

# Land North of the A390 Truro/Threemilestone Development Brief



Adopted by the Council's Cabinet on the 25 January 2012 for use as a material consideration in the determination of relevant planning applications in the area north of the A390

## Foreword



In the absence of an up to date Development Plan for Truro and in advance of the emerging Truro and Kenwyn Neighbourhood Plan initiated in October 2011, the Local Planning Authority has prepared this Brief in order to ensure that should the area be developed, it will be properly planned taking into account community aspirations and concerns relating to the combined effects of development on Land North of the A390. It is intended to compliment the emerging Neighbourhood Plan which, when complete should take into account any decisions that might be made on planning applications within the area covered by the Brief.

Preparation of this important document follows my decision on 17th November 2010 that a Development Brief should be prepared to cover an extensive area of land at Threemilestone already the subject of consultations by prospective developers for major mixed use schemes. These include plans for over 2,500 new houses and a range of other uses, including two sizeable new food stores and a 10,000 seat stadium.

The first stage in the production of the Brief was a well attended Community Planning Event on Saturday March 26th 2011 at New County Hall which enabled the local community of Threemilestone to engage with prospective developers and those interested in land north of the A390 and suggest how the Development Brief might take on board their concerns and ideas. This was followed by publication of a consultation draft version of the Brief in July 2011. Among other things this consultation identified strong public agreement that the brief will help ensure that any development on the site is cohesive and well planned and a majority (73%) of over 120 respondents expressed a belief that proposed developments of the Land North of the A390 would be good for Truro. This final version of the document refines the requirements and objectives for achieving a well planned cohesive development and responds to detailed comments and suggested revisions to the draft.

A handwritten signature in black ink, reading 'M. Kaczmarek'.

Councillor Mark Kaczmarek Cabinet Member for Housing and Planning

## Contents

<b>1.0 Introduction</b>	<b>2</b>	Integrating the new development with Truro and Threemilestone	41
Purpose and Scope	2	Urban design requirements	42
Site location, description and context	3	Phasing of development and associated infrastructure	42
PLAN 1 Location plan	5	Transport	44
PLAN 2 Site location and context	7	Housing	44
<b>2.0 Vision for land north of the A390 at Truro / Threemilestone</b>	<b>9</b>	Phasing of development and associated infrastructure	45
<b>3.0 Planning policy context and developer proposals</b>	<b>10</b>	Facilities and services	45
Policy	10	Other	46
Sites being promoted by prospective developers	11	PLAN 5 Development principles and main land uses	47
Community involvement	14	<b>6.0 Main land uses</b>	<b>49</b>
PLAN 3 Developer proposals	15	Housing	49
<b>4.0 Site analysis</b>	<b>17</b>	District centre	49
Location and topography	17	Mixed uses	50
Ground conditions	18	Employment	51
Drainage - surface water	19	Education - primary	51
Drainage – foul water	20	Education - secondary	52
Landscape character	21	Stadium for Cornwall	53
Transport and accessibility	23	Green infrastructure including public open space	53
Ecology including trees	25	<b>7.0 Planning application requirements</b>	<b>56</b>
Archaeology	27	Validation	56
Air quality	29	Design and access statement, including a masterplan	56
Noise and light	29	Environmental impact assessment	57
Utilities	29	EU protected sites and species	57
Truro airfield	30	Nationally protected sites and species	58
Summary of constraints	31	Consideration of biodiversity - action plan	58
Summary of opportunities	31	<b>Appendix 1– Additional advice and information</b>	<b>59</b>
PLAN 4(a) Site analysis – main constraints	33	<b>Appendix 2– Transport Strategy Measures</b>	<b>61</b>
PLAN 4(b) Site analysis – principal opportunities	35		
<b>5.0 Development principles</b>	<b>37</b>		
Sustainability	37		
Movement	38		
Landscape and green infrastructure strategy	39		

## 1.0 Introduction

- 1.1 This document has been prepared taking into account the views and aspirations of the local community for use as Supplementary Planning Guidance in determining any major planning applications that may be submitted to develop Land (outlined in red on Plan 1) North of the A390 at Threemilestone for housing, retail, leisure and other uses.
- 1.2 Production of the Brief has taken place in the absence of an up to date Development Plan for Truro and in advance of the emerging Truro and Kenwyn Neighbourhood Plan initiated in October 2011, and having regard to the Government's Draft National Planning Policy Framework. Notwithstanding this, the Local Planning Authority has prepared and will utilise the Brief in seeking to ensure that should the area be developed, it will be properly planned. The Brief will also enable the Local Planning authority to take account of community



