expanded over the years. The corresponding Conservation Area Appraisal (2010) investigates the historic development, special character and morphology of the town and a Conservation Area Management Plan (CAMP) (March 2010) gives guidance on Care and Enhancement in the Conservation Area and New Design in the Conservation Area.

For full designation listings information visit: https://map.cornwall.gov.uk/website/ccmap/

Conservation Area Appraisal
https://www.cornwall.gov.uk/media/3638239/Penryn-CAA-March-2010-Part1.pdf

Management Plan
https://www.cornwall.gov.uk/media/3638241/Penryn-CAMP-March-2010-Part1.pdf

There are no local lists, however, the Conservation Area Appraisal includes 'other significant buildings' as well as scheduled monuments, listed buildings and historic burgage plot locations.

Contextual views of the Town Hall

Penryn was also one of 19 towns studied as part of the Cornwall and Scilly Urban Survey (October 2005) which characterised the special interest of Penryn as follows:

The Cornwall and Scilly Urban Study [CSUS] describes Penryn as follows:

- *'Penryn is one of the best surviving historic towns of Cornwall;*
- *Its fascinating and complex history, entwined with that of Glasney College, with all its cultural significance, has shaped today's town;*
- *Its striking landscape setting, estuary location, twin river valleys and dramatic promontory site form an important and attractive element of its unique character. Its strong underlying medieval layout, with swollen market street and surviving burgage strips still define the urban form. Above all, the sheer concentration and survival of 17th, 18th and 19th century buildings is of note; and*
- *The building stock is also a valuable historic resource, with the potential for enabling the study of Cornish town buildings from the sixteenth to nineteenth centuries. This remarkable built environment is of the highest quality, featuring a wide ranging mix of important building groups including elements of early surviving fabric concealed behind later frontages, prestigious and impressive town houses, robust structures, warehouses, wharfs and quays, recalling the town's important maritime and industrial economy, and of more recent interest, the group of art deco structures along Commercial Road and The Praze. Unified by the use of granite (itself an internationally important trade centred on the town in the 18th and 19th centuries) stucco and of slate, the town also displays imported red brick and pantiles, unusual in the Cornish setting but at home in this historic port.'*

The Cornwall and Scilly Urban Study [CSUS]
https://www.cornwall.gov.uk/media/28532701/penryn_report_main.pdf

2.4. Landscape designations

There are no Registered Parks and Gardens or Registered Battlefields within the Neighbourhood Plan Area, however the Eyns Registered Park and Garden is located 1km west of Mylor Bridge and 1.25km north of Penryn.

Penryn has 3 Scheduled Monuments: Fish Cross: standing cross (List Entry Number:1020451), Glasney College, Penryn (List Entry Number:1007260) and Jewish and Congregationalist cemeteries at Ponsharden (List Entry Number: 1020815).

There are no World Heritage Sites within the Neighbourhood Plan, the closest is Kennall Vale, 2.5km north and the Devoran and Perran Foundry, 3km north east.

The closest National park is Dartmoor, approximately 78km to the northeast.

The St Gluvias Area of Great Landscape Value is located adjacent to the northern Neighbourhood Plan Area boundary.

The closest Sites of Special Scientific Interest (SSSI) are in Falmouth (Swanpool SSSI) and around the surrounding coastal headlands,

South Coast Central AONB is just across Penryn River at Flushing and traces the coastline stopping just short of St Austell.

The Roseland Heritage Coast, approximately 4.5km east of Penryn stretches from St Mawes to Mevagissey.

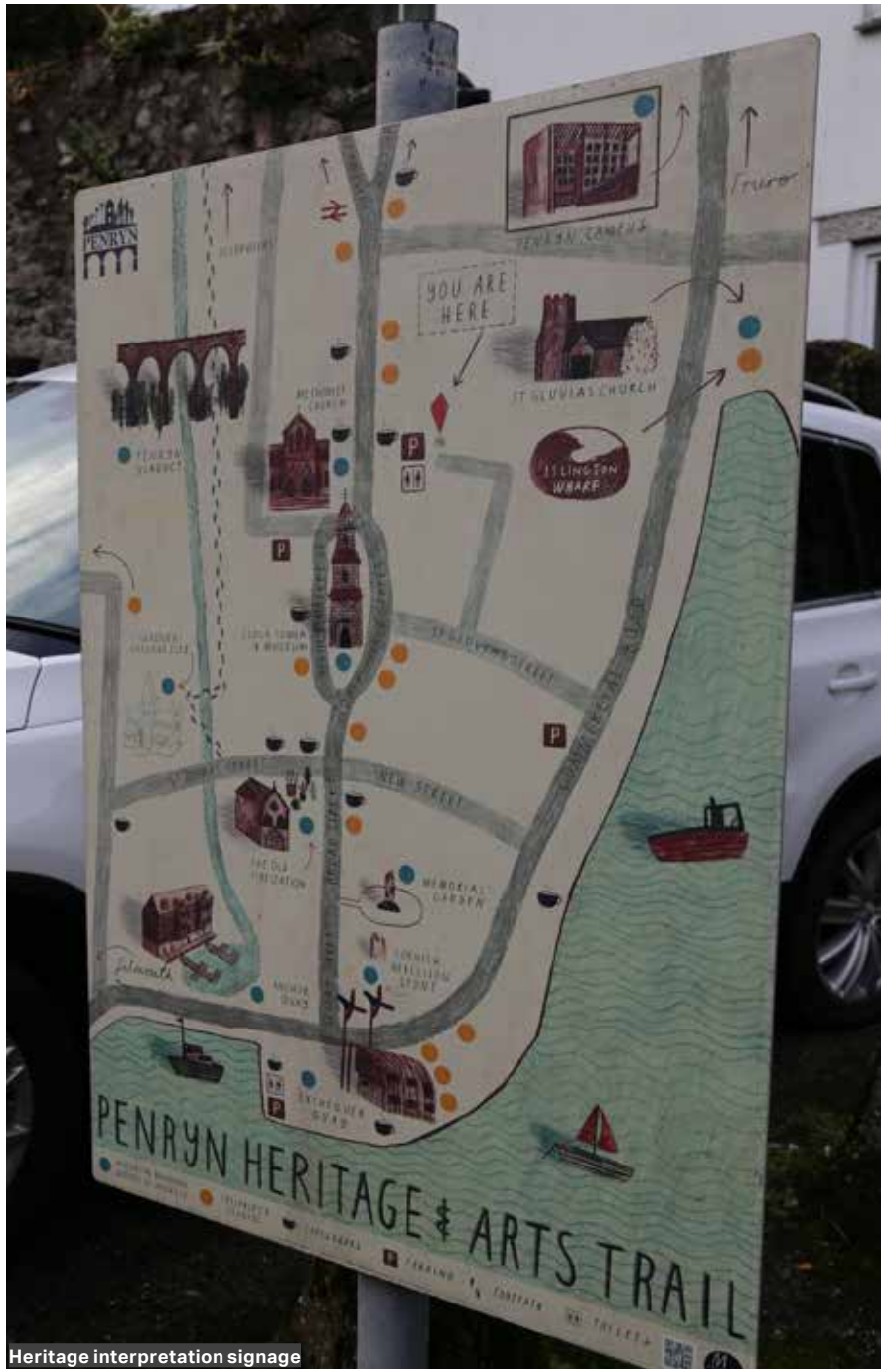
Falmouth Reservoirs is a County Wildlife site located with the Neighbourhood Plan Area.

The Fal and Helford estuaries are Special Areas of Conservation (SAC).

2.5. Cultural associations

Pernyn is a town rich with historic and cultural associations:

- Peter Mundy of Penryn, a 17th century British merchant trader who travelled extensively in Asia is purported to be the first Briton to write about tasting tea in China. He also reported to have described the Market House as a, “handsome market-house, elevated, about the middle of the towne”;
- Glasney College founded in 1265 in Penryn by Bishop Bronescombe was the centre of ecclesiastical power in medieval Cornwall;
- Thomas Tompion, a renowned English clock maker, engineered the mechanism and chimes installed in Penryn’s Clock Tower;
- A scheduled ancient monument known as the Fish Cross, stands in Penryn dating back to the medieval period. The monument is of national significance as it is believed originally erected to validate the town’s market transactions;
- Survival of intact medieval Burgage Plot settlement morphology;
- Sir Humphrey Arundell once owner of the Penryn manor was a general of the Prayer Book Rebellion in 1549, but was later hung, drawn and quartered for treason in London 1550;
- Samuel Enys a successful merchants in Penryn and Falmouth was member of parliament for Penryn. The Enys trust was set was up in 2002 to secure the long term future of the estate gardens;
- Penryn in the late seventeenth century supported the Cornish granite trade with ships setting sail from here for building projects around the world;
- Penryn developed as a victualling destination for ships either before or after Atlantic crossings; and
- Jonathan Hornblower and English pioneer of steam power was a notable resident of Penryn.



Heritage interpretation signage

2.6. Strategic Issues

Members of Penryn Town Council, Neighbourhood Plan Group members and their coordinating planning consultant were invited to share their knowledge and experience of the Penryn Neighbourhood Plan Area. A planned walking workshop took place on Commercial Road 17th January 2020 led by the coordinating planning consultant to provide greater clarity to the area's developmental constraints and other strategic settlement issues.

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

These are summarised below:

- Attractive place to live, work, study and visit;
- Strong historical and cultural associations;
- Settlement developed through its marine attributes;
- A wide variety of buildings, places and spaces which should be celebrated;
- Conservation Area contrasts with commercial, waterfront and residential areas;
- The influence of the river / estuary mouth and surrounding landscape;
- Distant inland and coastal views;
- Constraints to transport and movement;
- Linking of community areas to improve synergy and maximise potential;
- Parking;
- Neighbourhood Plan Area development density / capacity;
- The range of development typologies and need for increased design quality;
- Opportunities and threats of continuing change through development;
- Vibrancy of Conservation Areas and Commercial Road; and
- Commercial Road development and location constraints.

Stone facade

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Character assessment

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3. Character assessment

3.1. Introduction

This section outlines the broad physical, historical and contextual characteristics of the Penryn Neighbourhood Plan Area. Character assessment is used to describe and articulate what is special and distinctive about a place. 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 urban townscape and its rural landscape context. The features introduced in this section are later used to inform the Design Code.

West Street

3.2. Existing character assessments and design guidance

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

Conservation Area Appraisal: https://www.cornwall.gov.uk/media/3638239/Penryn-CAA-March-2010-Part1.pdf

Management Plan: https://www.cornwall.gov.uk/media/3638241/Penryn-CAMP-March-2010-Part1.pdf

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-policy-guidance/biodiversity-net-gain/

Draft Cornwall Design Guide and New Streetscape Guide: https://www.cornwall.gov.uk/designguide

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

Building for Life 12: https://www.designcouncil.org.uk/resources/guide/building-life-12-third-edition

BREEAM: https://www.breeam.com

National design guide: https://www.gov.uk/government/publications/national-design-guide

The Penryn Neighbourhood Plan Area are covered by the following National and Cornwall Character Assessments:

National Character Assessment

NCA Profile:**152 Cornish Killas** (NE547)

NCA Profile:**155 Carnmenellis** (NE528)

Available at: http://publications.naturalengland.org.uk/category/587130

Cornwall and Isles of Scilly Landscape Character Study:

CA10 Carmenellis - http://map.cornwall.gov.uk/reports_landscape_chr/areaCA10.pdf

CA13 Fal Ria,Truro and Falmouth - http://map.cornwall.gov.uk/reports_landscape_chr/areaCA13.pdf

The following **National Character Assessment** attributes define the characteristics associated with the Neighbourhood Plan Area:

152 Cornish Killas

- *"The Cornish Killas National Character Area (NCA) forms the main body of the Cornish landmass around the granite outcrops of Bodmin Moor, Hensbarrow, Carnmenellis, West Penwith and The Lizard NCAs;*
- *The gently rolling scenery, sheltered coves, headlands and estuaries of the south coast contrast with the exposed high cliffs and more rugged nature of the north coast. The rocky coastline is characterised by coves and headlands and possesses an impressive number of important geological exposures;*
- *Numerous fishing villages and small ports, many now developed into bustling summer tourist destinations, with small coves, quays and fish cellars slipways predominating;*
- *An undulating shillet (shale) plateau, with open vistas and a characteristic network of stone-faced earthen banks (Cornish hedgebanks), many enclosing fields in use since medieval times;*
- *Renewable energy structures, such as wind and solar farms, which are a recent addition to the landscape; and*
- *An undulating shillet (shale) plateau, with open vistas and a characteristic network of stone-faced earthen banks (Cornish hedgebanks), many enclosing fields in use since medieval times. From higher ground there are long views across a rather uniform landscape of mixed farming, with small villages and market towns".*

155 Carnmenellis

- *"Carnmenellis is a small landlocked National Character Area (NCA), near the south-western-most tip of mainland Britain. Its proximity to the sea creates a mild climate although the hills are exposed and wind-swept. The area gets its name from its highest point, Carnmenellis hill;*
- *Carnmenellis is one of the great granite bosses forming part of the spine of Cornwall. The granite is cut through with rich veins and lodes of minerals including silver, copper and tin. During the 18th and 19th centuries this area was one of the foremost tin and copper producing areas in the world and so the landscape has been shaped partly by mining;*
- *Woodland is generally uncommon in the area. The hill tops are treeless but there are small patches of willow carr in damp valleys and deciduous woodlands occur on the deeper valley sides on the western and eastern fringes of the NCA;*
- *A network of narrow lanes criss-crosses the area, often along the valley bottoms, and there are few main roads; and*
- *Cornish hedges form wildlife corridors and are an important habitat in their own right; The NCA has a dispersed settlement pattern of hamlets and farmsteads of medieval origin, with villages mainly of recent, industrial origin. The scattered farmhouses, hamlets and village centres normally consist of granite-built houses with slate roofs, whereas newer dwellings from the 1970s and 1980s are often covered with pebbledash".*

The following **Cornwall Character Assessment** attributes define the landscape character areas (CA) associated with the Neighbourhood Plan Area:

LCA 10 – Carnmenellis

- *"Gently undulating open and exposed elevated granite plateau, boggy in places, with radiating valleys at edge.*
- *Cornish hedges and some hedgerows enclosing small to medium scale fields of Anciently Enclosed Land, once highly managed;*
- *Few hedgerow trees on plateau and narrow areas of woodland (mostly Wet Woodland) in valleys. Fragmented remnant Lowland Heathland in high parts of Landscape Character Area with associated species in Cornish hedges;*
- *Settlement pattern of mainly dispersed villages of medieval origin;*
- *Pylons, masts and poles prominent in places; and*
- *Long views from elevated areas".*

LCA 13 - Fal Ria,Truro and Falmouth

- *"Muddy creeks with brackish open water and wet grassland, merging with Coastal Saltmarsh close to tidal limits;*
- *Farmland is a mix of pasture and arable with some areas of upland rough ground with a small field pattern of anciently enclosed land with more regular larger fields indicating areas of more recent enclosure. Fields are bounded by Cornish Hedges with extensive tree cover on these boundaries, adding to the wooded feel;*
- *Creeks that are dominated by former ports in small villages, with an industrial, water-related character of small quays and landing stages;*
- *Harbours and defence fortifications at the mouth of the estuary. Quays and tide mills at the heads of Creeks;*
- *A coastal zone of low rocky cliffs backed by farmland interspersed with discrete woodlands.*
- *Transition between coastal and tidal river waterscapes, with many boats and ships emphasizing the marine character; and*
- *Medieval settlements at the heads of creeks with strong vernacular of slate with render, painted*
- *pink, cream or white with frequent medieval churches. Linear villages occur along main transport*
- *routes on the valley floors with some larger urban and industrial areas".*

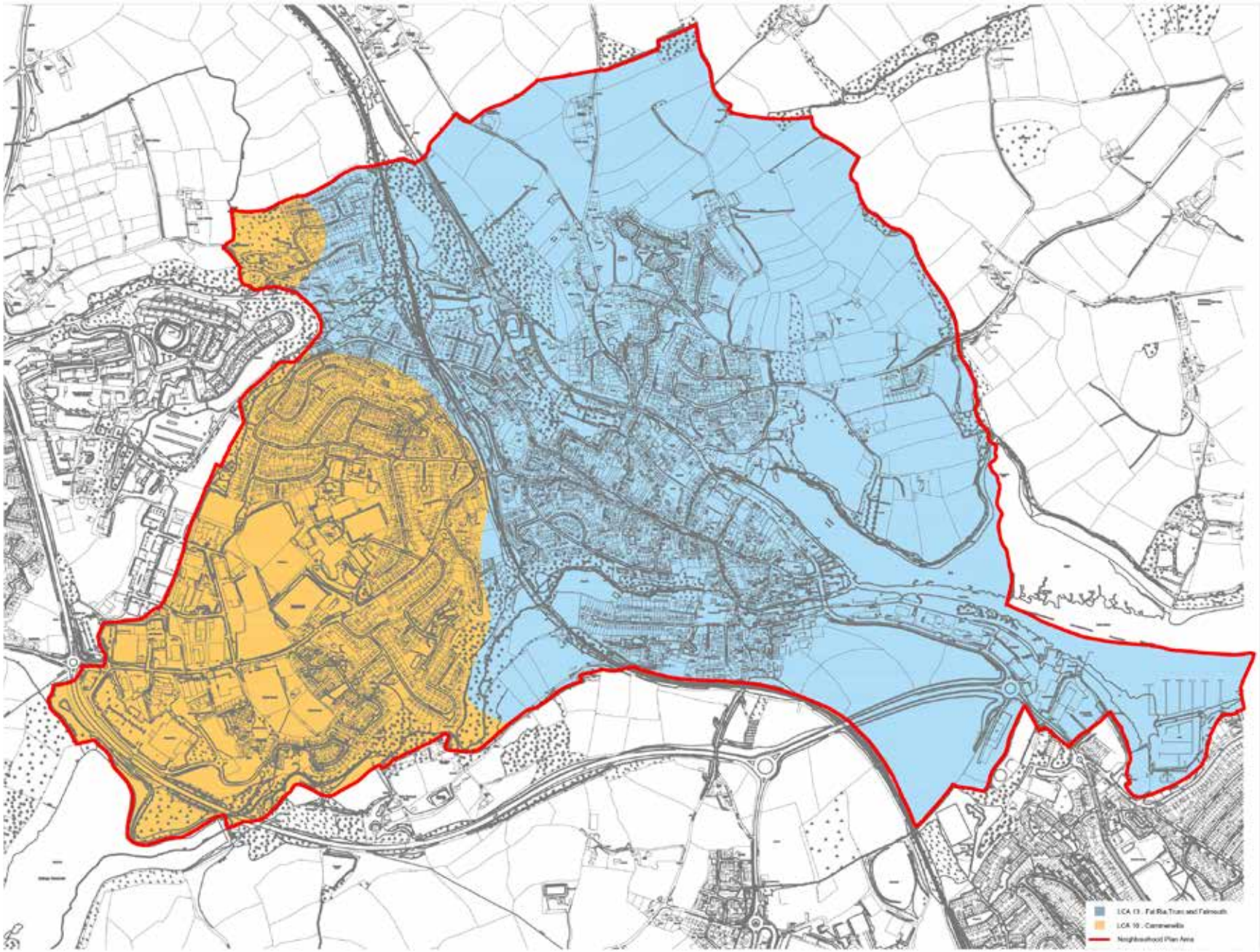


Figure 2: Cornwall Character areas

Landscape description units (LDUs) are used across Cornwall as the base unit for landscape character areas. The following LDUs fall within the Penryn neighbourhood Plan area:

LDU number: 058

- **Physiographic:** Hard rock plateau
- **Ground type:** Shallow brown soils on hard rock
- **Cultural pattern:** Clustered with small farms
- **Landcover:** Estate pastures

http://map.cornwall.gov.uk/reports_landscape_chr/area058.pdf

LDU number: 159

- **Physiographic:** Hard rock plateau
- **Ground type:** Shallow brown soils on hard rock
- **Cultural pattern:** Clustered with small farms
- **Landcover:** Settled pastures

