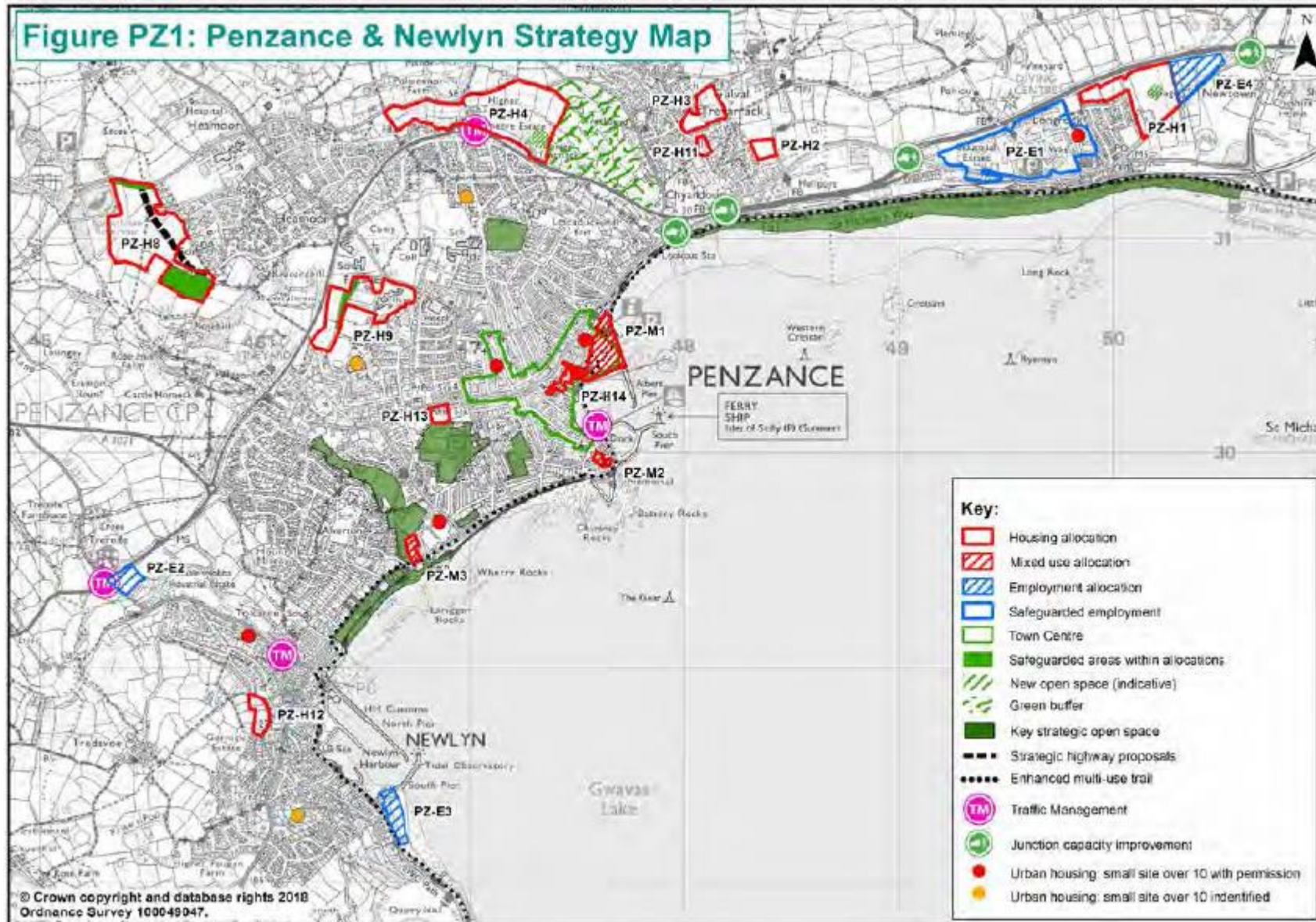


## APPENDIX 9: CORNWALL SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT - EXISTING ALLOCATION SITES



September 2023



## Policy PZ-H2 Posses Lane

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Ordnance Survey 100049047.

