

AECOM (Plymouth)
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East Wing
Tailyour Road
Plymouth
Devon
PL6 5DH

Your ref:

My ref:

Date:

PA22/02098/PREAPP

5 April 2023

Dear Sir/Madam

**Pre-application
enquiry reference
Proposal**

PA22/02098/PREAPP

Pre-application advice for the provision of a single carriageway link road between the NAR and the A390/Higher Besore Road junction.

**Location
Applicant**

Street Record Higher Besore Road Gloweth Truro
Cormac

I refer to your recently submitted pre-application advice form and attached details received 22nd December 2022 in connection with the provision of a single carriageway link road between the NAR and the A390/Higher Besore Road junction. I have had the opportunity to review the planning history of the site and an assessment of the policy context has been undertaken. I can now advise you as follows.

Site and context:

The enquiry concerns the single carriageway link road between the NAR and the A390/Higher Besore Road junction that forms part of the Langarth Garden Village (LGV) hybrid planning permission (PA20/09631) and separate earlier planning permissions. Within the LGV permission this link road is detailed as a Primary Street within the Design Code and Parameter Plans. The A390 also forms part of the LGV permission with the Design Code requiring the A390 to undergo improvements, as part of the wider transport vision for Truro proposed by Cornwall Council. It is proposed to change the character of the road to have more of a street feel, integrated within Langarth Garden Village.

Proposal summary:

The proposal seeks advice on the construction of a road layout option titled CPO Option 1 layout. The option details a two lane approach from the NAR to the A390 with the A390 Eastbound providing three lanes plus a dedicated bus/cycle lane and bus gate.

Constraints:

Air Quality Management Area

Development Management Service
Cornwall Council

Correspondence Address: Cornwall Council Planning, PO Box 676, Threemilestone, Truro, TR1 9EQ

planning@cornwall.gov.uk

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Area Susceptible to Groundwater flooding
Community Infrastructure Levy Band 3
Potentially Contaminated Land
Critical Drainage Area - Kenwyn, Allen, Tregolls Road
Critical Drainage Area - River Tinney

Site Planning History:

PA20/09631 - Hybrid planning application for Langarth Garden Village comprising: A. A full planning application for construction of the Northern Access Road and associated access junction arrangements onto the A390, new junctions to the quiet lanes and associated infrastructure and earthworks and retaining and boundary features; B. An outline planning application with all matters reserved to create a mixed use, landscape-led community comprising a phased development of up to 3550 dwellings plus 200 extra care units and 50 units of student/health worker accommodation, including affordable housing; five local centres comprising local retail (E), offices (E), restaurants and cafes (E), drinking establishments (sui generis), hot food takeaway (sui generis), health and community facilities (F1 and E), a local care health centre (E), a blue light centre for emergency services (sui generis), up to two primary schools (F1), business and commercial floorspace (E), brewery / public house (sui generis) and associated areas of open space to include a suitable alternative natural greenspace as a strategic open space a community farm/allotments, public realm, renewable energy provision and energy centre, park and ride extension (of up to 600 spaces or 2.73 ha), cycle lanes, connections with the existing highway network including crossings of the A390, quiet lanes, drainage and associated infrastructure, including the demolition of buildings and structures, site clearance and associated earthworks and C. The Application is accompanied by an Environmental Statement - Approved 5th April 2022

Relevant Planning Policies:

Under section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions on applications for planning permission and appeals must be taken in accordance with the development plan, unless there are material considerations that indicate otherwise.

Your pre-application submission has been considered against policies in the development plan, which in this instance includes the following relevant documents. This list includes reference to residential development and is not exhaustive but provides a focus for the key issues against which the scheme should be considered.

Cornwall Local Plan Strategic Policies 2010-2030 (Adopted 22nd November 2016)

Policy 1 Presumption in favour of sustainable development

Policy 2 Spatial Strategy

Policy 2a key targets

Policy 3 Role and function of places

Policy 12 Design

Policy 13 Development standards

Policy 16 Health and wellbeing

Policy 21 Best use of land and existing buildings

Policy 23 Natural environment

Policy 24 Historic environment

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Policy 25 Green infrastructure

Policy 26 Flood risk management and coastal change

Policy 27 Transport and accessibility

Climate Emergency Development Plan Document

Policy C1 - Climate Change Principles

Policy G1 - Green Infrastructure Design and Maintenance

Policy G2 - Biodiversity Net Gain

Policy G3 - Canopy

Policy T1 - Sustainable Transport

Policy T2 - Parking

Policy SEC1 - Sustainable Energy and Construction

Policy CC3 - Reduction of Flood risk

Policy CC4 - Sustainable Drainage System Design

National Planning Policy Framework 2021

Section 1. Introduction

Section 2. Achieving sustainable development

Section 4. Decision-making

Section 5. Delivering a sufficient supply of homes

Section 8. Promoting healthy and safe communities

Section 9. Promoting sustainable transport

Section 12. Achieving well-designed places

Section 14. Meeting the challenge of climate change, flooding and coastal change

Section 15. Conserving and enhancing the natural environment

Section 16. Conserving and enhancing the historic environment

Planning Practice Guidance

Cornwall Design Guide 2021

The Cornwall and West Devon Mining Landscape World Heritage Site Management Plan 2020-2025