LDU number: 161

- **Physiographic:** Hard rock cliffs
- **Ground type:** Shallow brown soils on hard rock
- **Cultural pattern:** Clustered with small farms
- **Landcover:** Estate pastures

http://map.cornwall.gov.uk/reports_landscape_chr/area161.pdf

LDU number : 163

- **Physiographic:** Hard rock uplands
- **Ground type:** Impoverished soils on igneous rocks
- **Cultural pattern:** Clustered with small farms
- **Landcover:** Secondary wooded pastures

http://map.cornwall.gov.uk/reports_landscape_chr/area163.pdf

LDU number : 165

- **Physiographic:** Hard rock cliffs
- **Ground type:** Shallow brown soils on hard rock
- **Cultural pattern:** Clustered with small farms
- **Landcover:** Settled pastures

http://map.cornwall.gov.uk/reports_landscape_chr/area165.pdf

Northerly contextual views

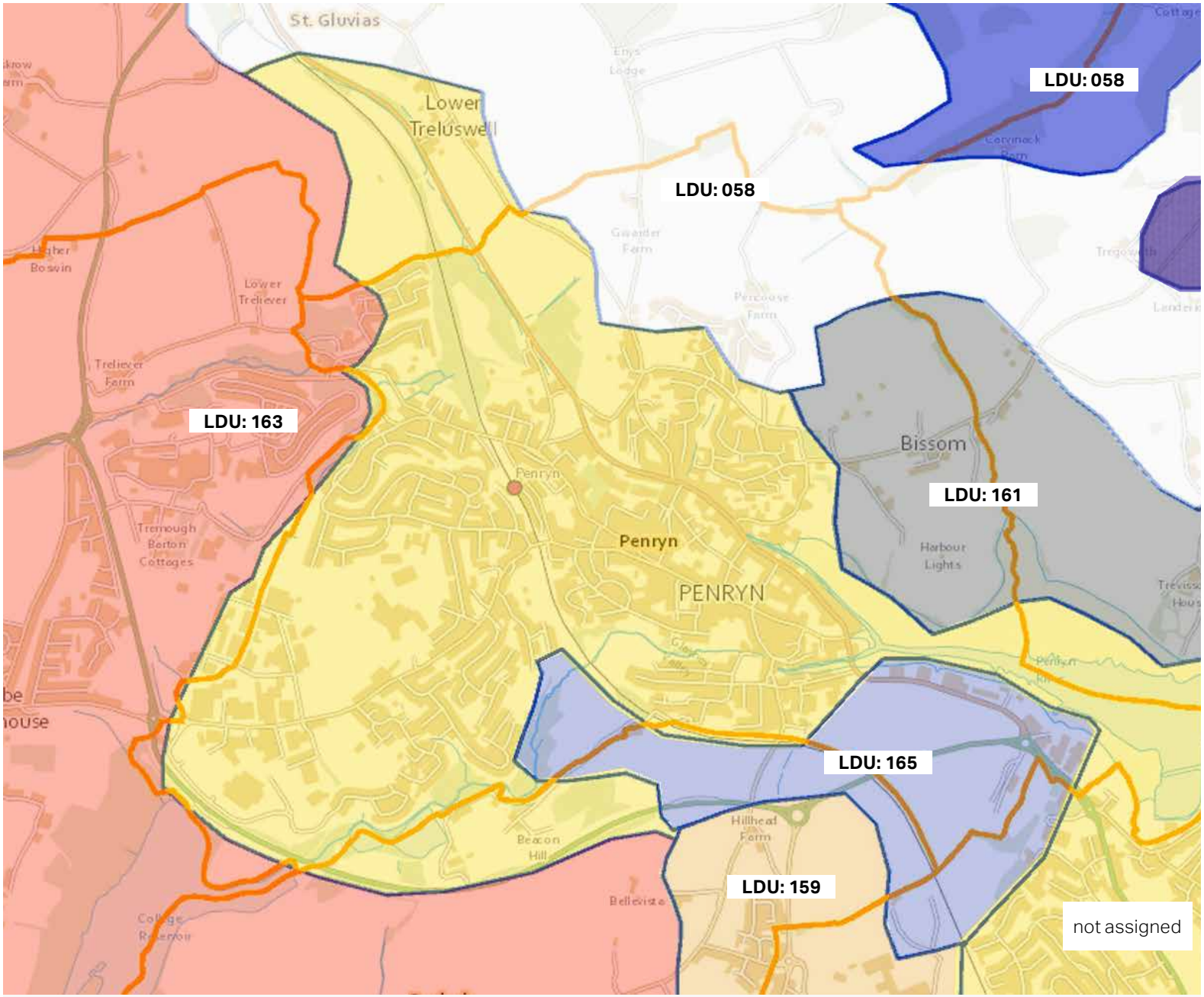


Figure 3: Cornwall Landscape Description Units

3.3. Character assessment

Two distinct areas of local townscape character have been identified within the Penryn Neighbourhood Plan Area, as shown in Figure 4:

- Penryn Conservation Area; and
- Penryn Residential Area.

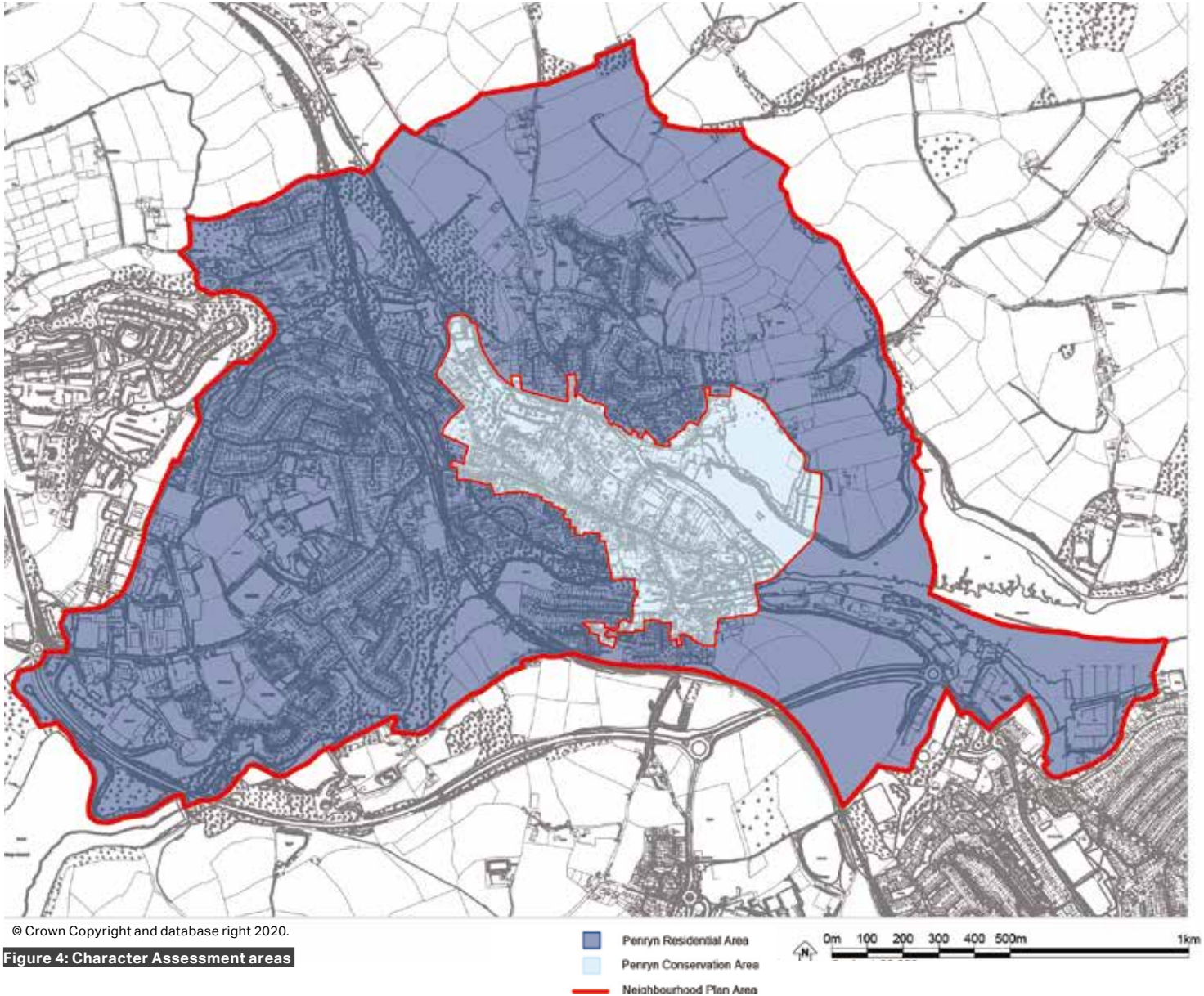


Figure 4: Character Assessment areas

Character Area 1 (CA1)- Penryn Conservation Area

Historic morphology

16th century maps of Penryn show three main parts to the town; development on the quay and along the main street, the Church of St Gluvias to the north and Glasney College, defended and encircled by a wall to the south.

A map of 1539-40 shows the separation of the three elements and a bridge from the promontory to the south side of the Antron stream. The map is not to be taken as accurate as Glasney College is shown on the north side of the river whereas it was actually located on the south side and buildings are shown on the tip of the promontory which is unlikely as the area would have been prone to attack and flooding.

Lord Burghley's map of Penryn and area (1595) shows more detail, with more buildings in the area around the college and the Bishop's palace to the east. While no development is shown on the tip of the promontory, houses are shown on St Thomas's Street and Bohil and the point where Lower Market Street divides into Helson Road and West Street is clearly shown. The long burgage plots running back from the houses on the ridge are clearly shown. St Gluvias' Church is shown isolated on the north bank of the Treluswell stream with St Gluvias Street shown as the main connection between church and town.

The Duke of Leeds' map of Penryn of 1788 shows a similar plan but with more development on the tip of the promontory and along the south banks of both streams.

The tithe map for the parish of St Gluvias (1840) shows development along the whole of the spine of the promontory including West Street and Helston Lane which are shown connected by Shute Lane, also developed. Warehouses and industrial buildings are shown either side of what is now Commercial Road. St Thomas's Street and Bohill are shown with houses on both sides as are the three streets running north from the spine, Truro Lane, St Gluvias Street and New Street. Apart from these houses the burgage plots of the houses along the spine were mainly intact at this time, terminating to the rear of houses on the south side of The Praze and Church Street to the north and to the north of the Treluswell stream in the south.

1539-40 map from Thurstan C (1903)

Lord Burghley's map (1595)

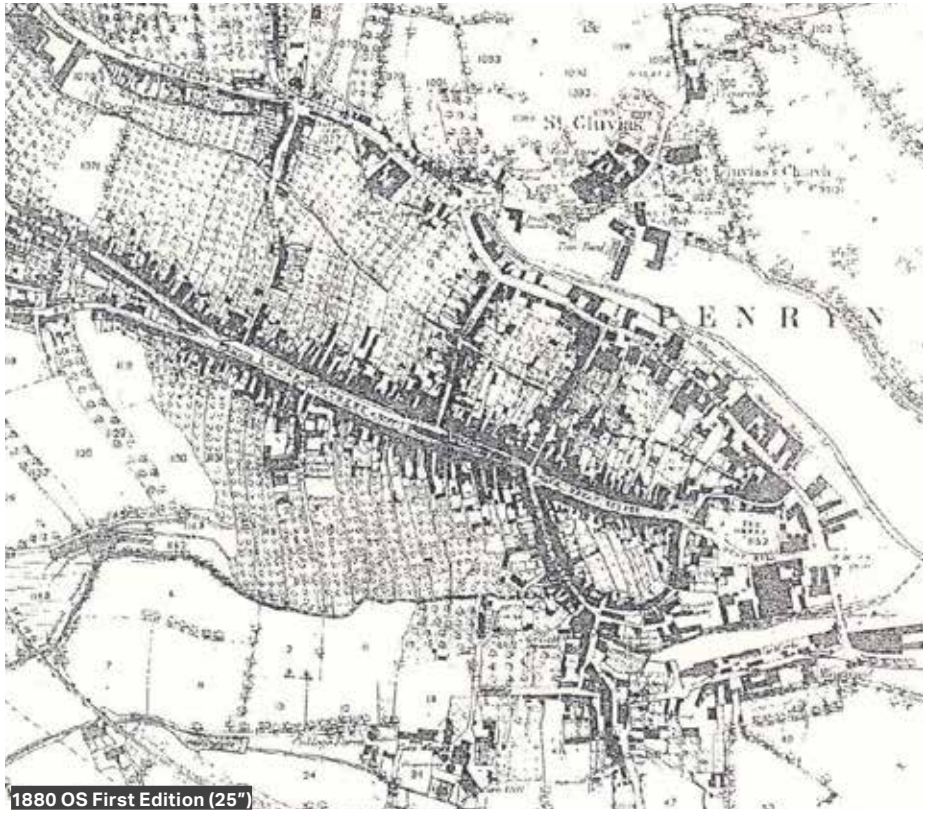
Duke of Leeds map (1788)

The burgage plots were still largely intact by the time of the First Edition 25in Ordnance survey map (LXXI.7) of 1880. A school and other buildings had been built on parts of the burgage plots to the west of Chapel Row (now Chapel Lane) and some of the buildings on either side of the main street along the spine can be seen to extend some distance from the road. These are shown as small individual units accessed through 'opes' letting onto the street. The same map shows the large amount of industry present in the town in the late 19th century including two corn mills, a saw mill, granite works and a manure manufactory either side of the Treluswell stream, a paper mill to the north of The Green, tanning yards and an iron foundry to the west of the church; another iron foundry to the south of Church Road and a corn mill on Tresooth Lane. The map also shows some ribbon development along The Praze and Hill Head.

Although Penryn expanded beyond the boundaries of the conservation area in the years after the Second World War the burgage plots to the north of the main street were still largely intact in 1964. Between 1964 and 1970 Permarin Road was laid across the burgage plots between Truro Lane and St Gluvias Street and developed with terraced houses.

The 21st century has seen development concentrate on Commercial Road and the quay area with mixed retail and residential development at Jubilee Wharf and residential development at Anchor Warehouse.

1840 tithe map of Penryn and St Gluvias



1880 OS First Edition (25")

Although Penryn expanded beyond the boundaries of the conservation area in the years after the Second World War Years the burgage plots to the north of the main street were still largely intact in 1964. Between 1964 and 1970 Permarin Road was laid across the burgage plots between Truro Lane and St Gluvias Street and developed with terraced houses.

The 21st century has seen development concentrate on Commercial Road and the quay area with mixed retail and residential development at Jubilee Wharf and residential development at Anchor Warehouse.

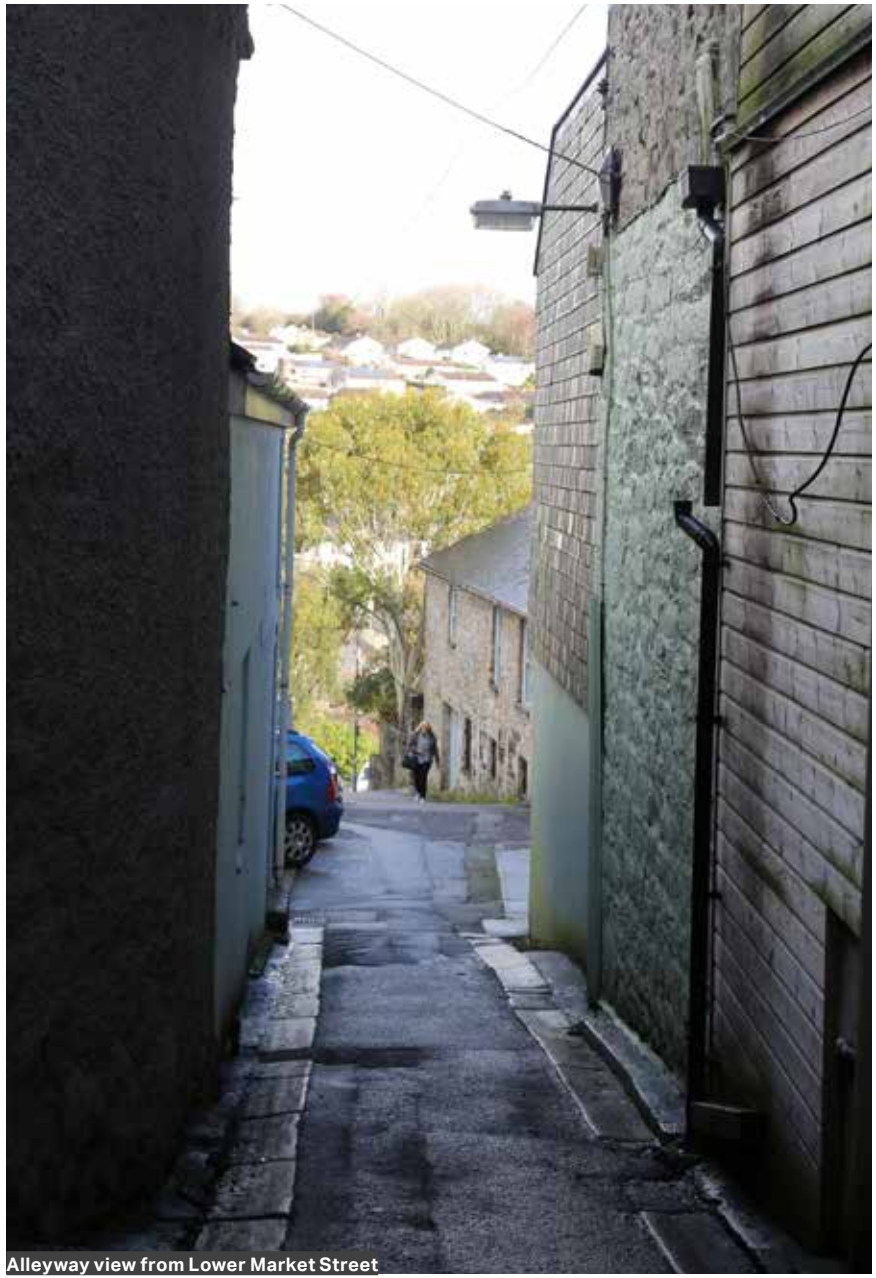
Townscape structure

The Penryn Conservation Area covers 364 hectares of land stretching from Brown's Hill in the north along the promontory, covering areas of the northward slope across the estuary to Love Lane and down to the waterfront, Commercial Road and Eastwood Road area. Access is provided by West Street converging with Helston Road on the promontory ridge later becoming Lower Market Street, Higher Market Street, Broad Street and finally Quay Hill before terminating at Commercial Road and the waterfront. The unusual topographical arrangement of the Conservation Area is reflected in it's townscape structure and subsequent characterful design responses to changes in level. The central access spine is densely occupied by built form on both sides, a mix of residential housing and retail elements. Built form predominantly fronts directly onto the pavements, with primary elevations facing vehicular access. Passage ways or 'opes' run perpendicular from the central access, often comprising of narrow pedestrian access only lanes with residential built form, on occasion terminating at a courtyard with built form set around it.

Additional residential townscape is formed along roads which originate from the central access road and run perpendicular from it, 4 on the northern slope and 7 on the southern slope. Although within the context of the Conservation Area boundary, the majority filter down the northern slope towards Commercial Road. Built form here also fronts directly onto pavements, albeit the urban grain and street dimensions here are much tighter. The limited number and spacing of these connecting access roads, illustrate a townscape arrangement derived from burgage plots (long and narrow plots), creating low density undeveloped areas at the rear of properties, with some areas used for parking or green space.

Beginning on Helston Road, vehicle access is separated from the pedestrian footway on the northern side by a level change, which continues until the Penryn Methodist Church. At this point, also the location of the Penryn Town Hall, the road splits into an upper and lower section, which is the reason behind the street names Lower Market Street and Higher market Street, footways here are separated by a standard kerb height.

The 21st century has seen development concentrate on Commercial Road and the quay area with mixed retail and residential development at Jubilee Wharf and Anchor Warehouse.



Alleyway view from Lower Market Street

Heritage assets

There are 199 listed buildings within the Penryn Conservation Area, three listed grade II* the rest grade II. The majority of buildings are domestic houses of the 17th, 18th and 19th centuries in terraces on the main streets of the settlement. Some, such as 6 Broad Street are large, three-storey, double fronted town houses in ashlar and have a bold presence in the streetscape.

There are however, a number of non-domestic buildings of note and even some farm buildings on the edges of the Conservation Area. The grade II* listed St Gluvias Church has a 15th century tower but was largely rebuilt in the late 19th century. Other listed churches include the Tabernacle (New Life Christian Centre), Forecourt Walls and Railings, New Street (1805) and Penryn Methodist Church, Schoolroom and attached forecourt walls (1891), The grade II* listed Town Hall stands in the centre of town and has its origins in the 17th century with later additions including the early 19th century clock tower, a local landmark. Other listed public buildings include 3, New Street, 1, Broad Street (a meeting hall, probably late 18th century) the former National School (1837), Teetotal Hall (1852) and the Old Fire Station (1899). Four of Penryn's historic public houses are listed, the Seven Stars, the Famous Barrel, the King's Arms and the Three Tuns. The site of the former Glasney College are scheduled in two areas of protection and the standing remains are listed in their own right.