View from Willow Green Farm looking towards East Langarth.

aspirations and concerns relating to the combined effects of development on Land North of the A390 in determining applications for developments on parts of the Brief area. However, it is not intended or purporting to be a substitute for the Neighbourhood Plan and therefore only seeks to address the requirements for achieving cohesive and comprehensively planned development on and immediately adjoining the three sites North of the A390 subject of advanced pre application discussions / planning applications. When complete the Neighbourhood Plan for Truro should take into account any decisions that might be made on planning applications within the area covered by the Brief.

## Purpose and Scope

- 1.3 The main purpose of the Brief is to explain the principles and design parameters that developers of approximately 140 hectares (ha) of land north of the A390 at Truro / Threemilestone should adhere to in order to achieve a properly phased, integrated, high quality, and cohesive development. It also explains what information the Council will require in order to determine



applications for development on all or part of the site, and sets out the infrastructure and community facilities that will be required to serve the proposed development. **Proposals that do not accord with the Development Principles set out in the Brief will not be supported.**

## Site location, description and context

- 1.4 The site is located to the north of the A390 road at Threemilestone. As shown on Plan 2 it extends from Truro Golf Course in the east to fields at Langarth Farm 1 km to the west of the Park and Ride. It measures 2.9km long and varies in width from 300m at its eastern and western ends to approximately 800m at its central part. Truro City Centre is approximately 3.5Km from the Maiden Green Roundabout at the eastern end of the site, whilst the A30 Trunk Road is 2Km from the site's western extremity at Langarth Farm.



- 1.5 The site includes more than fifty agricultural fields and various farm buildings forming part of six different farm holdings, namely; Maiden Green; Willow Green; Langarth; East Langarth; West Langarth; and Rosedene. There is a single storey hall used by the Cornwall Young Farmers midway along the Willow Green site frontage. The Rosedene Business Units at Willow Green Farm include a small number of independent businesses operated from the lane that connects with A390. The site also includes an area currently used for car parking serving the hospital identified in the Trust's Development Plans as an area for possible residential development.
- 1.6 Most of the southern boundary is formed by the major transport corridor that is the A390 Road. Adjoining land uses range from farmland in the west, industrial and retail parks at Threemilestone and Treliske, Richard Lander School Truro College and Truro Sports Centre and the Royal Cornwall Hospital to the east. The remaining boundaries are formed largely by field hedgerows with those to the North at Langarth and Maiden Green Farms marked by belts of woodland adjoining small watercourses feeding the Kenwyn River. Penventinnie Lane passes through the site at the eastern end of the Maiden Green site. There are

just two public footpaths on the site, one at the most western end of the site traversing fields northwards at Langarth Farm and the other in the form of a track on the western edge of Willow Green Farm connecting to Langarth Farm. A rural lane also crosses the site between Langarth and Willow Green Farms in a north easterly direction from the Park and Ride.

- 1.7 The site comprises almost entirely of undulating farmland forming part of the north facing flanks to a valley with a minor tributary to the River Kenwyn at its base and the A390 Road roughly following the ridge to this valley. At its highest point adjacent to the A390 at Langarth Farm it is approximately 115m above sea level (a.s.l.) whilst at its lowest point north of Maiden Green Farm it is just 35m a.s.l. Most of this height difference is accounted for by north facing slopes on the aforementioned valley with average gradients of about 1 in 10, significantly steeper in places but also incorporating some relatively flat areas, generally on the upper parts of the site closest to the A390.
- 1.8 The site forms a significant part of the countryside setting to Truro and Threemilestone although long range views are relatively limited. The remains of a Scheduled Ancient Monument Hill Fort NE of Maiden Green Farm form a distinctive and attractive feature on the rising ground immediately north of the site boundary. The eastern extremity of the Cornwall and West Devon Mining Landscape also lies adjacent to Threemilestone less than 500m from the south western boundary of the site.
- 1.9 For further information on this Brief please contact:

Tim Marsh  
Strategic Delivery Team  
Central 1  
Tel: 01872 224343  
tmarsh@cornwall.gov.uk  
Carrick House, Pydar Street, Truro, TR1 1EB

Please use the Form accompanying this Brief to register your comments for consideration by the Council in producing a final version of the document.