Cornwall and West Devon Mining Landscape World Heritage Site Supplementary Planning Document May 2017

Truro and Kenwyn Neighbourhood Plan 2015 - 2030

- Policy E1: Sustainable Development
- Policy E2: Sustainable drainage
- Policy E4: Building Quality
- Policy E5: Green infrastructure
- Policy E7: Character of the highways and byways
- Policy H1: Meeting Local Housing Need
- Policy T1: Transport Strategy Contributions
- Policy T3: Sustainable transport
- Policy C3: Boundaries

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Advice:

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. Core Planning Principles seek (inter alia) the conservation and enhancement of the natural environment and reducing pollution, actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling; to focus significant development in locations which are or can be made sustainable; and take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs. Policy 1 (Presumption in favour of sustainable development) of the Cornwall Local Plan states that the Council will take a positive approach that reflects the presumption in favour of sustainable development.

The design aspirations for Primary Streets are set out within the Design Code at section 2.20 and set out the requirements for planting, dedicated non-motorised user paths and integrated swales amongst others. For the A390 section 2.18 of the Design Code requires changing the character of the A390 to a street feel so the speed limit of the road can be reduced and space provided for non-motorised users in an environment that is safe. A landscape buffer to be incorporated either within Highway land or development frontage to ensure air quality improvements for future residents. A new continuous non-motorised user path on the north side of the A390 will be provided, primarily contained within public maintained highways land. This will run between Threemilestone and Maiden Green junctions. It will provide cyclists with a safe and easily navigated route from east to west, and vice versa. Additional crossing points will be provided, and in all cases the environment around the crossing points will bring about a significant reduction in vehicle speed and provide a high level of visibility for non-motorised users.

Following initial discussion with the Highways Officer an updated document titled A390 Eastern Junction Maiden Green Bus Lane Options dated 14th March 20223 has been provided. This document details the various options and impacts on the network. The Highways Officer is of the view that option 'CPO Option 1' is the best compromise between the various options and recommends that this design should be taken forward as part of a future reserved matters application to be submitted under condition 23 of Application B of permission PA20/09631.

Any future application must clearly demonstrate how the proposed works would achieve the Design Code requirements and uphold the vision for LGV. A key component of the LGV vision was the introduction of high quality streetscapes as well integrating the A390 as part of the overall scheme to foster permeability between LGV and Threemilestone to the South as well as non-motorised user and bus travel into and out of Truro. These elements are integral part of fostering modal shift and changing travel patterns. Any application for a specific part, or linked to, the A390 should set out how it fits with the wider work for the corridor and facilitates the aims for the route as a whole. It is important that the LPA, consultees and key stakeholders have a clear understanding of the vision for the A390, how that will be implemented and at what point in time. Continued engagement with the aforementioned parties will be critical to ensure any future application can be

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understood as part of the overall proposals and stand much better prospects of successfully navigating any future application process.

Whilst I appreciate the detailed design is at an early stage it is not clear as to how SuDS or landscape features such as trees would be integrated within the proposed design or application site area. Features such as seating, street lighting, refuse bins and footway surfaces and kerbs are all integral in creating a sense of place and the plans submitted do not appear to detail any of these features. Further, the high voltage power cable which crosses this location is required to be undergrounded (Section 14.04 of the Design Code). An explanation as to how this is to be delivered (below ground infrastructure pre-installed as part of the highway works?) would be helpful to ensure this requirement is integrated as part of the wider LGV works.

Climate Emergency:

The Climate Emergency Development Plan Document was formally adopted on 21 February 2023. It adds to the Cornwall Local plan's Strategic Policies. Helping to act on climate change as part of a positive and flexible planning policy framework for Cornwall up to 2030. Policies SEC1 and G3 are subject to phased implementation and will be given full weight after June and April 2023 respectively.

Community engagement:

Engagement with the Langarth Local Forum, Local Councils and Divisional Members as well as the nearest residents would be encouraged so as to gauge their opinion on your proposals.

Conclusion:

Having reflected on the previous permissions for this location and the requirements set out in the LGV permission the LPA is of the view that CPO Option 1 is the preferred approach. However, support from the LPA is subject to the design work fulfilling the LGV vision and requirements set out within the approved Parameter Plans and Design Code as well as understanding how these fit with the wider approach for the A390 corridor as a whole. Further engagement regarding the design and features within the highway and adjoining land to achieve Garden Village principles and create a sense of place is encouraged. This must include engagement with the Local Forum, consultees and key stakeholders such as the Local Councils. Key milestones and conditions setting out the information requirements to accompany a future reserved matters application are set out in the decision notice for Application B of PA20/09631. National and local validation list requirements are set out within the Council's Local Validation List which should be consulted to inform the information required for any future reserved matters application.

You should note that this letter does not constitute a formal decision by the Council (as local planning authority). It is only an officer's opinion given in good faith, and without prejudice to the formal consideration of any planning application. However, the advice note issues will be considered by the Council as a material consideration in the determination of future planning related applications, subject to the proviso that circumstances and information may change or come to light that could alter the position. It should be noted that the weight given to pre-application advice notes will decline over time and that the Local Planning Authority dispose of pre-application records after three years. Therefore, pre-application records that are more than

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three years old will not hold any weight in the subsequent determination of related planning applications.

Yours faithfully

Matthew Doble

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