The majority of the non-designated buildings of the historic streets within the conservation area are recognised as 'significant' in the Penryn Conservation Area Appraisal. These comprise mainly terraced houses and cottages.

Green spaces and streetscape

Penryn has a number of parks and a memorial garden comprising of Glasney College Field, Memorial Gardens, Permarin Park and Trelawney Park. There are no Registered Park and Gardens within the Conservation Area, the closest is the Eyns Registered Park and Garden located 1.25km north of Penryn.

Public realm areas within the Conservation Area are limited to pedestrian pavements, however the public realm is enhanced by level changes, retaining walls, metal railings, granite bollards and kerbstones, sections of elevated pavement and stone stairs linking across the townscape. Many granite kerbstones remain intact although surfaces (macadam) have a varied condition.

Pedestrian access in general across the Conservation Area is good, with many cut throughs and passages which survive as a legacy from a time before settlement car dominance. Topography means pedestrian access can be steep in places.

Permarin Road park

Granite stepped pedestrian access

The following Nolli map figure illlustrates the clustering of properties within the character area.

Figure 5: (CA1) - Penryn Conservation Area

Pattern and layout of buildings

The medieval layout of the town was of a single street along the spine of the promontory with rows of houses and cottages along each side. Burgages in planned medieval towns were laid out in standard measurements based on the perch (16.5 feet, 5.03m) and it is likely that this is true of Penryn. While no medieval houses remain in Penryn it is likely that their successors still occupy plots based on single or multiple perches. Although all the town's burgage plots have been truncated and built upon their presence is still apparent, especially either side of Truro Lane.

As the settlement grew the main street continued to represent the majority of the developed area. The main street in its various incarnations from Helston Road to Broad Street is composed almost entirely of short terraces or individual houses abutting their neighbours fronting directly onto the road, located at the rear of pavements, instances such as properties at Garland Place include a small garden, however this is unusual for the townscape. The only gaps occur where there are side streets or opes, 69 Lower Market Street being a detached house uniquely situated between a side street, Chapel Lane, and an ope. West Street continues in much the same vein but the late 18th and 19th century development at its west end changes to include detached and semi-detached dwellings as well as terraces. With exception of the west side of St Thomas Street the historic side streets present a less regular façade with more individual houses and more gaps.

Examples of 20th century development exist on the northern side of Conservation Area at Calver Close and Dunstan Close, designed as Culs-de-sac with road access. Permarin Road connects St Gluvias to Truro Lane and then to the B3292 (Church Road). In the south and east, Saracens Way, Eastwood Road, Quay Hill and Saracens Place were developed in the 20th century and the waterfront area is currently in a state of transition. Within all 20th century developed areas, housing typology and car dominance are the main character defining factors.

Observations from the Nolli map on the previous page reinforce the linear development character and the density of development along the promontory whilst highlighting the lack of density in areas to the north behind the main access route, perhaps a result of the burgage plots. The map also shows the scale of built form along Commercial Road.

Views and landmarks

Penryn's historic buildings are the subject of, or frame, a number of important views in the town. Principal among these views is the view east along the ridge encompassing townscape and distant coastal and countryside views from elevated positions. This view starts at the eastern end of West Street and continues on Lower Market Street. It is probably most impressive at the western end of Lower Market Street from where the clock tower of the Town hall is framed between the buildings of Lower Market Street to the north and Higher Market Street to the south. Areas along Church Road and Commercial Road also provide views up towards the silhouetted development along the promontory.

Although there are relatively few side streets from the main street along the ridge, those that do exist offer framed views of the wider town and the countryside beyond. The opes offer similar framed views and glimpses into enclosed courtyards and from them toward the road.

In a town of mainly two and three storey buildings, taller examples stand out. The Town Hall's clock tower and the Methodist Church can be seen in inward views from locations to the north and south of the promontory and Stoke House is especially dominant from the north. The restored historic and factory buildings to the north of the Treluswell stream, the modern, warehouse style apartment buildings to the south of it and the remaining buildings of Eastwood Farm give a strong sense of Penryn's maritime and industrial past in the view west from Penryn Bridge. Moving to the south side of the bridge the inclusion of the Penryn South West Railway Viaduct adds to the sense of history.

Areas at the waterfront and indeed Penryn Bridge, allow for direct estuarine views towards Flushing and Ponsharden, and views back towards the settlement.

Terraces on Lower Market Street

20th century development cul-de-sac, Calver Close

Views south up towards promontory development

Building line and boundary treatment

The majority of the town's main street contains buildings fronting directly onto the street in a continuous building line divided from it only by the pavement. As a result of the historic practice of building directly onto the street few buildings have boundaries at the front. Exceptions to this rule include Wesley Court, a former Wesleyan Chapel on West Street, Penryn Methodist Church and Stoke House, on Lower Market Street, although the latter has had shops built to the front.

Terraces at the upper extents of Helston Road, which create relief from the road and pavement, using a change in level to mark public and private areas. The Old Telephone Exchange on Helston Road incorporates a local stone wall approximately 1.8m in height with hedge planting. Housing at Treliever Road/ Brown's Hill Junction and West Street, incorporate small garden frontages and boundaries constructed of materials ranging from stone walls, at times with dressed capping stones and gateposts, metal railings albeit few original examples survive.

Garland Place, rendered stone wall

West Street

Old Telephone Exchange


Helston Road, level change


Rear elevation boundary, Bohill


Building stepped back from established building line


Narrow footway offers little relief


Wesley Court


Retaining stone wall, The Praze

Building heights and roofline

Building heights and rooflines vary across the Conservation Area. Two storey buildings dominate the historic streets but their heights vary from lower and more often older example such as 11 Broad Street to taller, later examples. On the main access up to Helston Road there is a sizeable minority of three storey buildings , again of differing heights. This variety of building height means that the gable ends of the taller buildings are visible, framing the lower buildings in front, an effect accentuated when viewing up the street from the east. Hipped roofs are used extensively on detached and semi-detached buildings and self-contained terraces like Trelawney Place on West Street.

Although the majority of buildings are arranged facing the street some examples have their gable ends facing out including the Teetotal Hall and the Old Fire Station. Full length gable projections are also incorporated into the townscape, such as those at Treliever Road/ Brown's Hill junction. Roofs of some later 18th and 19th century buildings are hidden behind parapets. Dormer windows are rarely used, the most obvious example being in the roof on Nos. 51, 53 and 55 The Terrace (Lower Market Street).

Development areas at the eastern end of the settlement and waterfront area tend to be taller with the incorporation of more storeys. New development at Bohill, South Harbour and Eastwood Road areas are at times set over three or more storeys with precedent for the incorporation of retail elements of garages at ground level.


Pitched gable end full length projection


Hipped roof


Three storey development


Stepped roofline


Visible Gable


Waterfront properties

Architecture

The majority of the historic buildings within the conservation area are examples of domestic vernacular architecture in coursed or uncoursed granite rubble or occasionally ashlar variously left uncovered, painted or rendered. The most basic of these have simple granite lintels over the door and windows and little or nothing in the way of decoration. Roofs are mainly ridged and invariably slate, often using local, Cornish Delabole slate sometimes in diminishing courses to the ridge. Chimneys are mainly in red brick. There are a number of examples of cast iron rain goods although hoppers are mainly plain in design.

Windows are almost exclusively timber sashes, often with their original glazing bars and a number with hornless sashes. There are a number of larger town houses in a polite, classical style. These mainly use coursed granite (or occasionally Bath stone) ashlar or stuccoed granite ashlar or rubble. Some have raised quoins, window surrounds and keystones and tend to have more ornate doorcases, usually with porch hoods, than their vernacular neighbours. The best examples can be found on Broad Street and include No. 4 and Nos. 1, 2 and 3 The Square. Brick is little used, No. 19 Bohill being a rare example.

Public and religious buildings are largely built in stone in the classical style although the Methodist Church (1891) is Romanesque and the National School (1837) is gothic. The stuccoed Old Fire Station (1899) is unusual for its bold, stepped gable. On the quay the remaining 19th century warehouses are of standard design in granite rubble or ashlar. Amongst this mix of vernacular, classical and industrial styles three buildings on Commercial Road and The Praze stand out for their striking Art Deco modernity. Post-war modernism is represented by the telephone exchange on Commercial Road.

Later 20th century development within the Conservation Area at Bohill and Eastwood Road area provide precedent examples well adapted to the extant 'working quayside' vernacular, as part of a renovated development or a well-matched new build. The scale and massing of buildings at the waterfront generally also increases. Good examples here illustrate well specified materials which blend to adopt streetscene character, but demonstrate the progression of materials.

However examples of architecturally simplified or low-quality material specification leads to settlement character erosion. There is also evidence of material specification with longevity issues, which is unable to tolerate the settlements climatic conditions.

Small stone vernacular terraces


Heavyweight stone lintels


Chamfered corners increases accessibility


Tresooth Lane, basement, large chimney and dormer windows


Two and three storey dwellingsNew


Renovated property hipped roof with slate hanging upper storey


Waterfront properties demonstrate a different design vernacular to townscape development


Stained render, exposed location


String courses


Slate hanging and arched dormer windows


Mixed use, material variety


Stepped access with basement, slight relief from road


Modern development, exposed staircase


Different scale at waterfront


Modern interpretation of full-length dormer projections


Simplified facades


Brick upper-storey in Flemish bond


Slate hanging upper-storey


Retirement units

Land use, levels of activity and parking

The Conservation Area has quite pronounced land use functions and defined areas. Areas central to the promontory ridge and main access, begin in the highest most westerly areas as residential, tightly formed along the road. At the convergence of West Street and Helston Road, there is a transition to retail or office space on lower storeys and residential or storage on upper stories. Away from the central access road, land-use is predominantly residential.

Land use along The Praze and Church Road begins in the west predominantly as residential, however at Church Hill there and perhaps the beginning of Commercial Road, there is a distinct change toward retail and office space land use. These areas provide access and easy connectivity which appeals to businesses and is evidenced by the concentration of business here.

Levels of activity are closely matched to the land use characteristic. Residential estates are quiet during the day when residents are working, with fluctuations around rush hour and end of school day. Central promontory retail and residential areas are well used, but not especially busy, and Commercial Road is bustling, a combination of business activity and the busy road which provides easy access to Penryn and connectivity to Falmouth.


Permarin car park


On-street parking St Thomas Street


Residential land use, parking restrictions


Mixed use; retail and residential


Commercial Road, customer parking

On-street parking Commercial Road

Positive aspects of character

The Conservation Area appraisal highlights the majority of buildings within the Conservation Area are either listed or considered to be significant. The concentration of the Conservation Area is one of its biggest assets, forming a continuous area across the ridge of the promontory. Despite the occasional inappropriate shopfront or paintwork the majority of these buildings add to the character of the area.

The few exception areas are mainly found on the south side of Commercial Road, on Permarin Road and on new developments either side of the Treluswell stream and to the south of Eastwood Road.

Positive aspects of character include:

- The town's setting;
- The arrangement of opes and pedestrian only areas;
- Unique characteristics evidenced by building arrangement and areas of public realm which emphasise the area's topography;
- Pedestrian linkages and alleys across the Conservation Area;
- Strong use of vernacular materials;
- Definition between the design language used within the Conservation Area core and the waterfront area;
- The immergence of waterfront improvements and their popularity of use; and
- Opportunities to improve the settlement functionality.

Jubilee Wharf is a vibrant addition to the waterfront


Penryn's setting


Vernacular architecture

Issues to be addressed by the Design Code

The following issues have been identified which could be addressed through new development or active management;

- Material specification to improve resilience to climatic conditions. Examples of detail deterioration and façade staining;
- The overuse of smooth finish render in new development;
- Modern development's usage of vernacular materials and simplification;
- Modern development's reliance on vehicular access;
- The move away from opes with residential housing (pedestrian accessed housing);
- Improvements to low quality utilitarian buildings on Commercial Road;
- Appropriate strategic usage of buildings on Commercial Road; and
- Connectivity between main Conservation Area and Commercial Road/ waterfront area.

Failing detail and material specification

Smooth render staining

Utilitarian public image at settlement gateway

Character Area 2 (CA2)- Penryn Residential Area

Townscape structure

The character area is principally defined by development expansion west of the railway, areas north of Church/ Commercial Road and 20th century development on the southern slopes of the promontory at Saracen Way, Saracen Place, Saracen Crescent, Shute Meadow and Slades lane. Additional areas are located close to the Glasney stream including: Brook Place, Glasney Place, Hillside Meadow and Bronescombe Close. Most of these areas were developed in the 20th century and took advantage of the available space with detached bungalows and detached and semi-detached houses and small terrace typologies.

These areas comprise predominantly of 2 storey housing incorporating front gardens arranged fronting onto roads. The usage of culs-de-sac is popular, which reduces the amenity value of these areas, promotes resident only usage and inhibits pedestrian access.

Severance created by the railway limits access from western areas to the Conservation Area to crossings at Treliever Road and Helston Road.

An area of non-residential land use exists at the western settlement gateway on Kernick Road, comprising of a retail park and small-scale industrial units.

Railway bridge Treliever Road/ West Street

Old Well Gardens, residential area

Residential housing arranged around off-street parking

Heritage assets

There are ten listed buildings in the character area, all listed grade II. Six of these are 19th century buildings associated with three country houses, Tremough, Tranquility and Kernick. These include the houses of Tranquility and Kernick but only a lodge, gates and walls at Tremough, the house being outside the character area. The other listed buildings in the character area include a milestone; an early 20th century well head on the probable site of the Holy Well of St Gluvias; the early 20th century Penryn South West railway viaduct; and the piers of its mid-19th century predecessor.

Green spaces, public realm and streetscape

The streetscape within this character area comprises of predominantly two-way access with areas of public realm limited to pavement areas, and some grass verges. Stone usage is evident in certain pockets of the character area, used in the construction of boundary and retaining walls, at times with a batter which evokes the style of a Cornish hedge.

Penryn is surrounded by countryside and there is a network of Public Rights of Way (PRoW) which provide access to greenspace and coastal areas. A large number of private sports pitches exist at Penryn College, although public use is restricted.

Directly adjacent to the College field's, and where Trevance terminates, there is a public sports pitch and an area defined as 'Natural and semi-natural green space, Green corridors, accessible countryside in urban fringe areas'. The same definition is also applied to Glasney Valley, east of the viaduct which continues to meet College Hill and the Conservation Area boundary. Just below this area of Glasney Valley, there is an area defined at College Field as 'Public access sports facilities (outdoor): available for community games' and 'Provision for teenagers - equipped facilities'. At College Hill and Vernon Way there is also a public green space park.

Further information can be obtained here: https://www.cornwall.gov.uk/media/8030020/Falmouth-and-Penryn-Open-Spaces-Final-A3-v1.pdf

Tree Preservation Order areas are located within the character area at:

- Tremough Convent;
- Kernick House;
- College woods;
- College Farm;
- The Orchard; and
- Penryn Rugby Club.


Pedestrian bridge Kernick Road


Use of stone for character area walls


Station artwork illustrating the historic evolution of Penryn

Pattern and layout of buildings

The main drivers for pattern and layout within this character area are topography and car access with orientation considered when view opportunities are present. A movement hierarchy consists of limited primary access 'connecting roads', combined with secondary access and a number of culs-de-sac. Residential components are aligned with primary elevations facing the road, with garden frontages and parking common.

The Nolli map on the following page indicates the residential estates (secondary access) with looping character alongside culs-de-sac which prevent movement and isolate areas of settlement. The map also shows the amount of countryside which exists within the Neighbourhood Plan Area.

Views and landmarks

High quality views and views towards local landmarks within the character area comprise of the following:

- Views towards the viaduct;
- Views towards the Conservation Area ridge; and
- Views towards surrounding countryside and coastal context.

Opportunities throughout the townscape for views to surrounding context

The following Nolli map figure illlustrates the clustering of properties within the character area.

Figure 6: (CA2) - Penryn Residential Area

Building line and boundary treatment

There is a notable use of stone for boundaries and retaining elements, however across the townscape in general there is a large variety of construction types and materials used for boundary treatment. Ranging from masonry walls to rendered masonry or pebble dashed, timber fencing; feather edge, panel, picket or pale, together with brick walls or hedges.

Level changes are common in response to the area's topography, with properties set above access roads or with an upper and a lower side to residential roads which demonstrates develpoment follows contours.

Building line tends to be more fragmented due to the reduction in terraced housing compared with the Conservation Area. Semi-detached and detached built form follow and front onto access roads, but building line is less defined. Areas with more recently completed development, demonstrate increases in density which make building line more pronounced.

Stone retaining wall and level change

Timber gapped fencing, allows some permeability and also greater wind tollerance

Building line, Bohelland Road

Building heights and roofline

Building height within the character area responds to typology and topography. Residential streets are constructed in swathes, meaning typologies are grouped therefore height and roofline remain constant albeit with variation from street to street. Rooflines are generally pitched and hipped, with some inclusions of dormer windows. Gables fronting onto roads are uncommon but do exist.

Topographically responsive development across this character area means upper and lower sides to roads in residential areas are commonplace.

Hipped roof bungalow, Old Well Gardens

Pitched roofs, Bodinar Road

Varied roof type and stepped form

Architecture

Architectural style within the character area is varied, and predominantly modern 20th development. Typologies tend to be characterised by street or road, influenced by housebuilder and responding to the location's set of constraints. More recent 21st century development demonstrates increased typology variation, albeit with higher densities. The majority of the residential dwellings in this character area comprise of 2 storey or single storey bungalows, exceptions to this rule include examples at Jacks Close and Bohelland Road, which integrate garages at ground level with two storeys above.

Masonry blockwork construction represents the majority, but façade treatments range including; render, cladding, slate hanging, brick and stone faced (slips). These elements also range in quality and appropriateness. Roofs are commonly tiled with concrete tiles, flat or profiled with older buildings within the character area tiled in slate, and good examples of 21st century development are also specifying slate roofs. Chimneys tend to be integrated on older properties, and less so with modern properties, 21st century development examples tend to be integrated on higher-end and more prominent buildings within the development.

Porches are a common inclusion and treatments again vary, from fully enclosed pitched roof porches to open sided shelters with flat or pitched roofs.

Windows are commonly specified in uPVC, constructed as top opening or side opening casement. Some surviving timber sash windows exist on older buildings, but much has been replaced with uPVC of varying quality and appropriateness. There are also examples of timber construction doors or composite material doors. Window fenestration is simple and generally relates to one window per room on each building elevation, however often windows are articulated differently.

Bungalow with concrete tile and faux stone slips and quoin detail on facade

Grey roof tile, pitched porch and garage, windows split into 3 panes

Two storey house, with pitched porch

Land use, levels of activity and parking

The character area's primary land use is residential housing combined with retail parks and small-scale industrial units on Kernick Road and important vehicular routes to access the A394 in the west.

Activity levels directly respond to these characteristics, with fluctuations mainly for school runs, commuting and weekend shopping times.

Parking within the extents of the character area is generally accommodating. Many properties include parking provision, but older terraces are less well equipped. Vehicle usage is a defining feature upon the evolution of settlement character, influencing the composition of spaces, building arrangement and streetscene character. Penryn's characterful car free opes seen in the Conservation Area, do not feature in this part of the settlement or in recently developed areas.

The negative impacts of cars reliance can be seen throughout the character area, with parking inhibiting pavement access and modifications to incorporate driveways/garages at the expense of garden frontages. Furthermore, dropped kerbs installed to allow access to driveways can reduce the areas available on-street parking.

Pedestrian movement inhibited with car parking

Private garages Trenarth

Residential parking areas below ground floor level

Positive aspects of character

There are several positive aspects of character which should be sustained, reinforced or enhanced. These relate to elements of settlement character and layout as set out below:

- Residential areas have more space, meaning properties are more generously proportioned and include external areas;
- Undulating topography means many properties benefit from interesting views towards the surrounding context or across the settlement; and
- Garden areas at the front and rear are commonly included.

Intact front and rear garden areas

Views across settlement

Issues to be addressed by the Design Code

The following issues have been identified which could be addressed through new development or active management. These principally relate to strategic gateways, building layout and access as follows:

- There is an element of severance caused by the railway which limits general access and connectivity;
- Many residential areas are formed in culs-de-sac, creating quiet areas, but limiting settlement cohesion and activity which is of detriment to settlement vitality;
- Development of low architectural merit and out-of-character building typologies;
- Unsympathetic driveway conversions at the expense of garden frontages; and
- The strategic gateway value of Kernick Road means for many accessing from the west, first impressions of Penryn are made here. Improvements here to the general streetscene, boundary materials, synergy of signage and poor-quality industrial building facades is needed.