PLAN 1 Location Plan



**Key**

Site boundary

**Landscape Designations**

Cornwall and West Devon Mining Landscape World Heritage Site

Special Areas for Conservation

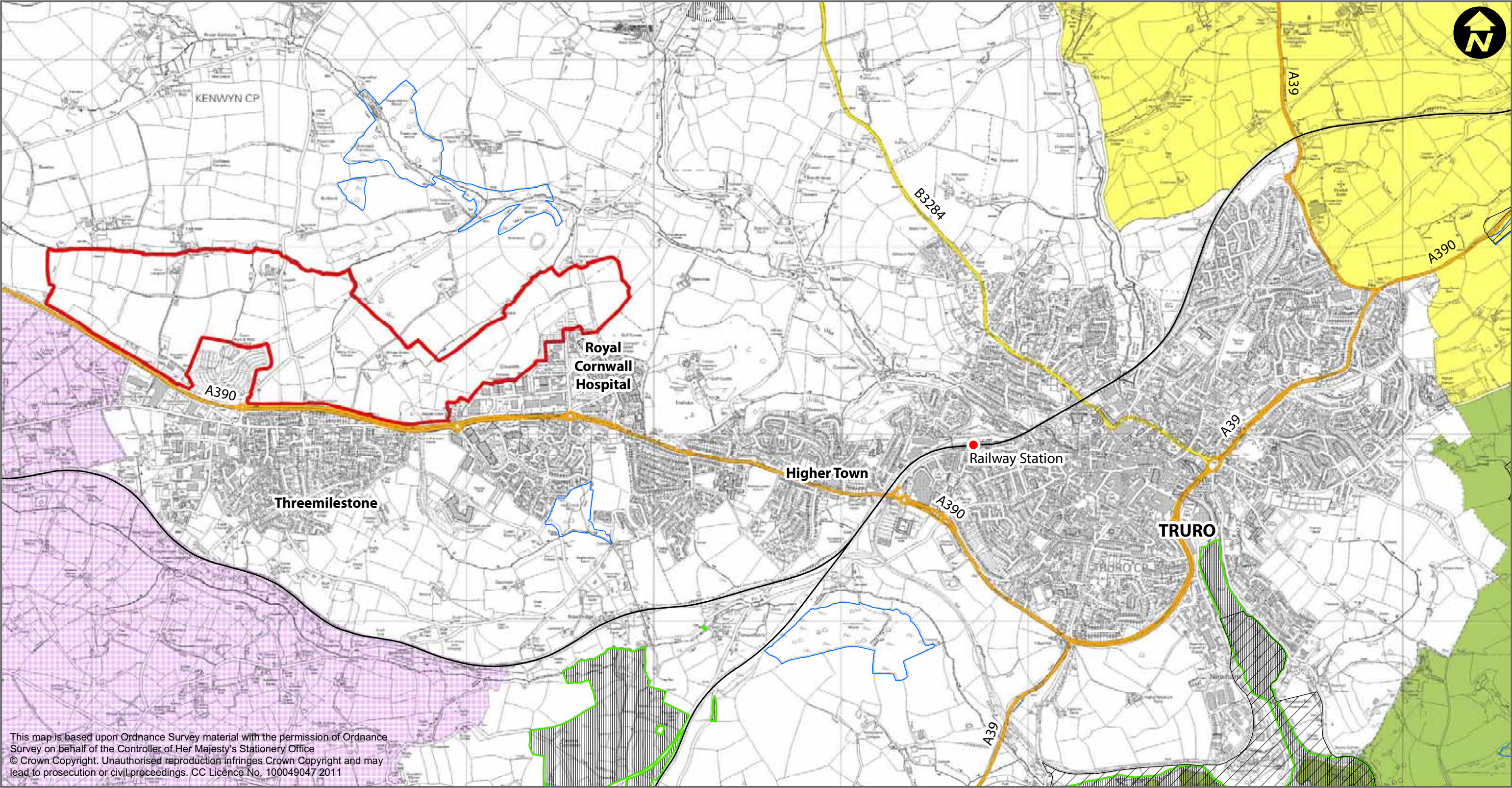
Area of Outstanding Natural Beauty

Area of Great Landscape Value

Site of Special Scientific Interest

Areas of Great Scientific Value

County Wildlife Sites



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office  
© Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. CC Licence No. 100049047 2011