Site area:  
0.8 hectares

Allocation:  
Approx 30 dwellings

5.7m

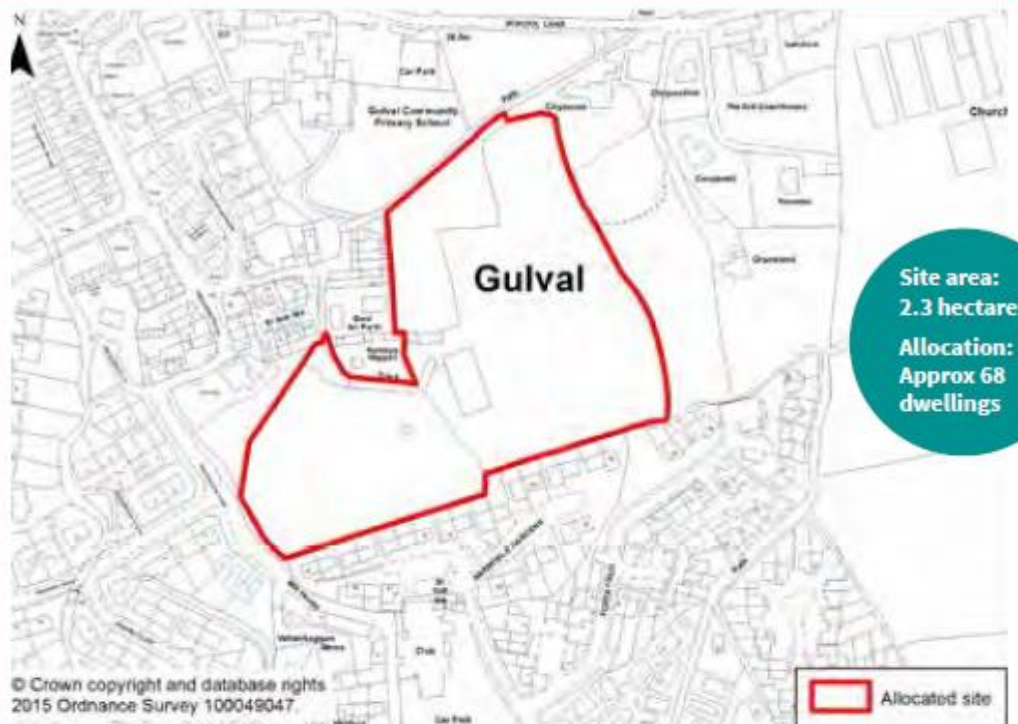
Amenity

Allocated site

### Additional Policy Requirements:

- a) A residential site that should deliver approximately 30 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document
- b) At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance and Newlyn Green Infrastructure Strategy. This should be delivered as an off-site contribution, through the delivery of an open space within Gulval. Engagement with the local community on the type and design of the open space would be expected.
- c) The vehicular access should be created from the centre of the site on to Posses Lane, maximising the visibility splay. Traffic calming measures should also be considered between the access to the site and the junction to Jelbert Way, to create a safer environment for pedestrians. A pedestrian connection should be created at the north-western edge of the site, which links to the existing footway that leads to Foxes Field
- d) Any proposal should assess and describe the significance of the Churchtown Conservation Area and the contribution of the site to its setting. The design should respond to this evidence and conserve and where appropriate enhance the character and appearance. Plus, the development should look to conserve the existing field boundaries
- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

## Policy PZ-H3 Gulval Central



### Additional Policy Requirements:

- a) Development of approximately 68 dwellings, representing an extension to the existing community. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- b) Pedestrian connectivity represents an important component of the site and it should offer the opportunity to connect various parts of Gulval as indicated on figure PZ4, in doing so creating safer pedestrian routes, particularly to the school. As a result, pedestrian connections should be created on to Foxes Fields, Pendrea Road, Chynoweth Gardens, and to the lane to the north of the site which connects to Gulval School
- c) At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance and Newlyn Green Infrastructure Strategy. The preference is to provide land to deliver an open space on site, unless an appropriate alternative site can be identified and delivered within Gulval, in which case an equivalent off-site contribution should be provided.
- d) The site is located within the wider setting of the Churchtown Conservation Area and the Grade II\* listed Church of St Gulval. The design solution for the site must conserve, and where appropriate enhance, the setting of these heritage assets
- e) The primary vehicular connection should be from Foxes Fields
- f) Surface water on the site should be managed either by on site infiltration or if this is not possible by on-site attenuation prior to discharging into Ponsandane Brook. Consideration should be given to placing the surface water management features on the far south-west of the site, which sits within Flood Zone 3b; in doing so ensuring built development is away from this sensitive area.
- g) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