Dominant car parking

The quality of the settlement gateway

Low architectural quality

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Design Code

04

4. Design Code

4.1. Introduction

This section is divided into two parts. The first is a set of key elements to consider when assessing a design proposal. These are presented as general questions which should be addressed by developers and their design teams who should provide clarification and explanation as necessary. The second part is the design code, setting out the expectations of the Penryn Neighbourhood Pan Area.

It is important that full account is taken of the local context and that the new development responds to, enhances the "sense of place" and meets the aspirations of people already living in that area. The aim of this section is to produce a Design Code that helps to assess design quality and appropriateness in residential development proposals. Images have been used to reflect good precedent examples of local architecture.

The guidelines developed in this document focus 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 appropriate.

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:

- Harmonise with and enhance the existing settlement in terms of physical form, movement pattern and land use;
- Relate well to local topography, landscape features, coastal setting and long-distance views;
- Reinforce or enhance the established high-quality character of streets and other spaces;
- Integrate with existing access; public rights of way (PRoW), streets, circulation networks and patterns of activity;
- Provide adequate open space and green infrastructure for new development in terms of both quantity and quality;
- Reflect, respect and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing landscape and built form features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details.
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other; to provide a safe, connected, attractive and cohesive environment;
- Make enough provision for sustainable waste areas management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the landscape or the amenities of neighbours;
- Sensitively integratate energy generating technologies within the scheme at the start of the design process; and
- Develpoment at the waterfront or other areas susceptible to flooding should include construction details and protection elements within the design of the building to increase resilience.

4.2.1. 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. Following these fundamental principles, there are number of questions related to the Design Code which should be used to evaluate the quality and appropriateness of development proposals.

Townscape structure

- What are the essential characteristics of the existing settlement and street pattern; are these reflected in the proposal?
- Does the proposal respect local landscape features including topography 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?
- If located in a Conservation Area, do proposals preserve or enhance the character or appearance of the Conservation Area?
- 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?
- Does the proposal maintain or enhance the existing gaps between settlements?
- How will the new design or extension integrate with the existing street arrangement?
- Does it favour accessibility and connectivity over cul-de-sac layouts? If not, why not?
- Are the new points of access appropriate in terms of patterns of movement and road speeds?
- 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?

Green spaces and street scape

- Do new proposals respect or enhance the existing area or adversely change its character?
- Does the proposal maintain or enhance existing landscape features including trees on or adjacent to the site?
- In rural and edge of settlement locations does the development negatively impact on visual character or interrupt existing tranquillity within the area, and has this been fully considered and sufficient mitigation included?
- Has the impact on landscape quality been considered?
- Does the proposal positively contribute to the quality of the public realm and street scape?
- Providing continuous green infrastructure linkages is important for biodiversity. Have opportunities to provide green infrastructure links been considered and integrated within the scheme?
- Is there adequate public/ private/ communal amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how will this be used by the new owners and existing residents, and how will it be managed?
- Have all aspects of security been fully considered and integrated into development strategies?
- Is active travel promoted across the site, and does this connect to existing networks?

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 the main roads 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?

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, how are these respected in the design?
- Are new views and visual connections with the existing settlement and surrounding area incorporated into the proposal?
- Are new landmarks to be formed within the proposals?

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?

Building heights and roofline

- Does the proposed development height compromise the amenity of adjoining properties?
- Does the proposal overlook any adjacent properties or gardens?
- When balconies are incorporated, has a level of privacy screening been provided?
- 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?

Architectural details and materials

- Has the local 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 for longevity within the coastal context?
- Do the proposed materials harmonise with the local vernacular? Are the details and materials of sufficient high quality?
- Can local materials be specified?
- Have window, door, eaves and roof details been refined and considered in the context of the overall design?
- 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?

Parking and utilities

- Has adequate provision been made for car and cycle parking both private and public?
- Do the proposed private car and cycle parking locations complement the existing provision or introduce new approaches? If new, do these new approaches change the character of the street?
- For appropriate housing typologies, are there opportunities to accommodate mobility vehicle storage areas when required?
- 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 impact of the design of bin storage facilities been considered, including quality of materials and location within the development? Could additional measures be incorporated to help integrate facilities into the development?
- Does the installation of utilities include appropriate access for maintenance/ servicing?
- Is the use of 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?
- Is there scope for the integration of well-placed electric car charging points?

4.3. Design Code

The following Design Code is applicable to all character areas. The guidelines should be applied as a starting point to all new development, regardless of where it is in the Neighbourhood Plan Area. These guidelines advocate character-led design which responds to, and enhances the existing townscape. Reference to context does not mean to copy or replicate in a pastiche manner, it means taking inspiration and influence from surrounding precedent and forming a design rationale which harmonises with the surroundings and local vernacular.

The Draft Cornwall Design Guide and New Streetscape Guide should also be consulted when designing new development:

Available at: https://www.cornwall.gov.uk/designguide

Townscape structure

- Development design should be cognisant of locally applicable supplementary planning documents (SPD) or design guidance documents.
- Development in Conservation Areas or within their setting should preserve and where possible enhance their character and appearance;
- Development should respond to the immediate context of the built environment reinforcing building lines, frontages and distance from the road
- The Neighbourhood Plan Area's best settlement structure characteristics should be identified, and new development should follow precedent appropriate to the context;
- Unique townscape character should be enhanced by development, and new development should strive to knit with the existing townscape by adopting similar characteristics or evolving the design;
- New residential development vehicular access should gently meander, providing interest , evolving views and a reduction in road speed;
- New development should be planned to be permeable, allowing for connections to existing PRoWs and access roads whilst providing a choice of routes. Culs-de-sac should be avoided, where possible residential streets should either loop or connect through to other streets to improve connectivity;
- Layout, clustering and massing should take precedent from the best examples of development within the surrounding context;
- Building height, boundary design and road width should be designed at ratios which reflect the existing settlement;
- A strong visual relationship between new development and the existing street scene must be maintained and encouraged;
- Front and rear elevations and boundary treatments should be appropriately designed. Properties which back onto streets impact on the streetscene quality and therefore masterplans should avoid this where practicable;
- A variation of building typologies can enhance the character of development;

Terraced efficient use of space

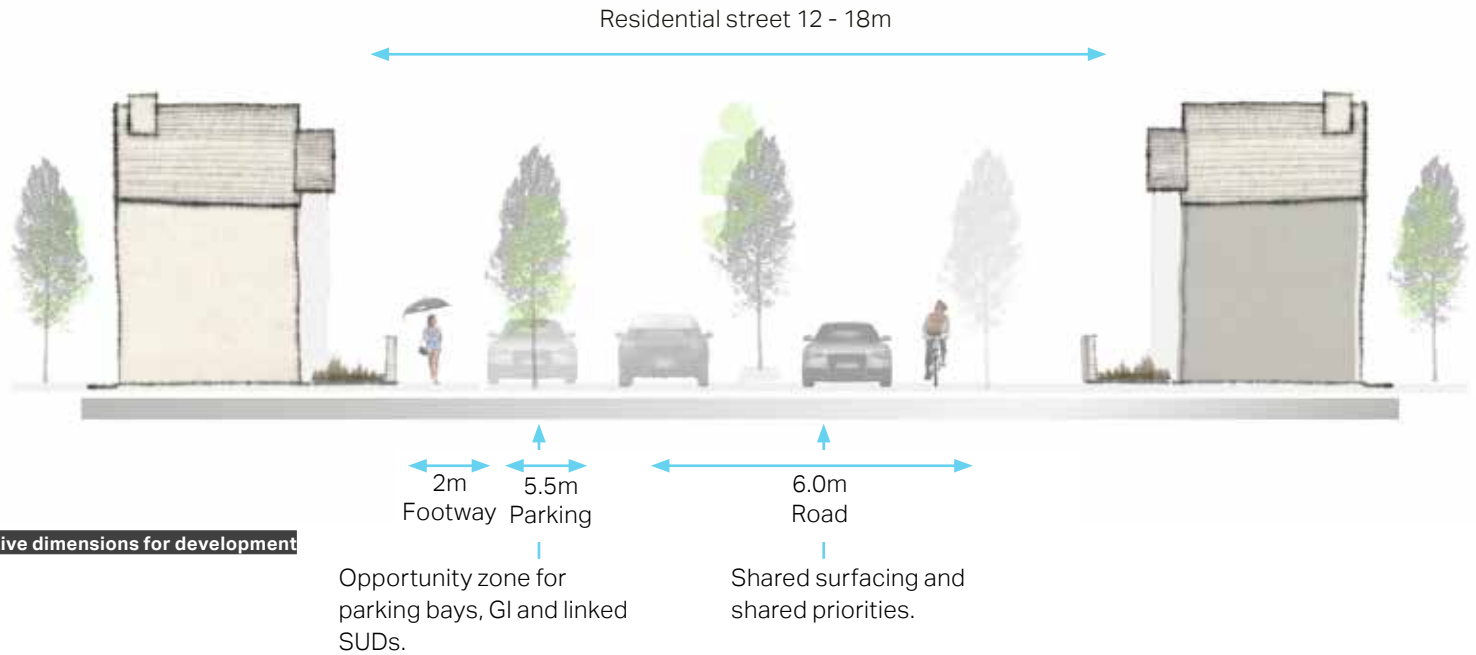
Gateway building marks entry point to road

Integrated pedestrian access/ links

- Development should be considered strategically at settlement level, developments should not be considered in isolation;
- Edges of urban developments should be highly considered. New development should engage with existing edges and building elevations should project an attractive and positive frontage. Edge of settlement development should softly transition to the surrounding landscape context;
- Regular breaks in built form should be provided to increase visual permeability, opportunities for views, and pedestrian access connections. Neighbourhood Plan Area coastal or other important views should be incorporated into development to reinforce a sense of place; and
- Clear legible pedestrian and cycling routes and connections to public transport to promote sustainable transport should be incorporated.

Residential streets

- It is essential new developments include streets and junctions that incorporate the needs of pedestrians, cyclists, and - if applicable - public transport users;
- Car free opportunities should be explored, with parking areas and pedestrian access separated. Cars should not dominate development;
- Pedestrian and bicycle users should have a high priority within residential areas. Development masterplans should aim to make non-vehicular usage appealing;
- Adequate off-street parking is not always achievable and so the provision of on-street parking bays is desirable to avoid the access of pedestrians and other vehicles being impeded. Streets must meet the technical highways requirements, however should be considered as a 'safe place' to be used by all;
- Traffic calming features such as raised tables, limiting sightlines, shared surfaces and gateway elements can be used to reduce traffic speeds. Residential streets must be designed for low traffic volumes and low speed, 20mph zones are desirable for residential areas;
- Where appropriate areas of shared surfacing should be integrated into development, these are areas where the carriageway and footway are constructed in a single surface type to encourage driver caution and emphasise shared priorities. Blocks of up to 10 dwellings work best with shared surfaces; and
- Streets should incorporate planting elements and green infrastructure (GI). Sustainable urban drainage (SUDs) should be incorporated in the form of attenuation ponds, rain gardens, swales and development should incorporate permeable surfaces.
- The image below introduces suggested guidelines and design features including a range of indicative dimensions for residential streets:



Indicative dimensions for development

Green spaces and public realm

- Development within the Neighbourhood Plan Area should accord with Cornwall's Environmental Growth Strategy adopted December 2016 to encourage businesses, communities and individuals to work together to increase environmental, social and economic prosperity in Cornwall. https://www.cornwall.gov.uk/environment-and-planning/cornwall-and-isles-of-scilly-local-nature-partnership/cornwall-s-environmental-growth-strategy/;
- Biodiversity Net Gain was officially adopted by Cornwall Council with a mandatory requirement of 10% for all major planning applications from 1 March 2020. A landscape-led approach to masterplanning provides the best strategy for achieving Biodiversity Net Gain targets and improving design quality https://www.cornwall.gov.uk/environment-and-planning/planning/planning-policy/adopted-plans/planning-policy-guidance/biodiversity-net-gain/;
- Tree and plant species specification should be appropriate for the coastal climate and application with consideration for management requirements and seasonal colour variation. All green infrastructure species selection should be specified with climate resilience in mind;
- The retention of existing landscape green infrastructure of value should be incorporated into development masterplans and the felling and removal of trees should be avoided;
- Where tree removal is unavoidable a replacement strategy should be developed through consultation with the local planning authority.
- Futher information can be found: https://www.cornwall.gov.uk/environment-and-planning/planning/planning-advice-and-guidance/trees/
- Development should take a strategic, integrated approach to managing water that makes best use of Green Infrastructure led SuDS, permeable surfaces and identifies opportunities for water reuse;
- All developments should incorporate green spaces and dwellings should front onto areas of public open space to improve natural surveillance;
- Front gardens, where this is characteristic of the area should incorporate planting and where possible include vernacular treatments such as Cornish hedges;
- Dwelling layout should be designed to limit adjacent plots overlooking rear gardens. Rear gardens should be considered as ecological corridor extensions and designed to connect with surrounding green infrastructure.
- The public realm material palette should be simple, robust and designed to tolerate coastal weather conditions. The material palette should respect the existing character of the Neighbourhood Plan Area. High-quality materials not only enhance user experience but defines the sense of place.


Cornish hedge with native tree planting


Locally distinctive public realm materials

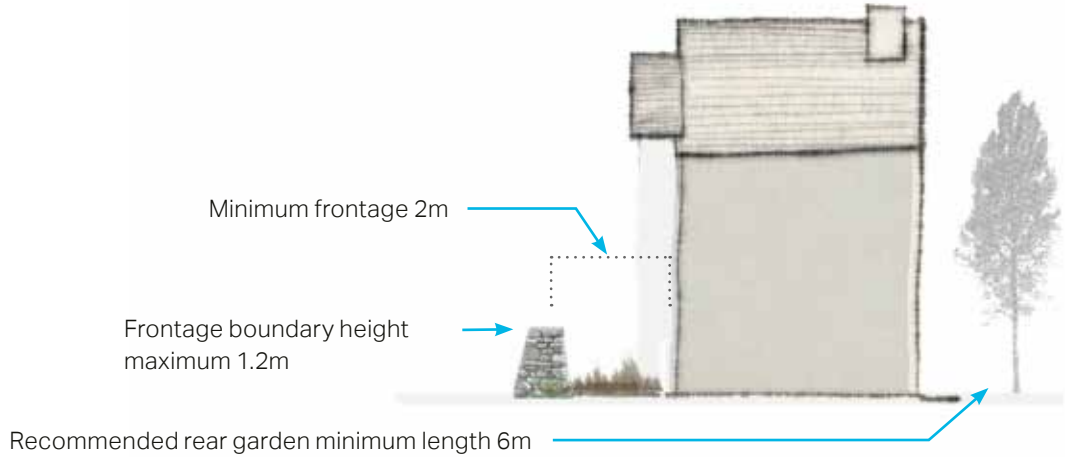

Local stone (granite)

Masterplans which incorporate a combination of public and private greenspaces contribute to strong green infrastructure networks.

'Inclusive development that truly integrates nature and green space is also more sustainable and delivers important environmental, physical and mental health ,social and economic benefits as well as increasing property values'. **Cornwall Council Design Guide**.

Front gardens or frontages incorporated into development, help buffer residents from roads and incorprated green infrastructure visually softens the streetscene, filters pollution and helps with water management.

In areas where front gardens or frontages are characteristic the following dimensions are provided as a guide:



Guide dimensions for development

Waste, recycling and Utilities

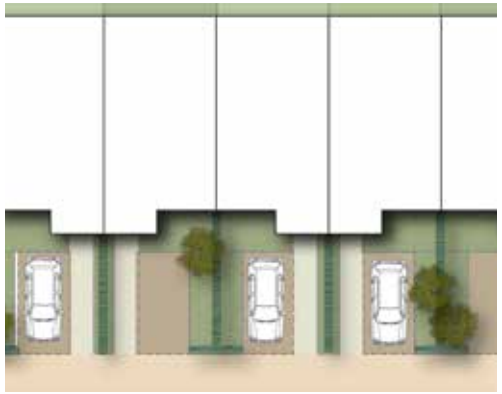
- Waste storage should be integrated as part of the overall design, with landscaping and planting used to minimise the visual impact of bins and recycling containers;
- Secure communal bin storage areas should be used in appropriate locations to prevent the need for on-street storage;
- Quality recycling facilities should be provided to promote recycling schemes;
- Adequate provision should be made for dog waste bins within new developments when located close to PRoW and other recreational areas popular with dog walkers;
- Renewable energy strategies including electric car charging points should be promoted for all new developments, and
- Simple water catchment facilities such as water butts should be integrated within scheme design.

Off-street recycling / bin storage areas

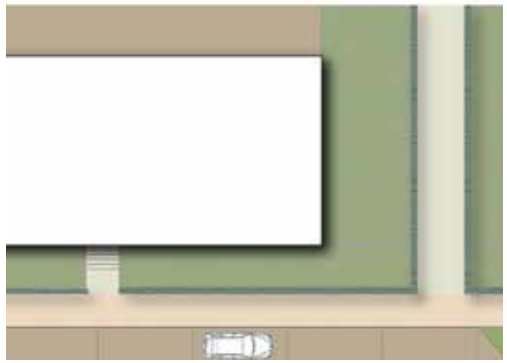
Vehicle Parking

- Residential car parking is an essential provision within any new development. Off-plot communal parking areas, on-plot side parking, front parking and integrated garages, should be complemented by safely defined on-street parking;
- In areas susceptible to tidal flood risk, lower storey parking beneath accommodation provides a robust strategy with greater resilience;
- Parking should not be included at the expense of landscaping elements and green infrastructure. Car parking design must be combined with landscaping elements which minimises the presence of vehicles and provide a host of environmental and climate resilient functions;
- Permeable surfaces must be specified for all residential parking areas;
- On-street parking bays should be combined with linking tree pits as part of urban SUDs strategies.
- Opportunities for the installation of electric car charge points should be explored and integrated were required. Careful design should ensure pedestrian access is not impeded when charge points are in use;
- Developers converting buildings into multi occupancy units should be cognisant of the increased parking pressures asserted on urban areas, and provision should be made for resident's parking;
- Guidance on vehicle crossings (dropped kerbs) and access ramps can be found at https://www.cornwall.gov.uk/transport-and-streets/street-works/vehicle-crossings-dropped-kerbs/

Layout provides gaps for contextual views



Front driveway and garage at ground floor

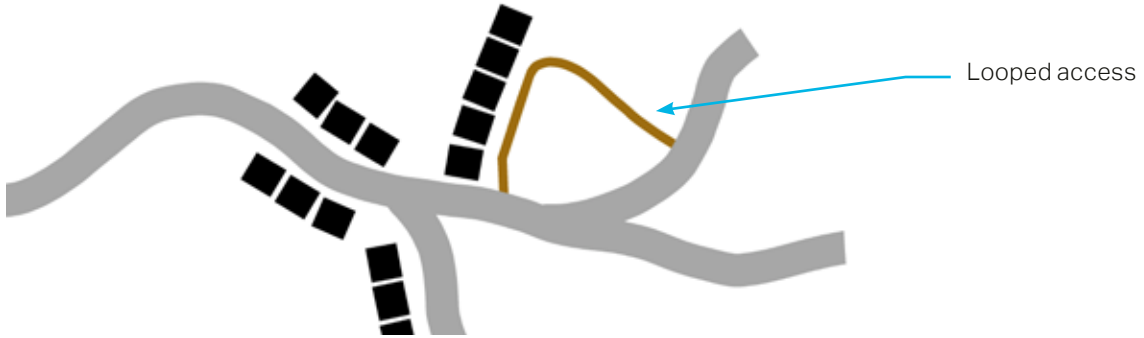


Limited on-street parking bays can provide additional develpoment visitor parking and SUDs opportunities

Pattern and layout of buildings

- Proposed development should be sympathetic to existing development patterns within the immediate context, in terms of building size, layout and building line.
- Within Penryn Neighbourhood Plan Area a number of distinctive arrangement layouts such a car-free pedestrian access opes are demonstrated and these distinctive elements should be explored within design proposals for new developments;
- Examples of building layout whereby facades are located directly on the road with no frontage, acts to provide a feeling of development 'contraction' and can be used to slow traffic speed;
- The opposite design strategy can also be achieved by including frontages, to provide a feeling of 'expansion' which is effective to integrate important contextual views;
- Development should aim to incorporate and respect existing natural factors such as topography, level changes, existing green infrastructure and elements of historic built form including ruins;
- In areas prone to tidal flooding, layouts and design measures should be incorporated to mitigate risks such as flood defence walls, ground floor parking areas, stepped access or door protection;
- Town centre areas with higher densities should maximise contextual views where practicable whilst following existing contextual pattern and layout;
- Within wider suburban areas, development densities must ensure gaps and views to the countryside and coast beyond are incorporated;
- In areas where streets have a largely uniform housing type; proposals should be sympathetic to the established uniformity with subtle variations or projections such as pitched dormers, used to create rhythm and street synergy; and
- New development should respond to site specific micro climates and sun paths and use these as key design drivers to increase the environmental comfort for building users, both internally and externally. Correct building orientation can contribute to passively heating or cooling buildings, and effectively reduce the heating and cooling requirement.