0 250 500 1,000 Metres







PLAN 2 Site location and context

**Key**

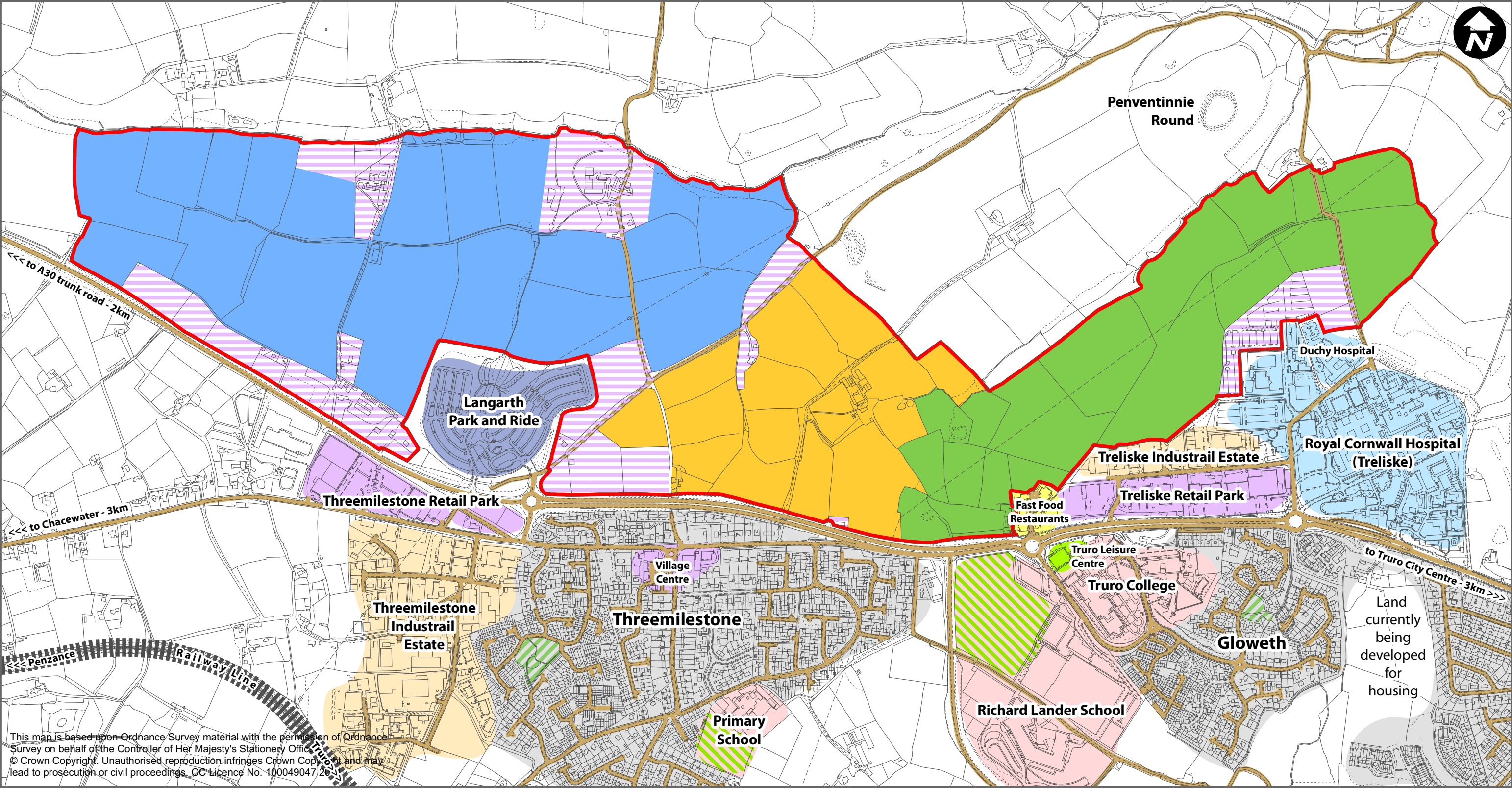
- Site boundary
- Public roads
- Railway