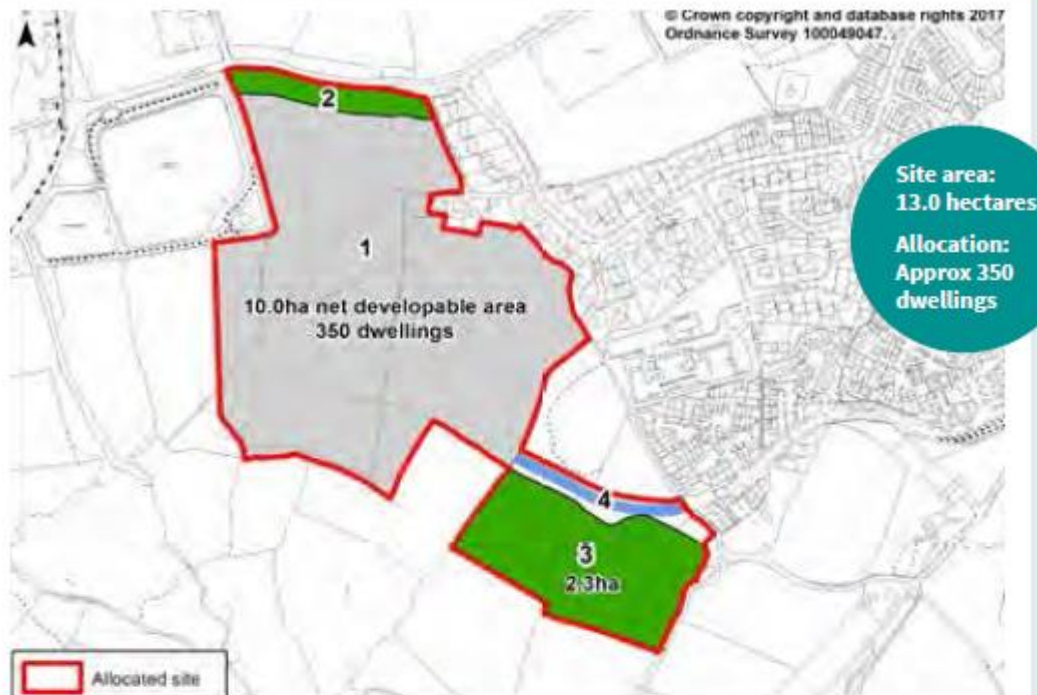
## Policy PZ-H4 Trannack



### Additional Policy Requirements:

- a) A residential development consisting of approximately 290 dwellings
- b) At least 25% of the dwellings should be provided as 'accessible homes', as set out in Policy 13 of the Cornwall Local Plan Strategic Policies document
- c) At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance and Newlyn Green Infrastructure Strategy and the minimum size thresholds within Table 2. Some of this open space can be provided on adjacent land to the east of the allocation. Opportunities to enhance green infrastructure corridors along the northern and in particular southern boundary of the site should be identified as indicated on figure PZ4
- d) Dwellings should be drawn away from the southern extremity of the site, along the A30, ensuring the properties sit outside the flood zone
- e) Vehicular access to the site should be via the A30, with only emergency access on to Polmennor Road.
- f) It is expected that appropriate east-west pedestrian links are created through the site, connecting to the existing public right of way on the western boundary of the site; the development should upgrade this existing right of way, to create a good quality pedestrian link through to Treneere Lane. Furthermore, pedestrian crossing point(s) should be delivered on the A30, as well as other design/landscape measures to promote traffic calming; in doing so ensuring an appropriate capacity for the road is maintained
- g) The scheme should ensure an appropriate on-site Sustainable Drainage Scheme is put in place, which should reduce water run-off from the site
- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site. The masterplan / concept plan should seek to protect as many of the tree within and on the edge of the site as possible

## Policy PZ-H8 Heamoor



### Additional Policy Requirements:

- a) A residential development, delivering approximately 350 dwellings, incorporating public open space and ancillary community facilities. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- b) The site is within the vicinity of various nationally heritage assets, which need to form a key consideration in the sensitive development of the site. In particular the site is located relatively close to Trengwainton, which comprises the Grade II listed Trengwainton Housing and the Grade II\* listed Park and Garden. Parts of the site are visible from the garden, so great attention needs to be given to minimising intrusion into the pastoral setting of this historic asset.
- c) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site.
- d) Masterplanning of the site must also use the evidence and mitigation measure set out in Stages 4 and 5 of the Historic Assessment for Site Allocations – Heamoor (June 2017 and appendices), available on Cornwall Council's website. It is also recommended that the Trengwainton Setting Study January 2015 (prepared by Nicholas Pearson Partnership on behalf of the National Trust) is also used to support the preparation of the masterplan and applications for the site.
- e) Particular attention must be given to vehicular accesses which should be via Roscadghill Road (ref 4 on the plan above). It is a requirement for a homezone approach to the site to minimise the width and impact of the road infrastructure, utilising the Heritage Impact Assessment for Heamoor 2017. Opportunities to create a bus route through the site should also be considered, accessed on to Boscathnoe Lane using a bus gate.