Narrow pinch point formed by building layout



Pedestrian access ope with walkable connectivity

Views and landmarks

- Existing views of landscape, coast or heritage significance should be maintained and incorporated into new development;
- Visual connections past development to the surrounding context should be maintained where possible, to preserve the settlement's sense of place;
- Design should also be cognisant of developmental views, i.e how the development sits within it's context. A demonstrable design evolution should aim to integrate the development within its surroundings, including any mitigation requirements such as trees and landscaping to embed the development within its surroundings and provide privacy for it's residents;
- Levels of natural surveillance should be maintained or enhanced, particularly towards streets, pedestrian access, play and parking areas; and
- Proposed development can enhance key views. Design elements which create rhythm such as an avenue of trees along a street, can boost the quality of development by framing or adding focus to views.

Example of poorly integrated development at Ponsharden

Framed view, narrow pedestrian access ope

The linear promontory character promotes strong contextual views

Building line and boundary treatments

- In general buildings should be aligned along the street or main pedestrianised access with their primary elevation facing it to maintain streetscene rhythm;
- Exceptions to this include gateway buildings which can be designed to articulate corners and present a positive façade in multiple directions. Typology variation can also dictate buildings that are sited perpendicular to the main access to add richness to develpoment;
- Building line should be responsive to settlement topography, with contours used to reduce the use of retaining walls;
- Rear elevations must be considered and building line synergy and attractive boundaries utilised;
- Buildings should be designed to ensure that streets and/ or public spaces have good levels of natural surveillance;
- Boundary treatments should reinforce the sense of continuity and building line to help define the street. Locally distinctive materials and vegetation such as Cornish hedges should be used to reinforce settlement character;
- Cornish hedges can be adapted, either turfed to create a more visually open boundary treatment, or planted with trees or hedges for greater privacy;
- Bins should not be stored permanently on pavements and boundaries should integrate high quality bin storage areas and screening;
- Development naming and signage should promote locally significant heritage and the Cornish language;
- Panel fencing should not be used on primary elevations. High boundary treatments which interrupt/impair views into the street or natural surveillance should be avoided. New development should contribute to settlement and not be separated from it;
- Front gardens or small areas provided by the relief of buildings set back from the road, should be included where this is characteristic of the area; and
- Car parking should not be included at the expense of boundaries and garden frontages.

Primary elevations aligned with pedestrian access

Well articulated corner

Panel fencing degrades streetscene

Celebrating the Cornish language

Building heights and roofline

- Roof type, pitch and materiality should reflect existing high-quality styles and materials of the settlement. Flat roofs should be avoided;
- Extensions should use the roofing style of the main building but be stepped down to articulate the extension clearly.
- The scale of the roof should always be in proportion to the dimensions of the building itself;
- Roofing elements can be used to break the monotony of terraced building elevations;
- Building height and roof variation should be appropriate to the context;
- Waterfront areas within Penryn have a taller building precedent for residential buildings which should be maintained;
- Chimney type and height should be congruent with the typical chimney of surrounding best precedent examples;
- Dormers where characteristic of the area, can be used as design elements to add variety and interest to roofs;
- Slate roofing tiles should be used to underpin the settlements architectural character and incongruent cement tiles should be avoided; and
- Gable and eave overhangs should be generous, to afford the building fabric maximum climatic protection.

Slate is traditionally used in Cornwall and has strong cultural connections

Pitched roof, slate hanging gable, scalloped lead work at eave

Building height and roofline variation

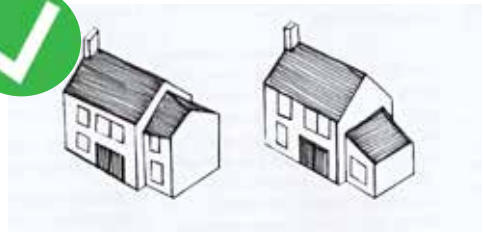
Building modifications, extension and plot infill

- Infill plot development should take precedent from the contextual architectural style, detailing and proportions. Proposed development design and layout should respect the existing street scene and character of the settlement;
- Extensions should not exceed the footprint of the original building envelope and extensions should be subordinate to the existing building. Extensions should be constructed with the same angle of pitch as the existing roof and should be stepped down;
- The architectural style of an extension should accord with the host building, using the same or complimentary design language, materiality and fenestration rhythm. Exceptions to this rule include extensions to listed buildings of heritage significance, for more information see: https://www.spab.org.uk/advice/alterations-and-extensions-listed-buildings
- Flat roofs should be avoided for extensions and garages;
- Modifications to existing buildings should preserve or where possible, enhance the existing architectural style. Poor contextual precedent should not set the standard;
- For alterations and extensions to historic buildings the correct approval should be sought and modification/specification should respect the host building's architectural character and setting;
- The replacement of heritage features, such as timber windows and doors should be done so in the same material type. Where appropriate and when modern materials such as uPVC and other non-traditional building materials are specified, the style and proportions of the removed heritage element should be replicated;
- Renewable technologies should be encouraged and integrated within the design of new development. When retro fitting renewable technologies, particularly to heritage buildings, great care should be taken to integrate well, and to protect the existing character of the building. Solar panels and roof mounted services should be located discretely, preferably not on the street facing elevations;
- When balconies are incorporated on apartments, flats and converted housing, a level of privacy screening should be provided to prevent storage or other household tasks conducted on balconies being of detriment to the streetscene.
- The provision of bin storage areas helps declutter and improve the visual quality of the streetscene. New development should integrate such elements to provide functional spaces for residents; and
- Outside of Conservation Areas and Areas of Outstanding Natural Beauty, many householder extensions or modifications are covered by permitted development rights, for mire information see: https://www.cornwall.gov.uk/environment-and-planning/

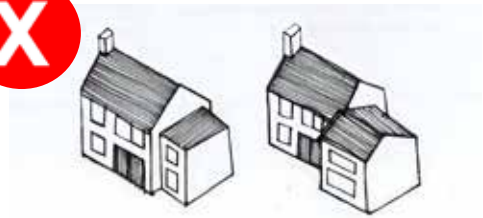

Well updated renovation


Unsympathetic vent mounting position on heritage building

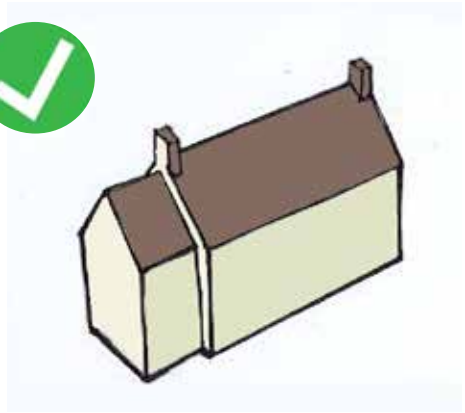

Successful late hanging upper storey



Good example for side extensions, respecting existing building scale, massing and building line.

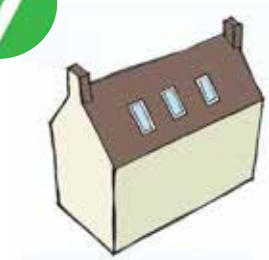


Both extensions present a negative approach when considering how it fits to the existing building. Major issues regarding roofline and building line.



The extension has an appropriate scale and massing in relation to the existing building. Ancillary structures shoul be subordinate to the main dwelling.

Design treatment in case of loft conversion:



Loft conversion incorporating skylights.

Loft conversion incorporating gabled dormers.

- Minimum 0.5m recess from edge of gable to dormer.
- Maximum height of dormer not to exceed existing ridge.
- Avoid side windows that could harm neighbours privacy.
- No extension to project forward of original roof footprint.

Original roofline of an existing building.

Loft conversion incorporating gabled dormers.

Loft conversion incorporating gabled dormers which are out of scale and do not consider existing window rhythm nor frequency.

This indicative masterplan brings together many of the spatial elements of the Penryn Design Code:

Integration of mitigation planting to visually screen development.

Parking provision integrated into building plot, with soft landscaping to minimise car-dominated character.

A variety of housing typologies. Repetition must be avoided.

Informal street layout to provide visual interest, evolving views, and traffic calming.

Use of trees and landscaping to shape views and enclose space.

Pedestrian connections to existing Public Rights of Way. Route options for non-vehicular access such as pedestrian and cyclists.

SuDs strategies should be integrated throughout including the specification of permeable surfaces.

Looped development with good pedestrian and bucycle connections.

Open space benefitting from informal surveillance by overlooking properties.

New tree planting connects to existing green infrastructure

Shared surfacing denoting traffic-calmed junction and residential speed designed for low speed and traffic.

Architectural details

Cornwall's strong vernacular and simple material palette is evident across the Neighbourhood Plan Area. This material usage and architectural detailing contributes to the character of the settlement and the area's local distinctiveness. It is therefore important a continuation of these traditions is part of the design language for all future proposed developments. High quality material specification, which is locally sourced where possible, and architectural details which evoke the area's local distinctiveness should be a starting point for all new development.

Innovation should not stifled, but there should be visual lineage and clear evolution from the best examples of traditional local precedent. Inspiration should be drawn from historic examples within Penryn that have retained their character, as well as successful modern development which has responded to Penryn's sense of place, the landscape and material traditions.

The following should not be read as a prescriptive list for inclusion within new development, but as a list of elements which help to underpin the special architectural character and quality of built form within the Penryn Neighbourhood Plan Area:

- Slate roofs;
- Contrasting ridge tiles;
- Local stone facades;
- Large local stone lintels;
- Quions, some with ground floor canted corner details and chamfered quoins;
- Jettying;
- Rubble construction with rendered finish which shows the rubble's underlying character;
- Rendered upper storey, stone faced lower;
- Slate hanging;
- Pitch roof garages with slate hanging;
- Sash windows;
- Recessed doors; and
- Stepped access.

Stone facade

Sash windows and dormer

Chamfered quions


Render with visible stone texture


Render and exposed stone facade


Stepped access


Organic render texture


Slate hanging


Recessed door


Sashed bay with leaded roof


Brick chimneys


Ornate stone sills and lintels


Pitched roof garage


Textured lower storey


Height/typology variation

Materials

Local materials and traditions are what define settlements and their unique story. Penryn's vernacular is a legacy of the local geology and landscape and the way historically people have adapted to life here. Modern development must continue these traditions whilst innovating and moving forward. Material specification must be made with longevity in mind and resilience to the unique climatic conditions of the Penryn Neighbourhood Plan Area.

Materials for alterations and extensions within the Conservation Areas should be of high quality and retain, or if possible enhance the character and appearance of the host building or the surrounding area. Often high quality contrasting elements work best in extension scenarios;

For new development early contact with Cornwall Council and use of the Distinctiveness Guide is encouraged. For more information on Cornish Distinctiveness see: https://www.cornwall.gov.uk/environment-and-planning/strategic-historic-environment-service/heritage-kernow-ertach-kernow/cornish-distinctiveness/

The following material considerations could be applied to new development:

- Cornish hedge boundary walls;
- Local stone walls;
- Granite kerbs;
- Large exposed stone lintels;
- Textured facades;
- Rough cast render;
- Slate roofs;
- Slate hanging;
- Surfacing;
- Timber cladding accents;
- Mortaring – good quality with local colour attributes;
- Surface changes to mark residential areas;
- Quality front doors and garage doors when appropriate; and
- High quality public realm furniture and details.

Town-wide local stone usage within Penryn


Local granite


Granite kerbs


Stone lintels and windows surrounds


Rough cast render and textured facades


Slate hanging


Stone pavers rationalise parking area


Timber cladding


Surface changes to mark residential areas


High quality public realm elements


Quality mortaring


Quality doors


Local stone street furniture

Design elements and details

The following images illustrate some good examples of Neighbourhood Plan Area building details and material choices that both evoke the character of the area, and set an achievable precedent for developer adoption:

Details for consideration:

- Hipped roof with slate tile and contrasting ridge tiles;
- Textured render;
- Large stone lintels;
- Clutter free facade;
- Entrance recess with glass link section to provide better internal lighting condition; and
- Contrasting stone faced garage construction.

Details for consideration:

- Compact effcient use of space;
- Stone gable with lintel and slate sill detail;
- Slate roof with pitched dormers;
- Window frame colour-matched to cladding;
- Flood resilient typology, with no habitable rooms on ground floor; and
- Composite weatherboard offers a low maintenance façade protection in keeping with the coastal location.

Details:


Gable


Facade


Resilience


Space

Details for consideration:

- Hipped roof;
- Slate roof with contrastinig ridge tile;
- Stone facade, rendered side elevation;
- Sash windows with dividers;
- Stone boundary walls; and
- Building placement directly on street.

Details:


Placement


Contrast


Roof


Materials

Details for consideration:

- Slate hanging on gable;
- Contrasting materials;
- Double chimney;
- Well proportioned windows; and
- High quality boundary treatment.

Details:


Contrast


Boundary


Chimney


Materials

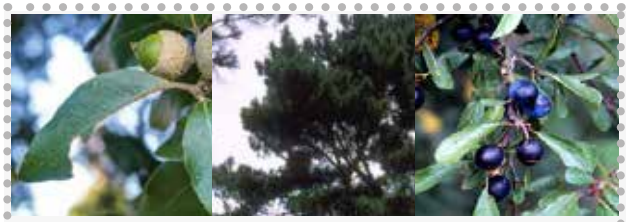
Planting palette

The following planting guide has been included to promote the use of green infrastructure within areas of Penryn. Trees, shrubs and plants play an important role in encouraging biodiversity and climate change mitigation whilst adding visual interest to gardens and streetscapes.

The correct species specification for the localised climatic and geological condition is key. Further information can be found here: https://www.cornwall.gov.uk/media/41808846/treesinthecornishlandscape.pdf

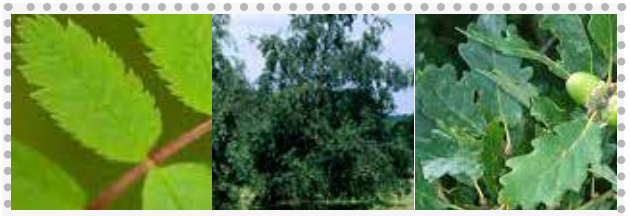
Learn more about the importance of Neighbourhood Planning opportunities to support local green infrastructure here: https://www.cornwall.gov.uk/media/39018332/ndp-wildlife-trees-and-woodland-guide-note.pdf

Trees coastal exposure



Pinus radiata	Monterey Pine
Quercus ilex	Holm Oak
Prunus spinosa	Blackthorn
Pinus nigra	Austrian Pine

Trees slightly back from coast



Alnus glutinosa	Alder
Quercus petraea	Sessile Oak
Betula pendula	Birch
Betula pubescens	Birch
Ilex aquifolium	Holly
Tilia cordata	Lime
Sorbus aucuparia	Rowan

Residential exotic

Taxodium distichum	Swamp Cypress
Metasequoia gyptostroboides	Dawn Redwood
Gingko biloba	Ginko
Pinus pinea	Stone Pine

Shrubs high exposure

Berberis sp	Barberry
Elaeagnus × ebbingei	Ebbinge's silverberry
Euonymus japonicus	Spindle tree
Lonicera nitida	Wilson's honeysuckle
Lonicera pileata	Honeysuckle
Olearia macrodonta	New Zealand Holly
Olearea phlogopappa	Dusty Daisy Bush
Pyracantha Orange Glow	Firehorn
Rhamnus alaternus	Italian Buckthorn
Rosa rugosa	Japanese Rose
Rosa spinosissima	Scotch Rose
Sambucus nigra	Elderberry
Sambucus racemosa	European Red Elder

Shrubs slightly back from coast

Choisya ternata	Mexican Orange Blossom
Cistus × cyprius	Common Gum Cistus
Escallonia 'Apple Blossom'	Apple Blossom
Genista lydia	Lydian Broom
Griselinia littoralis	Broadleaf
Hibiscus syriacus	Hibiscus
Hebe salicifolia	Koromiko
Lavandula stoechas	French Lavender
Phlomis fruticosa	Jerusalem Sage
Perovskia atriplicifolia	Russian Sage
Phormium tenax	New Zealand Flax
Pittosporum tenuifolium	Black Matipo
Rosmarinus officinalis	Rosemary
Hibiscus syriacus	Hibiscus
Viburnum davidii	David Viburnum

Achillea sp	Yarrow
Agapanthus sp	African Lily
Echinops bannaticus	Globe Thistle
Kniphofia sp	Red Hot Poker
Rudbeckia sp	Black Eyed Susan
Sedum telephium	Orpine Purple Emperor
Verbena bonariensis	Argentinian Vervain

Climbers slightly back from coast

Hydrangea petiolaris	Climbing hydrangea
Jasminum beesianum	Crocus
Jasminum officinale 'Argenteovariegatum'	Jasmine Argenteovariegatum
Parthenocissus quinquefolia	Virginia Creeper
Passiflora caerulea	Blue Passion Flower
Hedera helix	Common Ivy
Trachelospermum jasminoides	Confederate Jasmine

Grasses

Cortaderia selloana	Pampas Grass
Elymus hispidus	Magellan Rye Grass
Festuca amethystina	Tufted Fescue
Helictotrichon sempervirens	Blue Oat Grass
Pennisetum alopecuroides	Chinese Fountain Grass
Miscanthus sinensis	Chinese Silver Grass

Street tree guide

Green infrastructure plays an important role within urban environments, by providing habitat for biodiversity and by performing a range ecosystem services integral to human life.

Green infrastructure can reduce airborne contaminants and promote cleaner air, it can absorb and lockaway harmful CO^2 and plays an important role in reducing surface water runoff and the risk of flooding as part of Sustainable Urban Drainage Systems (SuDS).

Urban streets can be a hostile place for trees to live and perform at their best. It is therefore crucial the right systems are specified when planting trees within urban environments. The following tree planting themes have been provided to draw attention to tree system considerations for use within all new development and public realm areas.

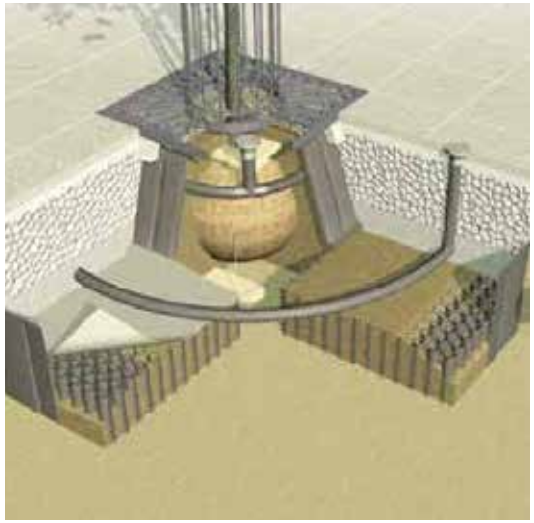
1. Tree selection - right tree: right place - specified in accordance with BS 8545;
2. Root Volume Availability;
3. Root Management;
4. Irrigation, Drainage and Aeration;
5. Support; and
6. Protection.

For more information see:

https://www.cornwall.gov.uk/media/41808846/treesinthecornishlandscape.pdf

http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf

https://www.greenblue.com/gb/



Tree pit design and the correct installation is integral to healthy street trees and the mitigation of conflict with users of streets (Greenblue,2020).

Modules help retain soil structure and prevent compaction which is essential for trees in built up environments. (Greenblue,2020).

Street trees

Hippophaë salicifolia	Sea Buckthorn
Sorbus intermedia	Swedish whitebeam
Alnus x spaethii	Spaeth alder
Ulmus columnella	Ulmus – resistant cultivars
Populus tremula	European aspen

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Commercial Road & waterfront

05

5. Commercial Road & waterfront

The commercial activity which helped the Neighbourhood Plan Area to prosper by supporting associated trades, offering employment and a route for goods into the settlement, is also responsible for shaping the architectural style of the area.

Today the waterfront remains a key commercial hub for the town, the quayside perhaps less of a commercial conduit than times past, but vehicular accessibility, good links with Falmouth and relatively easy parking combined with the waterside location and useful building typology's ensure the area remains relevant. Commercial lettings perform well, with high uptake and few vacant properties, however the area has some detrimental architectural and public realm elements unbefitting of such a prominent and important location.

In 2007 Jubilee Wharf opened which supports a community of small businesses and brought new impetus to an area in transition, add to this the burgeoning student population and the financial support that this brings, means the waterfront's evolution continues.

5.1. Objectives

The focus for this section is concentrated on the Commercial Road, adjacent Islington Wharf and waterfront. The future success for the area's transition will be defined by improved public realm and functionality, helping to establish a better settlement gateway, more intuitive links with the main conservation core and to encourage more cohesive usage of both areas by residents and visitors. The success of this type of regeneration strategy is intrinsic to the future vibrancy and direction of Penryn as a settlement,

The section sets out and identifies the established architectural style together with opportunities and threats to guide a more considered approach to regeneration. A masterplanning appraisal will also identify strategic areas and means to improving settlement cohesiveness to maximise both Conservation Area and commercial waterfront usability and vibrancy.


Islington Wharf
Commercial Road
Conservation Area
Study area

Summary

Land use within Commercial Road and Islington Wharf is predominantly retail, with mixed office space/ studios and storage facilities. At the main junction with Broad Street/Quay Hill beside Penryn Bridge there is a substantial recent mixed-use multi-level development comprising of residential with retail elements at ground level. Elsewhere the building stock is a combination of industrial/commercial heritage buildings and post-war warehouse typologies.

Functionality and access are the main design drivers for an architectural style which is of a different scale and aesthetic in contrast with residential character areas. Functional open/ clear-span buildings which compliment manufacturing processes dictate the scale and form of the majority of buildings, and access reinforces the industrial typology with architectural elements to provide convenient access, such as loading doors, and generous window openings to maximise daylighting inside.

The area's best examples combine the industrial aesthetic with the Cornish vernacular, utilising elements such as local stone and slate with steel roller doors, shutters, ventilation ducts etc. The importance of the location is demonstrated by several premium façade treatments from an earlier period, which contrast with later post war utilitarian examples. Extant surviving marine trades provide additional character and an enhanced connection to place.

Emerging residential vernacular

Architectural details

The design language of commercial areas must also be identified to safeguard building traditions and architectural style, and to set the course for new development.

The functional utilitarian approaches, use of local materials and details shown as part of the following sections should be used to inform all new development within the commercial waterfront area.

The following should not be read as a prescriptive list for inclusion within new development, but as a list of elements which help to underpin the special architectural character and quality of built form at the commercial waterfront:

- Building massing/scale;
- Building alignment;
- Dressed stone or natural faced stone facades;
- Gable roofs;
- Hipped roofs;
- Parapets;
- Slate roofs;
- Profiled metal roofs;
- Curved window headers;
- Stone lintels;
- Roller doors;
- Doors shutters;
- Industrial ironmongery and elements;
- Upper storey pulley and hoist access doors; and
- Openable upper storey doors with balustrades.

A new sustainable precedent

Design elements and details

The following images illustrate some good examples of Neighbourhood Plan Area commercial frontages and set an achievable precedent for new development:

Type: 2 Storey commercial

Details for consideration:

- Hipped roof, slate tiles and with ridge tile accents;
- Encouraged functionality with roller shutters and upper storey loading doors which contrast with stone façade;
- Ashlar front elevation;
- Window fenestration and rhythm;
- Curved window lintels with stone detailing; and
- Vertical bars within window construction, functional opening and contemporary colourways.

Details:


Facade


Elements


Materials


Rhythm

Type: Single/ two storey commercial

Details for consideration:

- Hipped roof with slate tiles;
- Facing stone primary elevation;
- Plinth detail;
- Articulated entrance detail; and
- Generous window size, vertical bars within window construction and pitched dormer.

Non primary elevation stone construction adds texture and contrast. Originally specified for value engineering reasons, but construction quality remains consistent.

Details:


Materiality


Scale


Vernacular


Function

Type: Multi-storey commercial

Details for consideration:

- Gable primary elevation;
- Upper storey cladding;
- Ashlar stone;
- Generous window size, fenestration rhythm, vertical bars within window construction and arched lintels;
- Pavement projection; and
- Loading doors with pulleys.

Details:


Rhythm


Gable


Contrast


Active

Type: 2 Storey commercial

Details for consideration:

- Contemporary façade treatment and colour
- Large access doors,
- Generous window size, window wraps corner and provides good street level presence; and
- Parapet roof integrates well with adjoining hipped roof;

Materials

- Robust high-quality materials should be specified to withstand the rigours of continuous use and the coastal location;
- Materials should be specified to accord with the areas material precedent or host building's character when part of renovation works;
- Locally sourced materials should be used where possible; and
- Traditional architectural details should be included where appropriate.

The following precedent images have been provided to highlight examples of material usage within the Commercial Road & waterfront area, which could be incorporated in future development.


Stone faced with cladding accents


External steel balcony structure (black)


Stone facade sits well in contenxt


Steel ventilation and enegy generation


Brick surround with stone sill


Window balustrade


Wrap window with steel support


Ashlar lower frontage, parapet roof


Standing seam roof


Openable upper storey doors and balustrade

5.1 General principles for new/renovated commercial properties

Penryn retains several good heritage examples of commercial/industrial units. The following considerations should be applied to all new or renovation development to help enhance the area:

- Mixed-use development opportunities should be explored as a means of boosting round-the-clock activity levels, plugging any retail gaps and maximising the settlement's coastal attributes;
- Well designed, constructed and maintained retail elements are inviting and attractive. They help improve shopper experiences and increase a town's quality and vitality. This area demonstrates strong links to the local vernacular, with many industrial examples constructed with local materials which should be maintained and the same approach taken with all new development;
- Well considered signage appropriate to the shop's context and host building's architectural style, combined with a complimentary colour palette further help to increase quality, accent and complete commercial frontages;
- Appropriate security shutters if required should be specified to uphold both building and street aesthetic quality. Shutters should not impede views into the retail unit as this helps to maintain an active frontage;
- Façade improvement can make a positive impact on the streetscene with significant cost savings;
- New construction methods and materials should not mean a simplification of character, and local precedent architectural details, elements and textures should be used to inspire new development;
- Rendered façades must be resilient to the local environmental condition; and
- Opportunities to bolster flood resilience in areas affected should be intrinsic to development design rationale.

Smart new façade treatment

Building typology

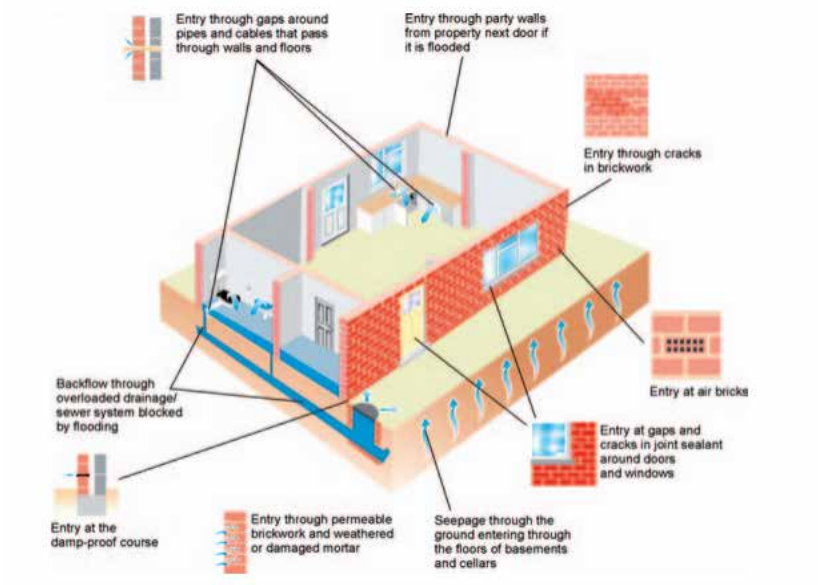
The Commercial Road and waterfront are located within flood zone 3 which is assessed to have:

- '1 in 100 or greater annual probability of river flooding (>1%),
- or a 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year' (Environment Agency, 2013).

Development here must therefore complete a flood risk assessment.

The following principles should be considered to boost flood resilience and reduce the damage caused during flood events:

- Analysis should identify potential depth and duration of likely flood events;
- Flood water linkages should be analysed and appropriate controls incorporated;
- New build development should respond to flood risk by incorporating raised ground floor levels with stepped and ramped access;
- Existing buildings depending on typology and building attributes, can also raise ground flood levels to increase resilience;
- External layout and levels can help reduce flood risk. Perimeter walling when designed correctly can act to prevent property flood water ingress;
- Flood barriers or flood gate installation;

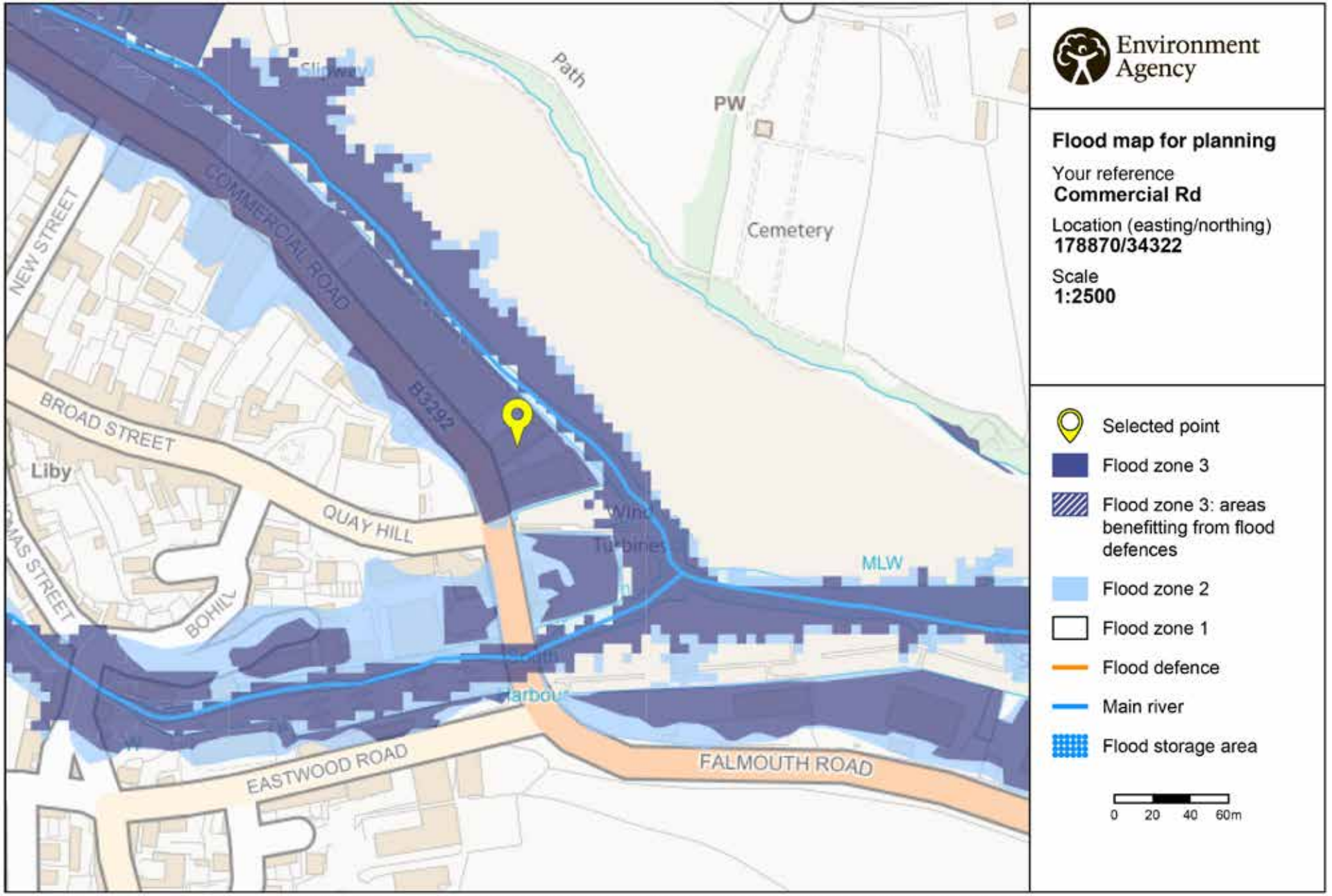


Potential flood water entry (CIRIA, 2007)

- Additional building levels may be added to help reconfigure ground floor space;
- Functions such as residential space, office space or retail can be arranged on upper floors and ground floors used for car/ bicycle parking, receptions or bin storage;
- Construction materials especially at lower levels should be assessed in relation to flood resilience. Drying times and decontamination should be considered when specifying and detailing buildings i.e voids and cavities; and
- Street/ courtyard interventions and building roofing materials should be designed as part of a wider SuDS strategy, designed to intercept flood water, or slow precipitation linkages that can lead to flooding events.

Sedum SuDS roof (Barbour, 2020)

Street SuDS



Windows and doors

- It is recommended the design and material quality of windows and doors for new-build or re-development is appropriate and a reflection of the best examples of architectural precedent within the area;
- The use of uPVC plastic should be avoided in heritage buildings. Frame colour should minimise visual intrusion and not detract from façade aesthetics;
- Windows at ground floor which improve the visual connection with the street should be encouraged;
- Retail units should avoid overly large poor quality advertising, or elements such as plastic film that fully obscure windows or doors and views into the shops/offices interiors; and
- Shops should be well connected physically and visually with the public realm to promote shopper usage. Industrial roller doors could allow shops to fully open and connect better with external spaces.

Timber construction windows

Façade includes architectural detail which adds texture to the frontage.

Industrial vernacular

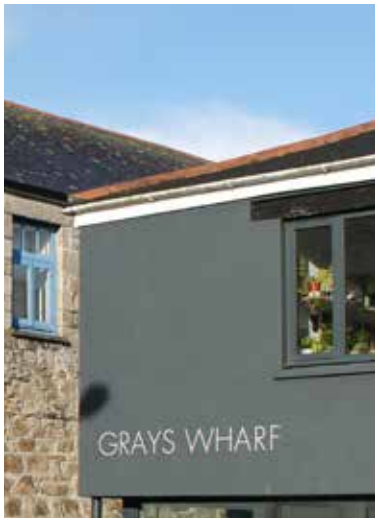
An open frontage via roller doors could provide a unique retail characteristic

uPVC windows and doors - lack of design quality

Low quality construction;

Business branding at the detriment of the building and street; and

A good example to demonstrate how improvements to the façade could dramatically lift the streetscene.



Window colour provides personalisation, whilst mono branding and shop colour remains consistent to provide synergy

An example of how commercial design codes can acheive better street synergy and quality

Signage and advertising

Well designed, constructed and maintained signage represents one way a business can give the right impression to customers. Commercial signage should strike a balance between promoting the business and complimenting the building and street.

Branding is personal to the company it represents and corporate message, therefore there is great variation in the use of colour, font and point size.

A good stategy seen in many successful commercial areas and retail spaces is the development of a design code which sets out ways in which company's can present company branding whilst creating better synergy between companies that improves street presentation.

The following principles should be applied to ensure facade quality and streetscene synergy within the Neighbourhood Plan area:

- Signage board size and fixing level should aim to be consistent along the street where possible. Shop fronts should present a unified appearance along the street;
- Proportionate usage of fonts, external signage should be consistent and not overly large;
- Shop fronts should in general be painted in one robust colour. Contrasting complimentary colours can be used to pick out certain architectural elements and signage branding should be clear;
- Plastic film should not fully obscure views into the shop;
- Creative and innovative signage and displays should be encouraged;
- Traditional signwriting should be encouraged;
- Hanging signs that extend out in front of the building should be in keeping with the rest of shopfront; and
- Advertising externally to retail premises (e.g. A-frames and blackboards) should not impede walkways or detract from local character.

Signage and fonts overly large and out of scale with building

Multiple advertising messages

Utilities and bin storage

Utilities and bin storage are an essential consideration for all commercial premises. Both should be functional and fit for task, whilst upholding the quality of the streetscene and without impacting on the buildings character. The following information can be used as a guide to maintain streetscene quality:

- Utilities should be well integrated and well positioned within the design of new development. Retrofitted utilities should be installed with consideration of the architectural quality of the building and should not be detrimental to the buildings appearance. Appropriate conduits should be specified, and cable routes should be sympathetically chosen;
- There must be good provision for secure and safe bin storage. Areas should be identified for storage which do not detract from the buildings primary façade;
- Security elements must strike a balance between being visible without detracting from the overall appearance of the shop and streetscene.
- Combined security elements provide the best protection for businesses, The use of shutters should be restricted to shutter grilles or attractive security gating allowing internal views to be maintained when the shop shutters are down. Commercial Road has industrial door precedent which should be encouraged as an architectural feature;
- Lighting is a good crime deterrent and a well-lit street by shop interiors and exterior lighting helps to reduce crime and help encourage 24hr economy;
- CCTV cameras if installed should be well integrated when required; and
- Alarm boxes should be visible but positioned sensitively and in-keeping with the host building.

Subtle integrated CCTV camera, alarm box and lighting. No visible cabling.

Poorly routed cabling and untidy wiring box.

Bin storage detracts from building quality and the impacts street access.


The Brain
Of Brian

6. Urban connectivity analysis

6.1 Analysis

The following urban connectivity analysis sets out to identify opportunity for enhancement to increase connections between the Town Centre Conservation Area and Commercial Road and waterfront, and to assist by creating a vision for redevelopment along the Commercial Road and waterfront.

Following the identification of area attributes, these strengths will be rationalised with analysis broken down into stages to clearly show the origins of the recommendations with associated visualisations provided to aid clarity.

6.2 Area attributes

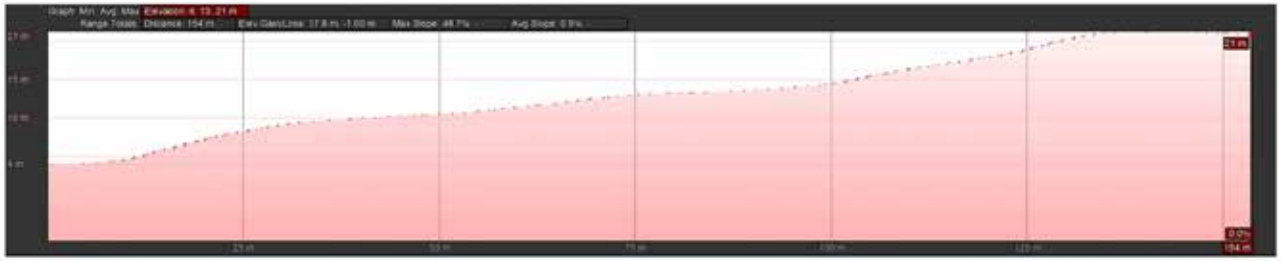
- Mixed-use development at Quay Hill and Penryn Bridge forms a clear southern gateway to the area. The bridged access provides good arrival definition and the development is architecturally strong;
- Jubilee Wharf provides a hub for small businesses, and its waterside location is emphasised by quayside access. Jubilee Wharf has also acted as a catalyst for developmental with further renovation along the northern side of Commercial Road, albeit non-continuous;
- The Brain of Brian WWII ferro concrete barge is good precedent for further waterside studio/retail developmen;
- Islington Wharf located adjacent to Commercial Road, is a popular boatyard and place for small business and marine associated trades including the Morvoren Seacraft Warehouse of Grade II status (DCO4852), the area however is slightly removed from passing trade. Next to Islington Wharf, a builder's merchants occupies a site with an old industrial warehouse (unlisted);
- There are two designated car parks, Exchequer Quay and Penmarin House Car Park which when combined provide space for approximately 80 cars. There is also generous on-street parking available to car;
- Commercial Road has designated marked bicycle lanes in both directions and bicycle parking areas. Pedestrian pavement access is provided on the southern side of Commercial Road, but the northern side is fragmented; and
- Bus service routes suggest no service along Commercial Road; however a limited bus service operates, and bus shelters are provided. These are located close to Quay Hill and St Gluvias Street.

Route options

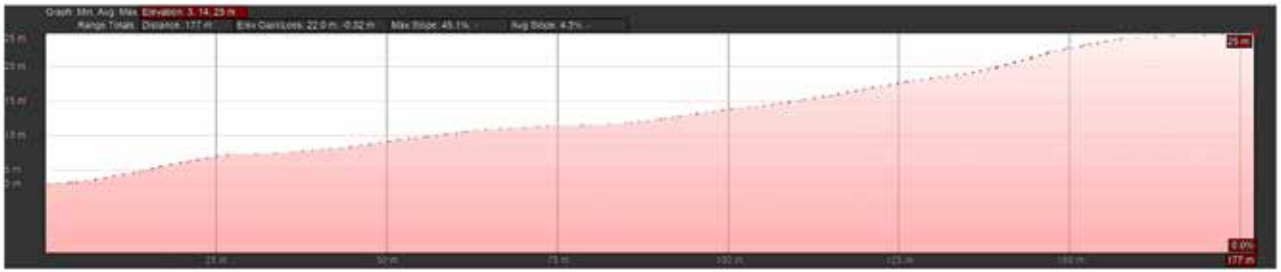
The elevation profiles illustrated below are of the three main routes to reach the Conservation Area from Commercial Road.