f) The development should seek to provide a pedestrian link to Heamoor School and Mounts Bay Academy; whilst consideration should be given to providing the primary vehicular access for the schools from the site, which will alleviate traffic congestion within the existing community

g) The development should create a community 'hub' which represents a focus for the new and existing residents. The hub should contain community facilities appropriate for a residential area (e.g. community hall, small shop, etc). The hub should be located in a position that the existing Heamoor community would also be able to easily access

h) At least 69.4sqm of public open space per dwelling should be provided on site, delivered primarily in area 3 on the plan above. This open space should be set out as parkland where lighting will not be supported and play equipment and seating must be sensitively located, using natural materials, so that intrusions into the landscape and setting of the heritage assets are minimised

i) Tree planting also represents a key component in minimising any impact on the setting of Trengwainton. Firstly, landscaping is required on the northern edge of the open space, to help screen the access road; plus an appropriate lighting scheme is required to minimise the road's visual impact on the setting of Trengwainton. Furthermore, tree planting is required on the northern edge of the site, of at least 35 metres in depth (area 2 on the map above), to screen the development from the road, in doing so maintaining a green setting as the approach to Trengwainton. This should be implemented on site ahead of the start of when construction of the first houses commences, so that it has had time to mature by the time of occupation of dwellings in that part of the site. This should follow the approach outlined in the Heritage Impact Assessment referred to at d).

### Policy PZ-H11 Barn Site, Gulval

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Ordnance Survey 100049047.

Site area:  
0.4 hectares  
Allocation:  
Approx 13 dwellings

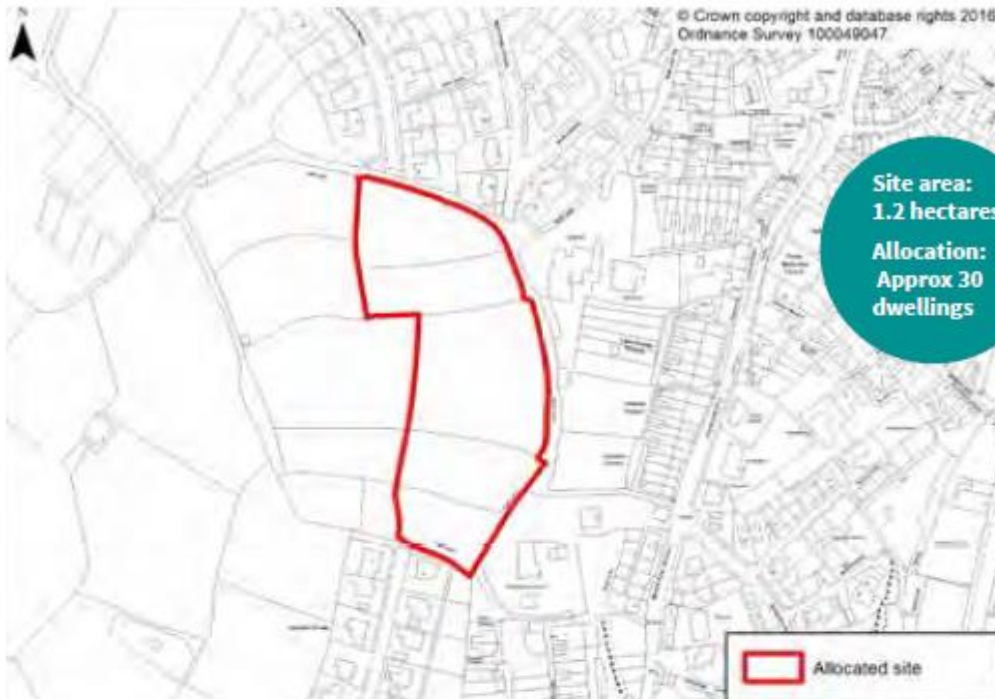
Allocated site

#### Additional Policy Requirements:

- a) A residential development delivering approximately 13 dwellings. At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- b) When developing the site, a footway should be created on the south, east and western edges of the site, to improve the pedestrian permeability within the village
- c) At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance and Newlyn Green Infrastructure Strategy. This should be delivered as an equivalent off-site contribution, to support the delivery of an open space within Gulval.
- d) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site