To reach approximately the same position in the town New Street and St Gluvias provide the shortest and most direct routes although the total elevational climb remains similar for all routes.

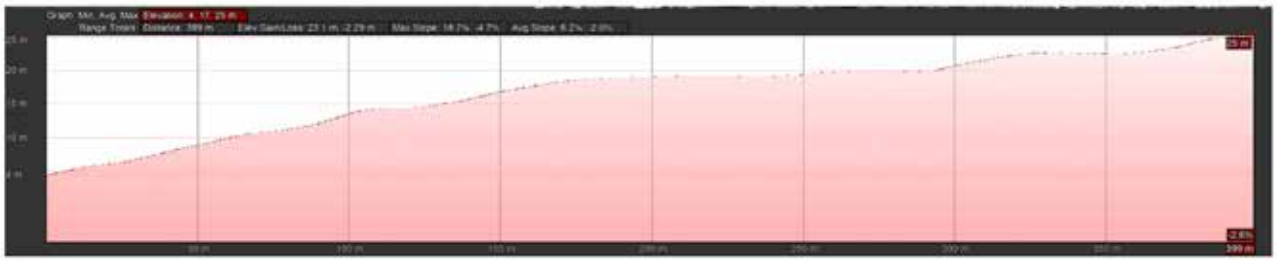
Quay Hill begins with a greater elevational climb close to Commercial Road before easing after approximately 200m.



New Street



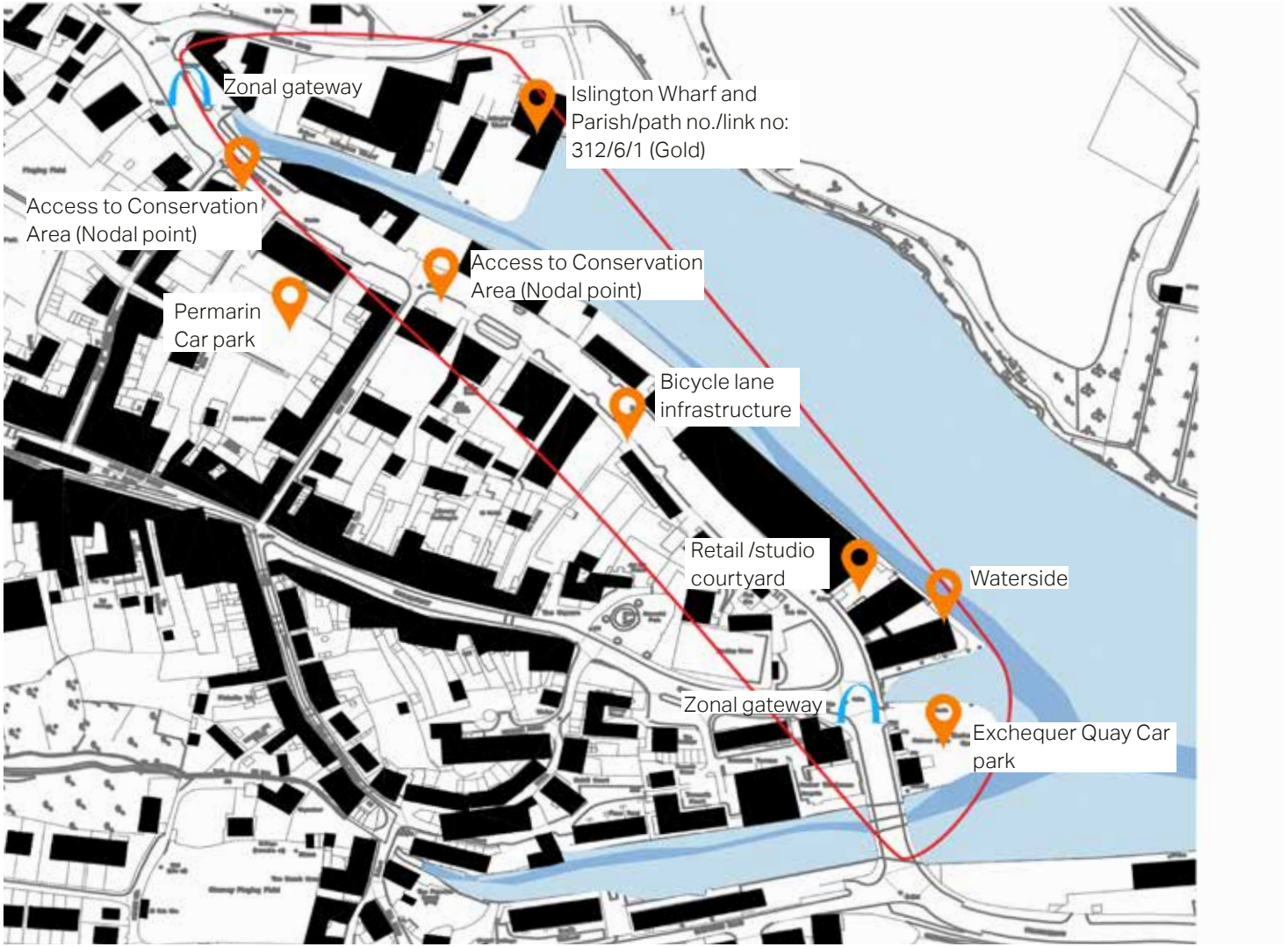
St Gluvias



Quay Hill

Respond

The analysis below plots important urban features/attributes.



Exchequer Quay car park

Studios and galleries (Jubilee Wharf)

Bicycle infrastructure near Permarin House

Opportunities:

- General legibility improvements should be made, to connect this area with the Conservation Area;
- Northern gateway experience must be improved;
- Upgrades to the pedestrian experience on the northern side of Commerical Road;
- Rationalisation of on-street parking, which does not impede pedestrian access;
- Incorporation of street trees and SUDs features;
- The removal of streetscene clutter can help to open up views and encourage pedestrian flows;
- Pedestrian access crossing priorities across Commericial Road;
- Upgraded bicyle lanes;
- Links with Islington Wharf; and
- Improved visual connections to water.

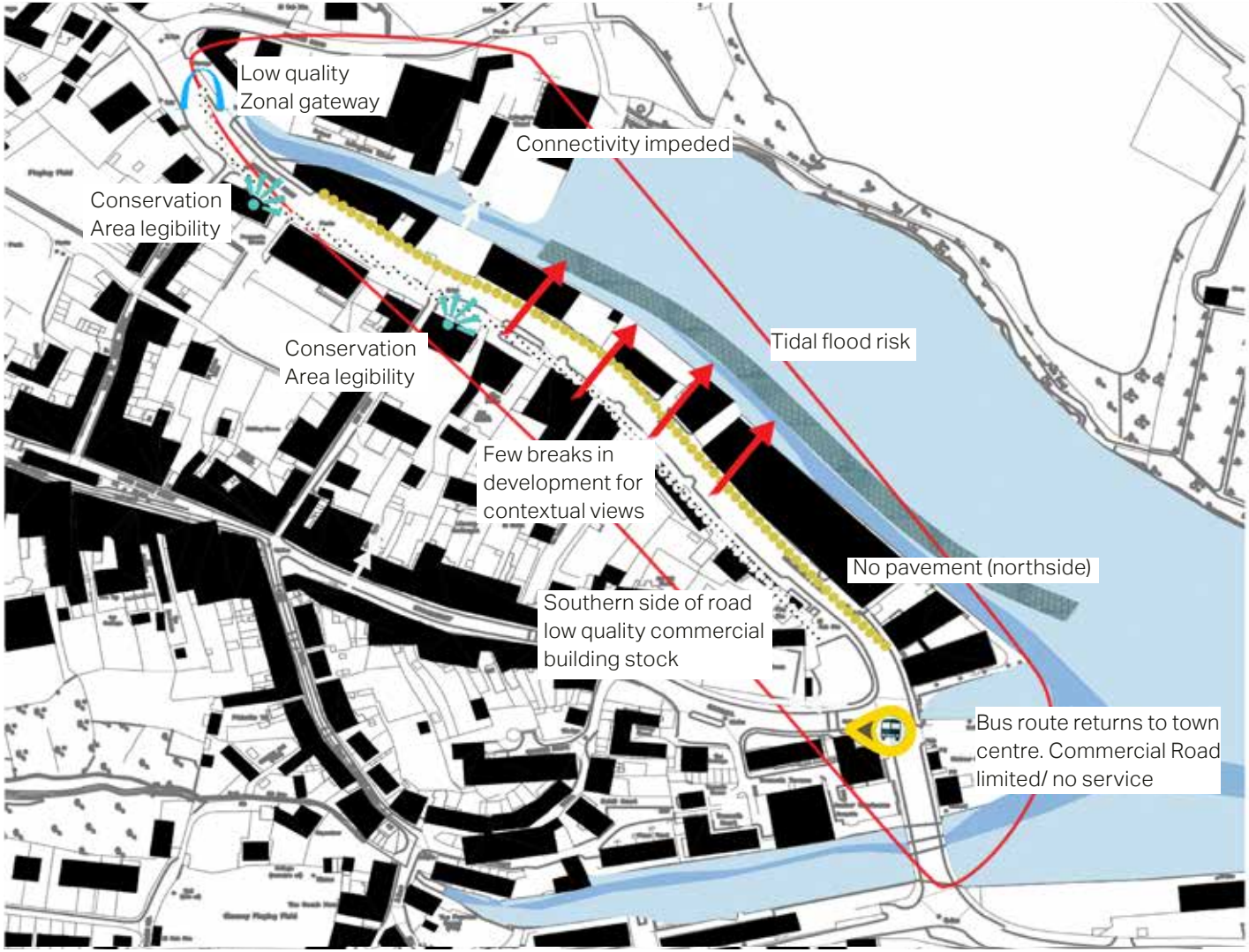
Access to Conservation Area requires legibility improvements needed

Gateway visual improvements

Improved definition of shop and pedestrian areas

Issues/constraints

Illustrated below are the key urban factors which impact settlement cohesion between the Conservation Area and Commercial Road and waterfront.



Lack of serviceable areas for bin storage

Tidal flood risk

Architectural quality

Opportunities:

- New development must design in greater flood defence by adopting building typologies and details which offer greater resilience;
- Increase the function of nodal points and improve public realm design quality to increase connectivity with Conservation Area;
- Improved pedestrian access to waterfront and along Commercial Road;
- Built in bin storage functionality;
- Lift architectural quality where needed with façade renovations;
- The uphill bus service to Conservation Area may benefit from a transport review. Narrow pavements by the Town Hall and improved links between Commercial Road and Conservation Area may benefit from a change in route; and
- Provide better visual links to the waterside context and improve pedestrian access to the waterside.

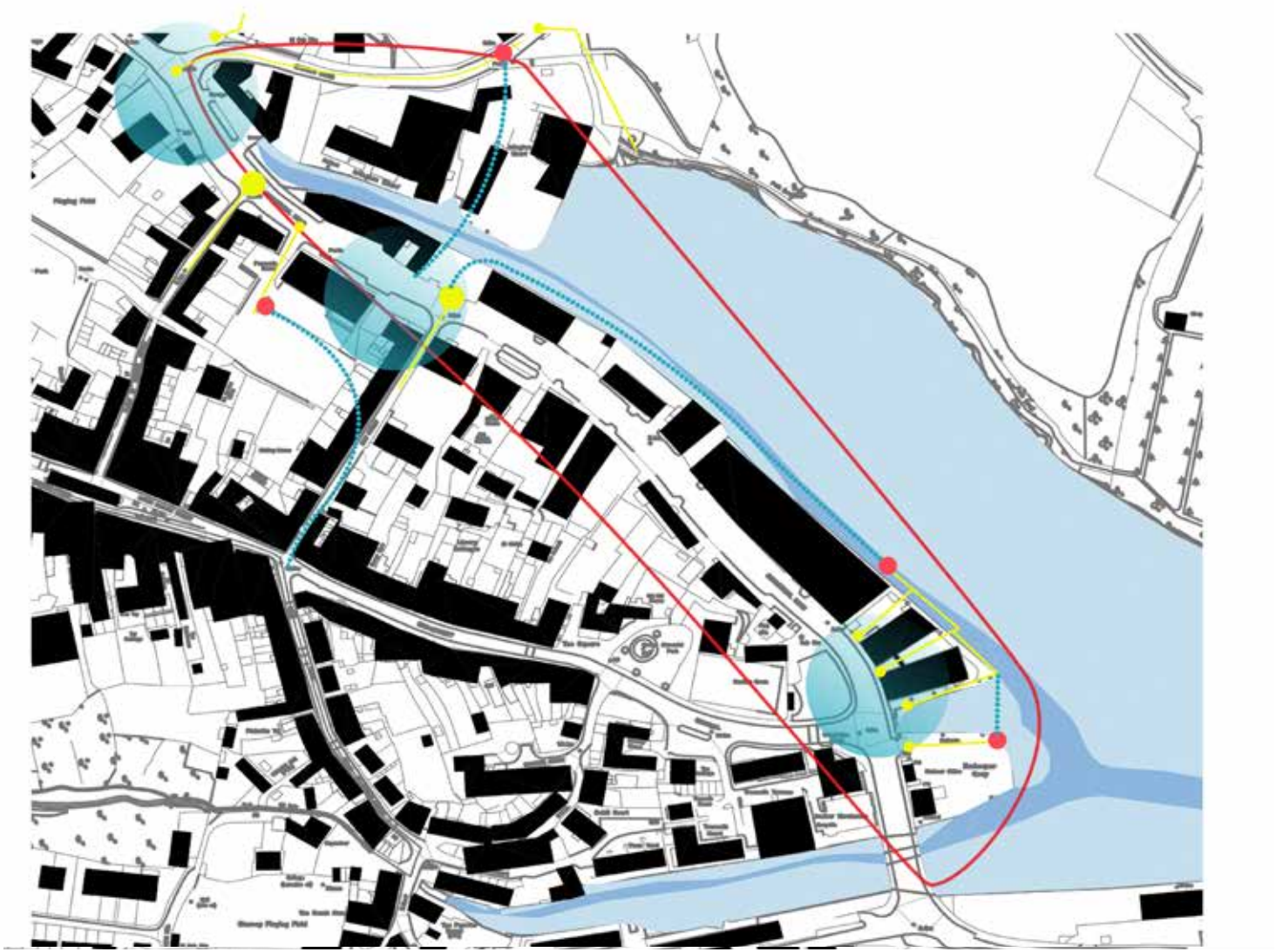
Example of raised access with better flood resilience

Areas used for parking could be better used to connect pedestrians to the waterside

Example of an opportunity to improve facade quality

Nodes

Indicated below are the areas where muliple routes/functions converge, thus signifying appropriate areas for enhancement.



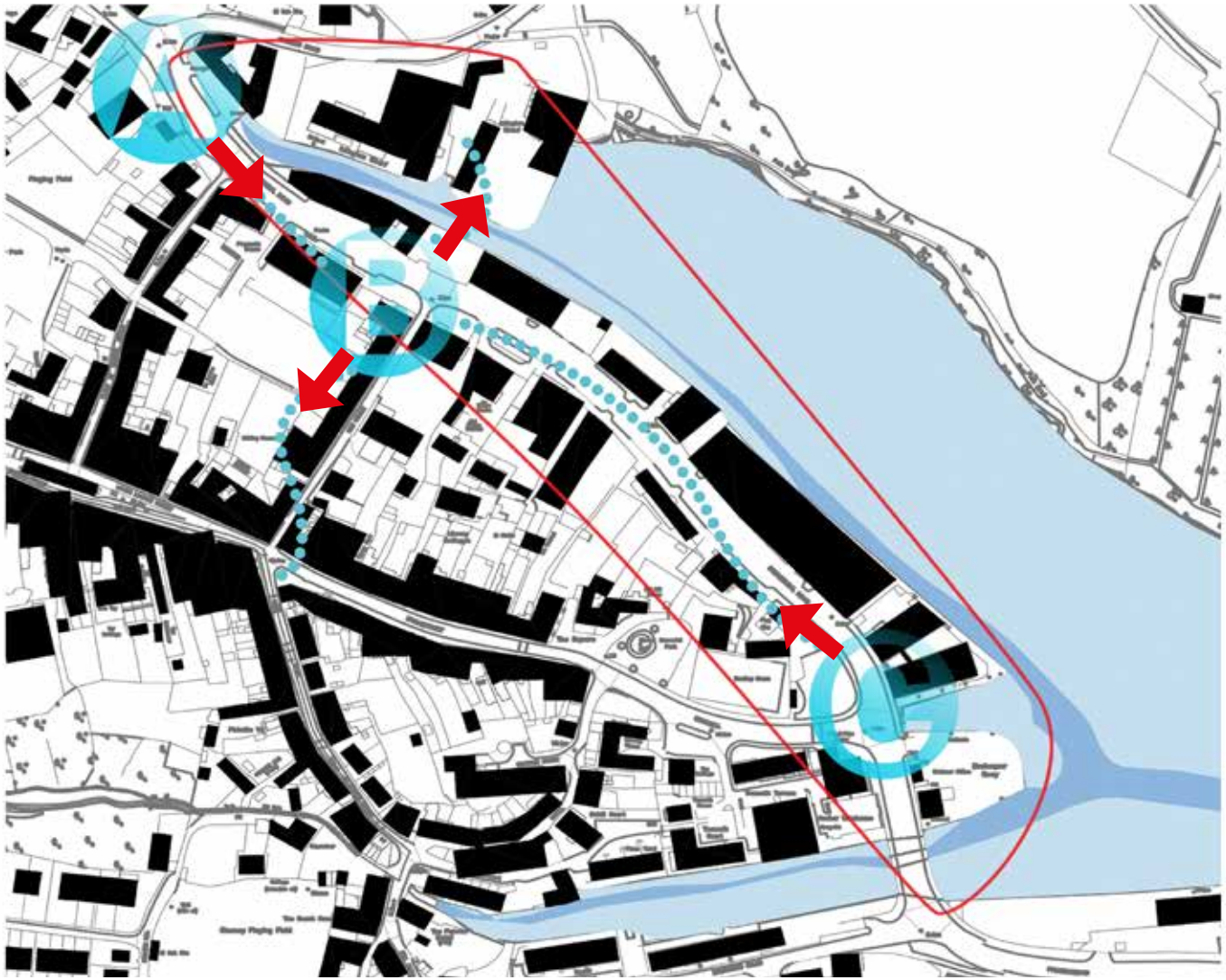
- Yellow lines illustrate access routes to Commercial Road.
- Yellow nodes represent areas where access points terminate. A larger point size denotes greater importance within the town's structure;
- Red points represent dead-ends;
- Blue dotted lines plot potential access improvements to improve connectivity and reduce dead-end access; and
- Blue gradients represent clusters, highlighting zones suitable for enhacement.

Strategic issues:

- In areas where pedestrians arrive from the Conservation Area to Commercial Road the public realm lacks quality;
- Pedestrian links from Commercial Road to the Conservation Area also lack quality and legibility. Very narrow pavements albeit a historic feature, combined with a lack of visual indicators inhibit the effectiveness of access;
- Islington Wharf lacks intuitive links from Commercial Road; and
- Areas at Jubilee Wharf could be enhanced to improve pedestrian links and utilise more of Commercial Road.

Functions

Illustrated below are the results of the analysis, indicating 3 key areas for public realm improvement and the connections which could bring better balance and synergy to the town.



- Blue gradients represent focus areas for public realm enhancement.
- Arrows denote the direction of which enhancement should aim to encourage use.

Opportunities:

A - Northern gateway

- The area can be used as an entry point to the town and is therefore responsible for visitor first impressions;
- The gateway function should be intuitive, figuratively marking the entry point to the area. Surface changes, road width, raised tables, lighting and signage can all be used to mark the zone; and
- Information can be located here for guiding visitors.

B - Central link

- Strategically this loaction with enhancement could act to bind the Commercial Road & waterfront area with the Conservation Area Town Centre and Islington Wharf;
- The Job Centre building which is considered practical, but of low architectural merit and the public car park to the rear, offer huge potential for creative redefinition to achieve better connectivity with the Conservation Area Town Centre; and
- Pedestrian enhanced crossing points located here would act to draw pedestrians towards the Conservation Area.

C - Southern gateway

- Investment and development has created a strong gateway experience, but better links must be created to link up with the rest of the Commercial Road, waterfront and the Town Centre Conservation Area;
- Pedestrian access crossing priorities across Commericial Road are needed; and
- Waterside access must be improved for pedestrian users.

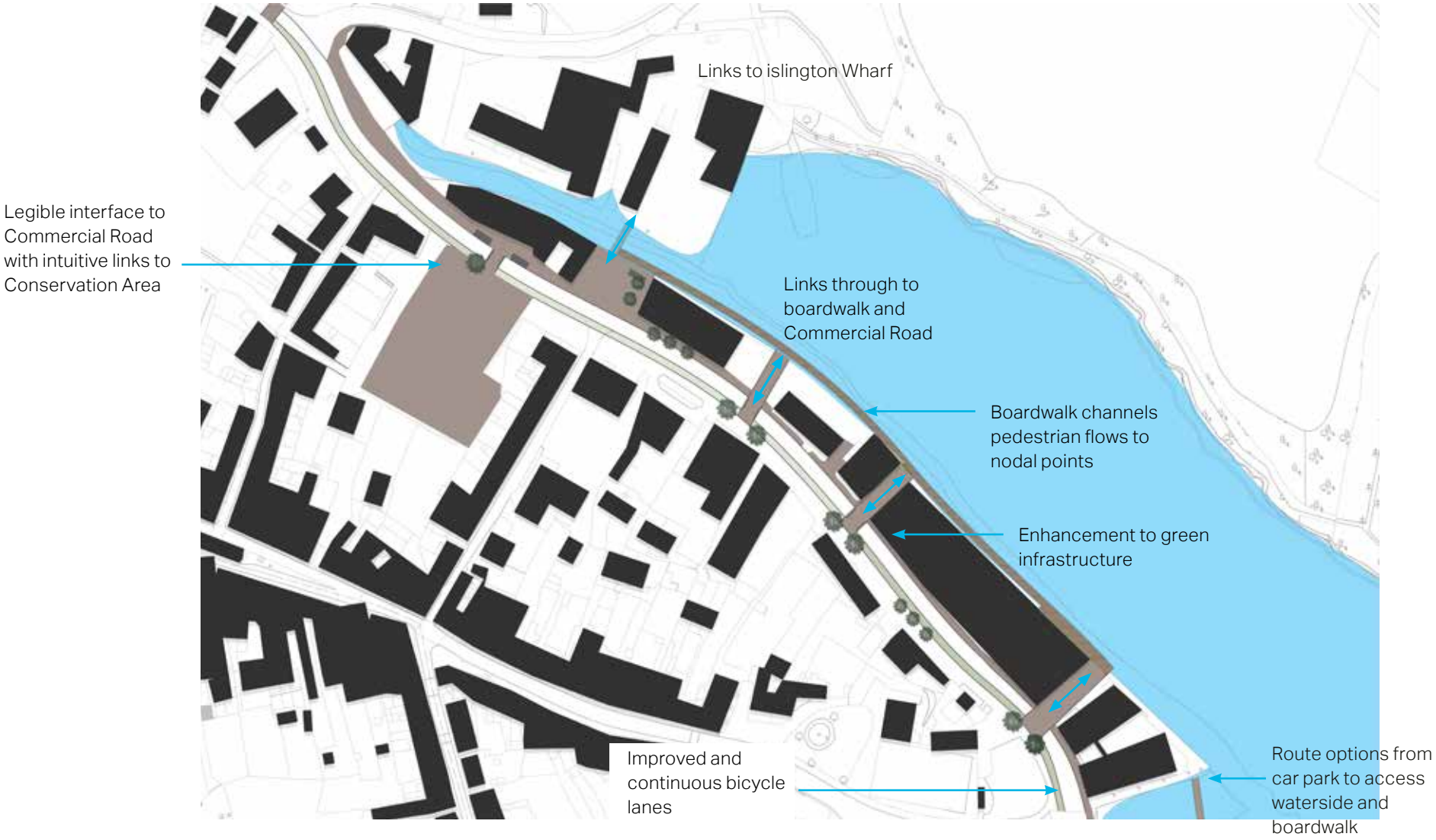
Crossing provides oppotunities for car visitor arrivals to view settlement signage

Huge potential for crossing improvements and better pedestrian priorities

Opportunities to create improved waterside accessibility

Illustrative diagram

The proposed enhancements illustrated below in diagram form have been included to show the enhancement strategy and how these functions would interact.



7. Opportunity areas

7.1 Introduction

To help convey the recommended improvements, visualisation are provided combined with a design rationale.

Narrow pavements St Gluvias


Jubilee Market

Commercial Road link to Conservation Area and Islington Wharf

Existing:

- Commercial Road currently has a number of access impedance issues combined limited green infrastructure, heavy vehicular priorities and a lack of intuitive access to the Conservation Area.

Vision:

Key design drivers

- Whilst part of the settlement's vernacular the narrow access for pedestrians at St Gluvias Street and New Street does not promote connections with Commercial Road and the Waterfront. A reliance on pedestrians accessing the Conservation Area via Quay Hill, which provides wider access, the promontorys constant gradient and distance will in no doubt detract visitors connecting with the Conservation Area. All routes have similar gradient issues;
- The objective here must be to improve links, by easing the transition between areas and connecting nodal functions;
- The location of Permarin House provides strategic opportunities to reimagine the public car park and the interface with Commercial Road. This will facilitate better links to Islington Wharf and the Conservation Area and building removal would offer the best opportunity for achieving this;
- A new open space which strikes a balance between public realm and car parking would provide a high profile and obvious location for visitor parking. Visitors alighting from this location and provided with intuitive links and signage to Islington Wharf and the Conservation Area would provide settlement connections which are needed; and
- A reduction of on-street parking along Commercial Road, especially on the northern side, would provide opportunites to redefine better pedestrian access and shop frontages. Helping to build on the regeneration driven by Jubilee Wharf and draw residents and visitors along Commercial Road to Islington Wharf and up to the Conservation Area.

Permarin car parking with improved interface with Commercial Road

Upgraded and safer bicycle netwrok

Strategic crossing points help guide pedestrians intuitively to other parts of the town

Improved pedestrian access and opportunities for businesses.

Improve access to Islington Wharf provides commercial opportunity and better access to the waterside context.

Commercial Road link to Conservation Area and Islington Wharf

The principle recommended improvements are as follows:

- Resurfacing or maintenance of pedestrianised areas to improve quality of shopping zone;
- A bidirectional bicycle lane on the southern side of Commercial Road to provide space for pedestrian pavements, shop frontages and opportunities for parklets on northern side;
- De-cluttering of public realm;
- Permarin House space redefined as public realm link with provision for centralised car parking;
- Increased legibility to improve pedestrian usage, with better pedestrian priorities, better pavement provision and tabled crossing points; and
- Small courtyard space to connect to boardwalk and Islington Wharf.

Provide moveable seating and storage areas for bins

Improved separation from vehicle traffic

Improved pedestrian crossing points

- By improving access to key areas and enhancing these nodal locations, pedestrian users will intuitively spend longer at these strategic positions and are more likely to connect with other contextual areas;
- General access and functional improvements to Commercial Road combined with crossing points close to other areas of enhancement, such as Permarin House, Islington Wharf and boardwalk would all act to improve settlement links with the Conservation Area;
- Boardwalk would be used to reaffirm waterside access and connections and with it the opportunity for studio/retail / accommodation moorings; and
- Boardwalk could be explored as a method to improve flood resilience.

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Commercial Road boardwalk

Existing:

- Pedestrian access to the waterside is currently fragmented and ranges in quality. Improvements at Jubilee Wharf provide some waterside access, however there is no continuous public access. Limited breaks in building massing along the northern side of Commercial Road combined with lack of access, reduces the contextual appreciation possible in this part of the Neighbourhood Plan Area.

Vision:

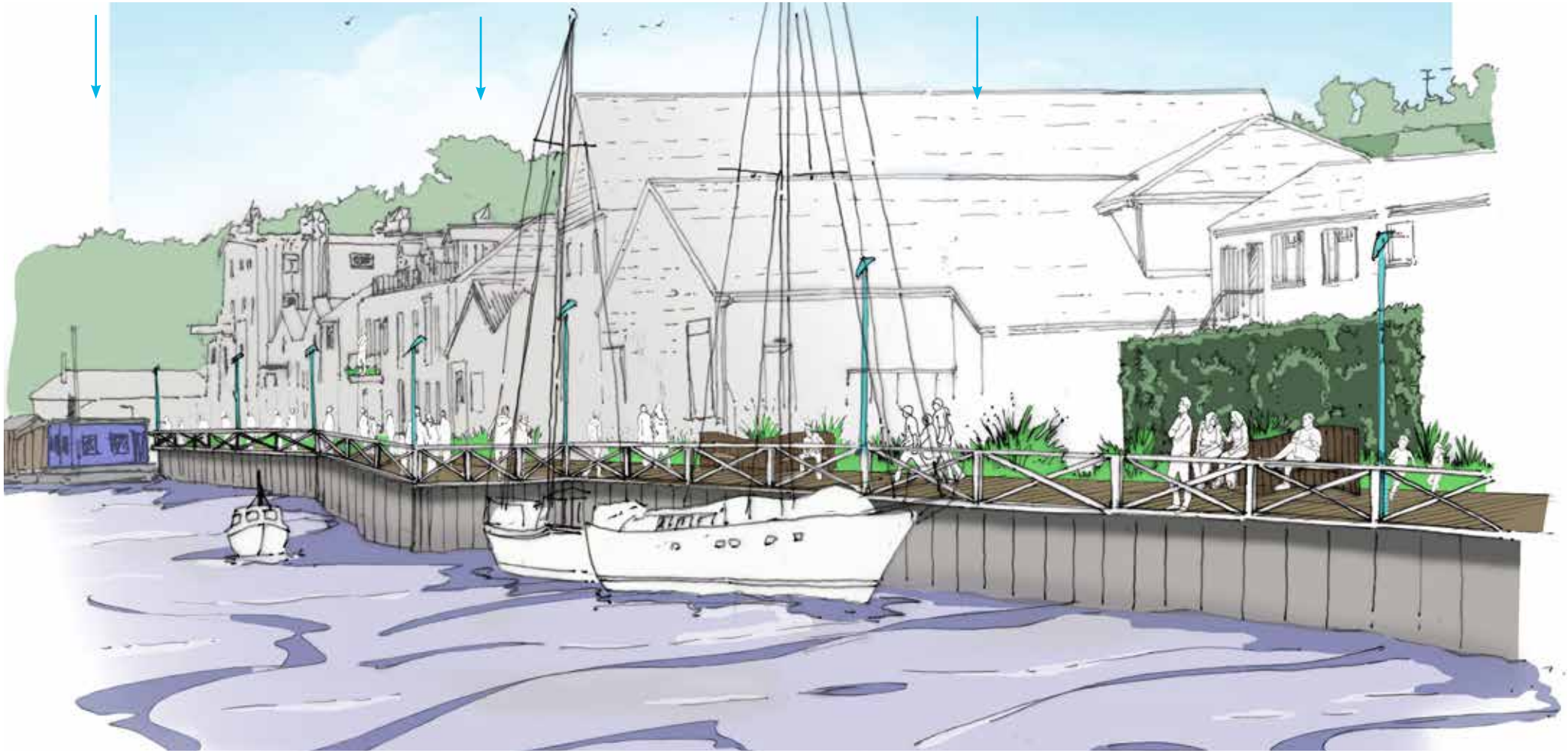
Key design drivers

- Maximising settlement connections with waterside location, by improving access and articulation of views;
- Provide an intuitive link to connect Jubilee Wharf to areas identified as key nodal positions. To help improve the function of Commercial Road and its permeability to the Conservation Area and Islington Wharf;
- Drive learning, retail and office activity with opportunities to create further viable commercial letting opportunities;
- Encouraging opportunities for the emerging precedent of floating studios and office spaces; and
- Boardwalk opportunities to incorporate enhanced flood resilience to Commercial Road.

Opportunities for floating studios or retail

Boardwalk connects pedestrians with Penryn's waterside context

Boardwalk reinforces the Commercial Road access strategy to guide pedestrians to specific nodal locations and encourage connections to the Conservation Area.



Commercial Road boardwalk

The principle recommended improvements are as follows:

- Creation of improved waterside pedestrian access with boardwalk;
- Boardwalk moorings areas for retail/commercial/studio facilities;
- Inclusive access, rest areas and light columns;
- Strategic nodal positions along Commercial Road to provide links through to boardwalk, enhancing and regenerating further areas along Commercial Road and providing opportunities for courtyard retail/commercial/studio facilities; and
- Increased permeability to Commercial Road with links through which coincide with crossing points.

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Courtyard spaces created by links to boardwalk

Better connections to water

Opportunities for an active waterfront

Integrated flood gates

- Clustered moorings which coincide with links through to Commercial Road will act to draw pedestrians to the waterside through newly created courtyard spaces;
- Boardwalk creates opportunities for existing commercial waterside access, or split unit lettings opportunity;
- Opportunities to create a commercial experience unique to Penryn; and
- Enhanced pedestrian links with improved permeability will contribute to better synergy between Commercial Road and Conservation Area; and

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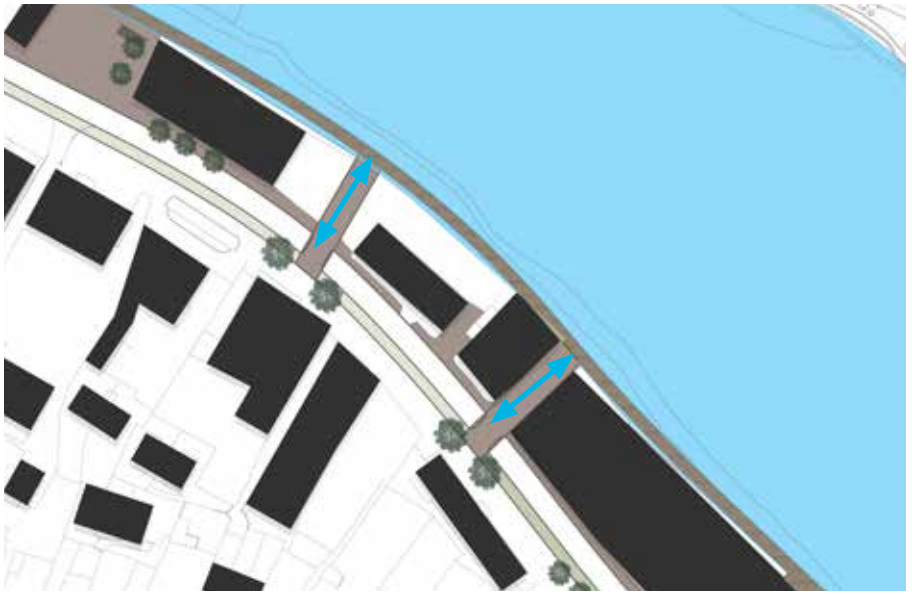
Commercial Road crossing and links to boardwalk



Existing:

- There are currently no publicly accessible waterside areas along Commercial Road except those at Jubilee Wharf. Furthermore, many of the existing waterside areas under private ownership are used only for storage or car parking. Limited breaks in massing along Commercial Road reinforces the importance of these breaks to the area.

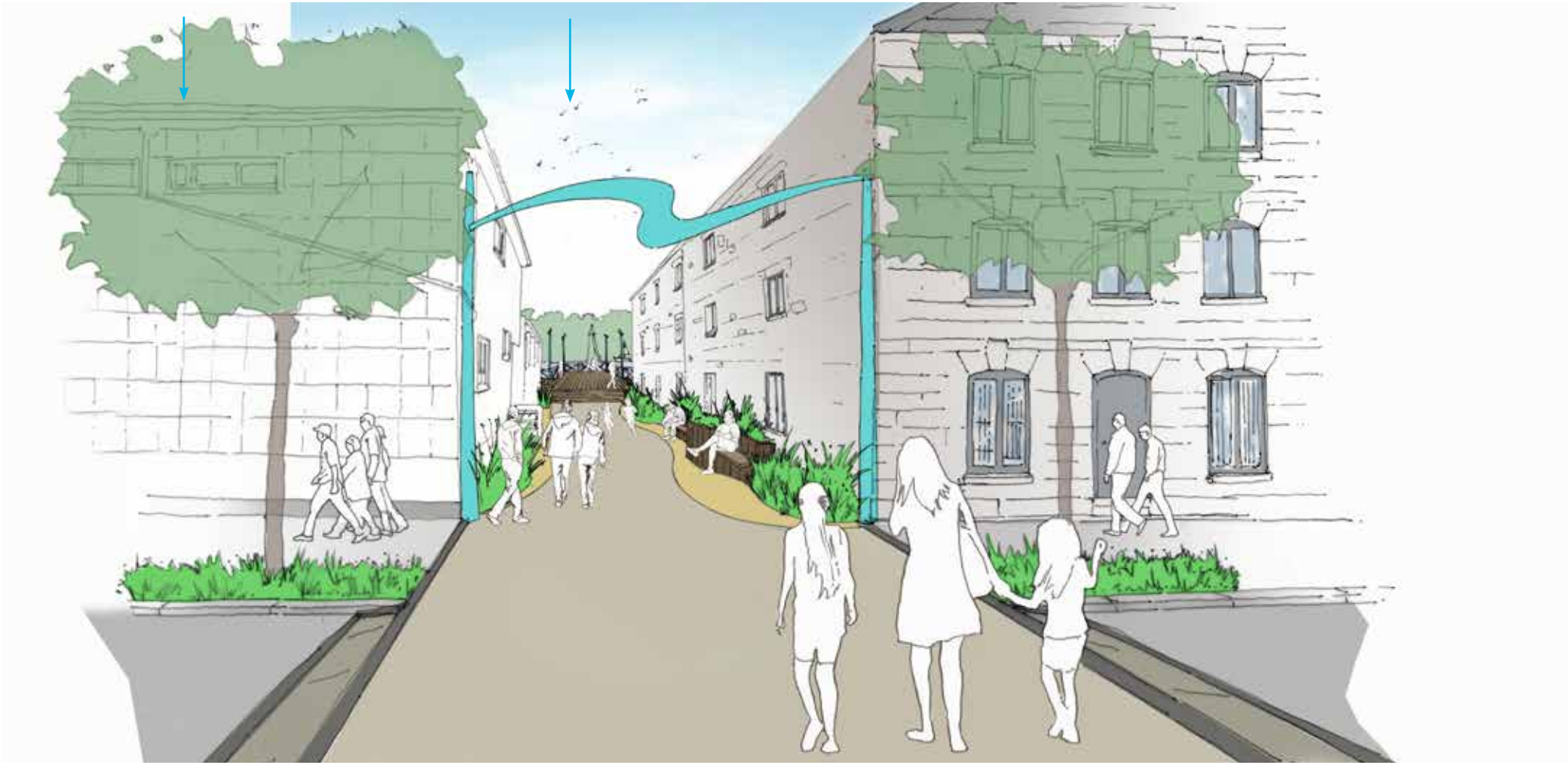
Vision:

Key design drivers

- Commercial Road pedestrian experience improvements are necessary to mark this as a potential entry point into the Neighbourhood plan Area;
- Pavement improvement to the northern side of Commercial Road combined with better pedestrian priorities will not only enhance user experience, but will improve pedestrian and cyclist safety;
- Crossing points are to connect and activate nodal positions by providing continuous improved access;
- Links should be designed to be intuitive, by grouping functions with opportunities for learning, retail and office spaces combined with better access to the waterside; and
- Increased permeability and legibility is necessary to link areas of Commercial Road and the Conservation Area. By enhancing crossing points and providing enhancements to adjacent spaces, pedestrian usage will increase leading to better Neighbourhood Plan Area synergy.

Improved pedestrian access on both sides of Commercial Road will encourage usage

Links will direct users to key nodal positions



Commercial Road crossing and links to boardwalk

The principle recommended improvements are as follows:

- Creation of enhanced waterside links to help activate specific nodal locations, combined with access enhancements along Commercial Road;
- Waterside links with courtyard elements designed to be reminiscent of the vehicle free 'ope' seen in the Conservation Area;
- Raised table crossing points should be designed to re-establish pedestrian priorities to Commercial Road, articulated with quality materials to help guide users and increase settlement permeability;
- Crossing points and nodal areas should be designed as gateway features to catch the attention of visitors and residents alike both night and day; and
- Interventions to be designed as part of a cohesive strategy with the Conservation Area, with street furniture elements used as visual prompts to guide non-vehicular users between both areas.

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Opportunity for gateway markers and nightlighting


Community and commercial opportunities

- Crossings will provide punctuation to Penryns arrival sequence, enabling settlement promotion to visitors and residents;
- Commercial units opportunities for personalisation and expression attune with Penryn's creativity; and
- Re-established visual links to waterside context.

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8. Deliverability

8.1. Delivery Agents

The Design Code will be a valuable tool for securing context-driven, high quality development in the Penryn 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.	
Town 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.

8.2. 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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