## Policy PZ-H12 Gurnick



### Additional Policy Requirements:

- a) A residential development delivering approximately 30 dwellings.
- b) It is anticipated that the site would be able to achieve a level of affordable housing above the policy position within the Cornwall Local Plan: Strategic Policies document; as a result a higher percentage would be expected (set through an agreed viability assessment at the time of an application). This should be delivered on site, or as an off-site contribution towards the delivery of affordable housing within Newlyn
- c) Vehicular access must be from the north of the site; plus there should only be pedestrian access on to Gurnick Estate to the south of the site
- d) The site must deliver a level of parking appropriate for the scale of development and recognising it is away from public transport option; the level of provision should ensure it does not create parking issues for surrounding streets
- e) An off-site contribution will be sought to the delivery of highway projects within the Newlyn area
- f) The design solution should ensure the built development is of a similar scale and massing as surrounding development and does not dominate the landscape when viewed from a distance
- g) The site must provide an appropriate sustainable urban drainage system which does not create flooding issues off-site
- h) An off-site contribution for the creation or upgrade of public open space within Newlyn should be provided, which is equivalent to providing 69.4sqm of public open space per dwelling, in line with the Penzance and Newlyn Green Infrastructure Strategy
- i) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

## Policy PZ-H13 Bellair

**Additional Policy Requirements:**

- a) A site that should deliver approximately 40 dwellings in a flatted development.
- b) The site must re-provide the health facilities on-site on lower storey(s) of any scheme, unless it can be demonstrated that they will be re-provided elsewhere within Penzance
- c) The scheme must deliver a high quality built development fronting on to Alverton Road, whilst seeking to protect as many of the trees on site as possible
- d) The site sits within the Penzance Conservation Area and adjacent to a row of Grade II listed buildings on Alverton Terrace.

The development proposals for the site should conserve, and where appropriate enhance, the Conservation Area and setting of the listed buildings

- e) An off-site contribution to the creation or upgrade of public open space within Penzance should be provided, which is equivalent to providing 69.4sqm of public open space per dwelling, in line with the Penzance and Newlyn Green Infrastructure Strategy
- f) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

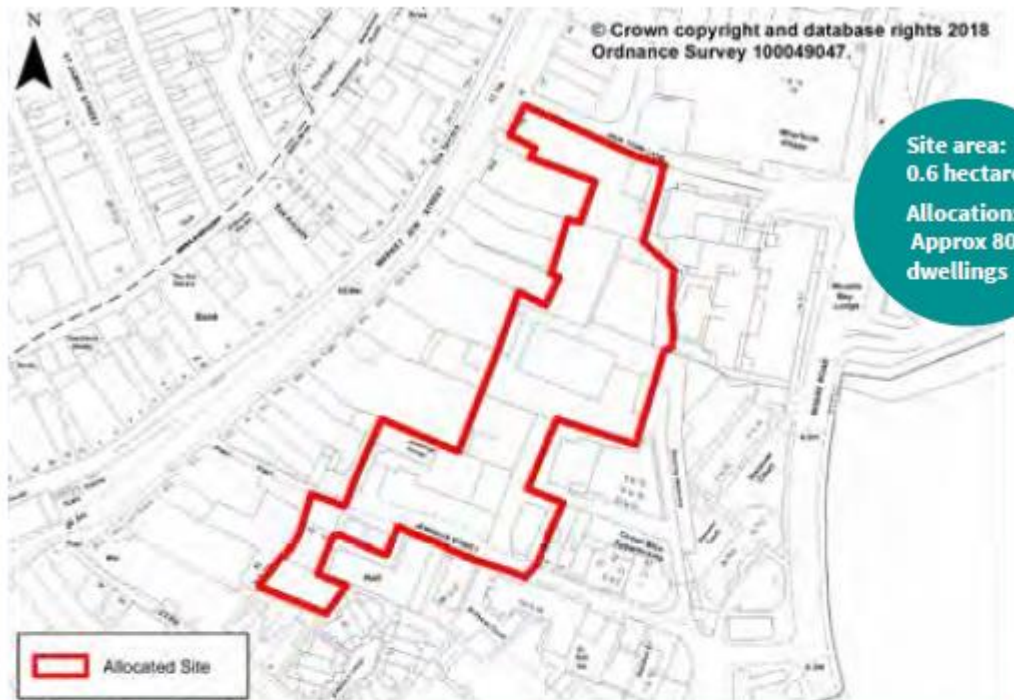
## Policy PZ-H9 St Clare



### Additional Policy Requirements:

- a) A mixed use development delivering approximately 197 dwellings and a health centre.
- b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document.
- c) At least 69.4sqm of public open space per dwelling should be provided, in line with the Penzance and Newlyn Green Infrastructure Strategy and the minimum size thresholds within Table 2. It is anticipated that this would be delivered as an equivalent off-site contribution to the upgrade of adjacent open space to the south-east of the site
- d) The site is split into two parcels as a result of a belt of trees and shrubs within the western third of the site. Development of the site should seek to retain these trees as much as possible, but in doing so creating a vehicular and pedestrian link between site area 1 and 2. The primary vehicular access should be via Nancealverne, to the north of the site
- e) The site contains a listed office complex, although the designation originates from the importance of the original York House and the structures that immediately adjoins it, in particular the stable block to the rear. The Grade II listed York House must be retained and incorporated into the development, ensuring it is safeguarded. Opportunities should be taken to conserve, and where appropriate, enhance the setting of the heritage asset.
- f) The new built development must respect the immediate setting of, and be subservient to, the Grade II listed York House
- g) A D1 health facility should be provided on site and appropriately integrated into the wider development proposal for the site
- h) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan or concept plan for the entire site

## Policy PZ-H14 Jennings Street



### Additional Policy Requirements:

a) A residential development to deliver approximately 80 dwellings. In addition, the ground floor use of any property fronting on to Market Jew Street must be retained / re-provided for commercial purposes (A1-5, B1, C1, D1-2); with the preference for a retail use. Commercial uses within the remainder of the site will be acceptable, if they are compatible with adjacent residential uses

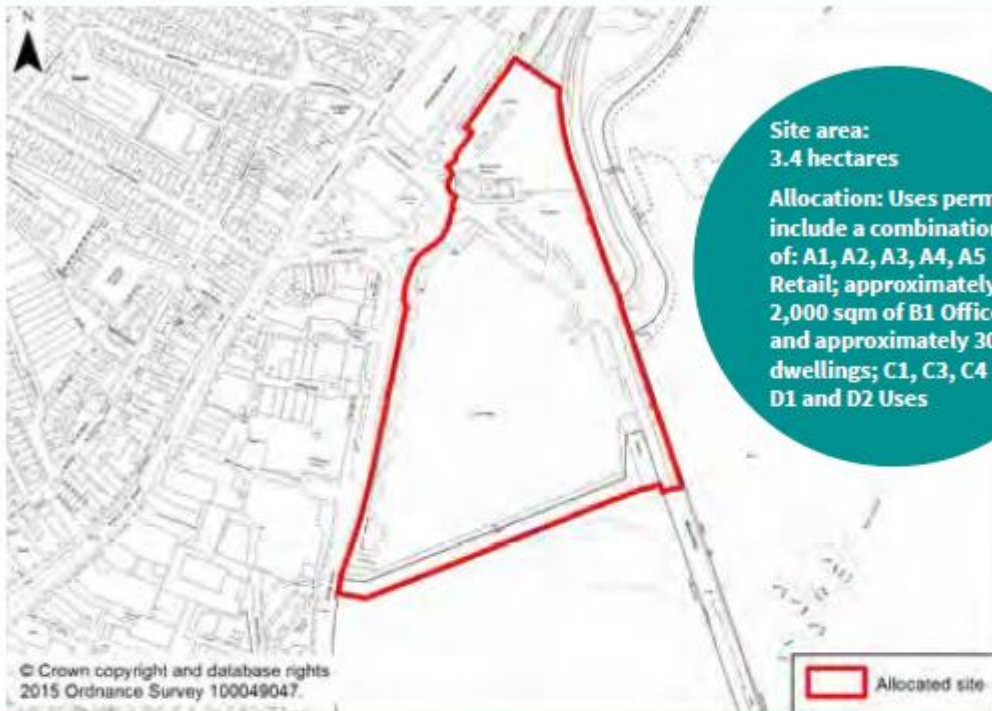
b) At least 25% of the dwellings should be provided as 'accessible homes', in line with Policy 13 of the Local Plan Strategic Policies document

c) An off-site contribution should be provided for the delivery of new/upgraded open spaces. The sum sought will be equivalent to 69.4sqm of public open space per dwelling, in line with the Penzance and Newlyn Green Infrastructure Strategy.

d) The site is in the Penzance Conservation Area and within the setting of Grade II listed buildings which should be conserved in a manner appropriate to their significance. Particular regard must be given to the wider views of the harbour and the impact of development on Market Jew Street, which are important to the significance to the conservation areas special architectural and historic interest. The design, layout and quantum of development should be informed by an appropriate assessment of the historic assets' character and significance. The scheme should respond positively to these points utilising the existing evidence base that should inform the design, which includes the Penzance Conservation Area Appraisal; Cornwall and Isles of Scilly Urban Survey; and the Penzance THI Final Report.

e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

## Policy PZ-M1 Harbour Carpark



Site area:  
3.4 hectares

Allocation: Uses permitted include a combination of: A1, A2, A3, A4, A5 Retail; approximately 2,000 sqm of B1 Office and approximately 30 dwellings; C1, C3, C4 Uses; D1 and D2 Uses

### Additional Policy Requirements:

- a) A mixed use site comprising a combination of retail, office and residential uses; plus D1 and D2 uses will be considered, when ancillary to the overall development
- b) Any A1 units should be of a type and scale that does not detract from the existing retail offer within the town centre. Residential uses should be contained on upper storeys, with safe means of access and egress.
- c) The site should be developed as a high quality gateway to the town, whether coming by car, rail, bus or foot. The development should represent an extension to the town centre, in doing so ensuring good permeability is created between the site and Market Jew Street. Furthermore, development of the site should create better pedestrian access to the waterfront

d) The site is recognised as a future hub/ stopping point in the development of a cycle route from Marazion to Newlyn (see Transportation Strategy); as a result the site should provide its element of the route, plus consideration should also be given to the delivery of cycle storage and associated facilities

e) Development of the site must ensure a similar scale of parking provision is maintained within the site; enabled through the delivery of a decked car park. The decked car park must have a high quality façade that complements the wider scheme; this could include development wrapping around it. For any reduction of parking spaces on site to be deemed acceptable, it must be demonstrated that an appropriate parking provision for the town (both in terms of scale and location) is retained on-site and/or off-site

(continued)

f) The site currently provides boat storage; a similar provision should either be maintained/ re-provided on site, or reprovided on an appropriate off-site location prior to occupation of any development on site. If retained on site, the space should be appropriately integrated with the remainder of the site; consideration should be given to using this area as an events space during the months not used for storage

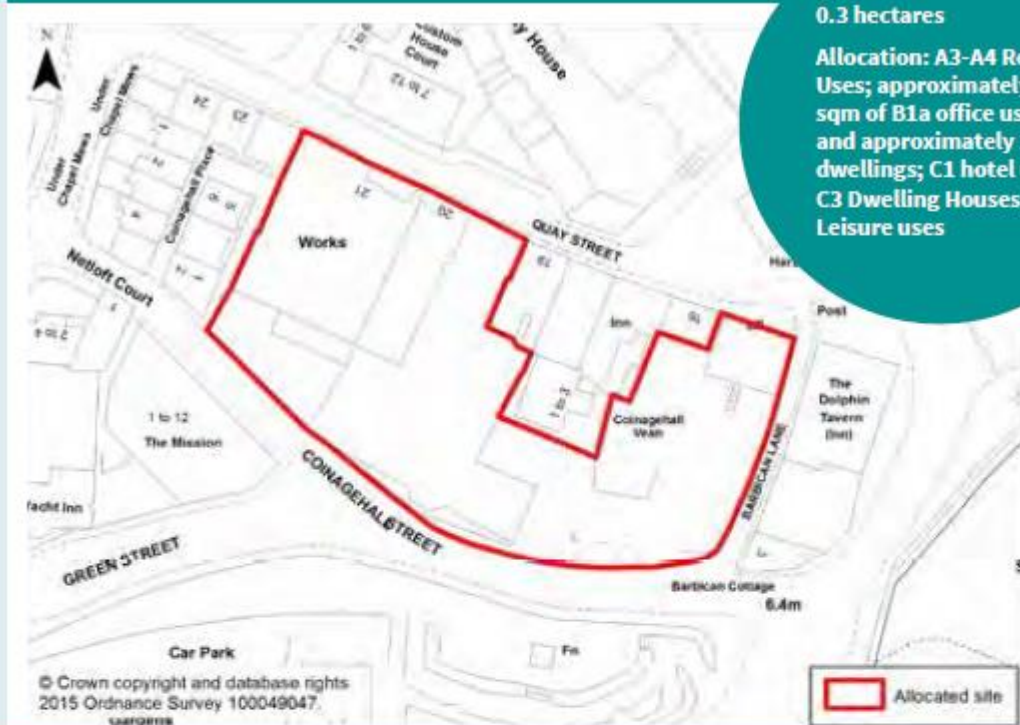
g) The site is in the Penzance Conservation Area and within the setting of the Grade II listed Albert Pier and warehouse buildings which should be conserved in a manner appropriate to their significance. The design, layout and quantum of development should be informed by an appropriate assessment of the historic assets character and significance. The existing evidence base that should inform the design includes the Penzance Conservation Area Appraisal; Cornwall and Isles of Scilly Urban Survey; Penzance THI Final Report; and the Penzance South Pier Assessment

h) Redevelopment of the site will also need to ensure a high quality transport interchange is maintained, in particular the site needs to maintain or re-provide an appropriate bus facility that links to the railway station

i) Flood protection represents an important part of the overall project. A Flood Risk Assessment would be expected as part of any application; this should include: measures to be implemented to ensure flood resilience, taking into consideration the Cornwall and the Isles of Scilly Shoreline Management Plan. The Assessment should also include a flood warning and evacuation plan; as well as demonstrate safe access and egress to Wharf Road.

j) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

## Policy PZ-M2 Coinagehall Street



Site area:  
0.3 hectares

Allocation: A3-A4 Retail Uses; approximately 1,000 sqm of B1a office uses and approximately 10 dwellings; C1 hotel use; C3 Dwelling Houses; D1 Leisure uses

### Additional Policy Requirements:

- a) A mixed use site that should deliver a commercially focused mixed use development, which includes B1a office space
- b) The site's prominent location means a high quality design solution is expected. The design should also ensure the development interacts with St Anthony Gardens and Jubilee Pool
- c) The site, together with St Anthony Gardens and Jubilee Pool, is recognised as a key node on the proposed cycle route (see transportation strategy), to create a hub / stopping point. As a result the design and mix of uses on site should support these aspirations
- d) The site is within the Penzance Conservation Area and within the setting of the Grade II\* listed Church of St Mary. The design, layout and quantum of development should be informed by an appropriate assessment of the historic assets, character and significance. The existing evidence base that should inform the design includes the Penzance Conservation Area Appraisal and the Cornwall and Isles of Scilly Urban Survey. Proposals must conserve, and where appropriate enhance, the setting of the heritage assets.
- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site

## Policy PZ-M3 Wherry Town



### Additional Policy Requirements:

- a) A mixed use site that comprises one or more of the following uses: B1 / B1c Employment; A3 / A4 / A5 Retail D1 / D2
- b) The Wherry Town area is recognised as a location for a hub / stopping point in the development of a waterfront cycle route (see transportation strategy). As a result, development of the site should deliver a design and mix of uses that would support the development of a hub / stopping point
- c) The site is located within a flood zone 3 area, so it is critical that safe access and egress is provided as part of the design solution for the site
- d) Development of the site should deliver a good quality façade on to Western Promenade Road
- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site



## Policy PZ-E2 Stable Hobba Extension



### Additional Policy Requirements:

- a) An employment site that should deliver approximately 5,100sqm of B1c / B2 / B8 employment space
- b) Development of the site will only be permitted:
  - once a junction improvement is implemented at Trereife crossroads, which is considered a safety concern, which this development will be expected to support by providing an off-site contribution; or
  - if an appropriate route through the site is provided that delivers appropriate alternative accesses on to the A30 and B3315, that is of a capacity to accommodate other Newlyn traffic.
- c) The site is located within the wider setting of the Grade II\* listed Trereife Manor. The existing trees on the northern edge of the site must be retained, to ensure the potential for visual impact is minimised
- d) The far eastern corner of the site sits within Flood Zone 3b; development of the site must ensure any built development and any access and egress do not go into this area
- e) Planning permission for the development of only part of the site will not be granted, unless it is in accordance with a masterplan / concept plan for the entire site