**Site**

- Langarth Farms
- Willow Green Farm
- Maiden Green Farm
- Additional land

**Land use**

- Education
- Education sports field
- Employment
- Existing leisure centre
- Existing public open space
- Fast food restaurants
- Medical
- Park and ride
- Retail
- Residential



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. CC Licence No. 100049047/2019



## 2.0 Vision for land north of the A390 at Truro / Threemilestone

- 2.1 If the land north of the A390 were to be developed, the vision for development that should be achieved through compliance with the principles and other requirements set out in this Brief is as follows;
- i A sustainable, safe, accessible, and human friendly extension to Truro / Threemilestone that complements and integrates with existing communities and accords with the emerging Cornwall Design Guide.
  - ii A phased development with all key infrastructure delivered as early as possible and the release of individual areas of land so as to avoid overloading of existing infrastructure.
  - iii The provision of sustainable transport infrastructure to serve the development whilst improving the accessibility of facilities, services and employment for the existing community.
  - iv The provision of an appropriate variety of sizes, tenures, densities and styles of housing in accordance with local need.
  - v The provision of significant new: employment; retail; open spaces; leisure and community facilities that complement and enhance provision for existing residents in meeting the needs of the new community.
  - vi The retention and enhancement of important ecological, landscape and archaeological features within and, where possible adjacent to the site.
  - vii A Stadium for Cornwall in a landmark building.



## 3.0 Planning policy context and developer proposals

### Policy

- 3.1 Work on a new Development Plan for the whole of Cornwall is progressing in the form of a Core Strategy, which when adopted will set out the broad distribution of development, guide planning decisions, and manage change in Cornwall over the next 20 years. It will sit alongside other plans that Cornwall Council and its partners have prepared or are preparing. These include the Sustainable Community Strategy (Future Cornwall), Local Transport Plan (LTP3 Connecting Cornwall: 2030), Infrastructure Delivery Plan, Green Infrastructure Plan as well as those for education, health and social inclusion. The Council



is currently engaged in producing an Infrastructure Delivery Plan (IDP) for Cornwall. This work will provide information relating to the infrastructure required to serve new development in Cornwall and inform the investment plans of the providers. The work will also inform the development of the first Community Infrastructure Levy (CIL) which will enable the collection of contributions to deal with the infrastructure requirements of Cornwall.

- 3.2 When adopted, the Core Strategy, and its sister documents including a Neighbourhood Plan for Truro will be the planning policy documents against which proposals for development will be assessed for the 20 year period up to 2031. The Core Strategy is currently at an early stage with consultation on the main options for growth having only recently been completed. Following consultations on potential growth options the Council's Cabinet has agreed to provide for 48,000 new homes across Cornwall and to concentrate growth based on development in the main towns with 4,500 homes to be provided at Truro. However until such time as a Core Strategy document is formally adopted the Cornwall Structure Plan 2004 remains the extant policy applicable to major proposals for development around Truro. The Structure Plan Allocates 3,500 houses to Truro over the period to 2016, of which approximately 1700 remained to be identified in Winter 2011/12. Paragraph 1.31 of the supporting



text to Policy 23 (Truro) also states that further expansion of the City should include consideration of Threemilestone.

- 3.3 Notwithstanding this, the Government's requirement for a five year housing land supply is, in the case of Truro, unmet with less than 1 year of supply currently available. The Carrick Local Plan 1998 does not allocate any of the land subject of this Brief for development, is outdated and cannot meet the annual housing requirement for Truro set out in the Structure Plan. The former Carrick District Council's attempt to address the situation through a Core Strategy and Action Plan was unsuccessful. However there is a considerable evidence base collected for the Truro area that has informed this development brief, particularly in terms of green infrastructure, sustainability and masterplanning. Further evidence will continue to be collected as part of the development of a Neighbourhood Plan for Truro and Kenwyn. Truro also continues to have the highest ratio of jobs to resident population in Cornwall with an accordingly above-average level of in-commuting as a consequence of approximately 70% of Truro's workforce residing outside of the City. House build rates in Truro have not kept pace with employment and business growth whilst the shortage of employment space for development has led to increased out-of-centre development, most notably at Threemilestone.
- 3.4 Developers have responded to this and in August 2011 planning applications were submitted for 1500 dwellings plus significant new commercial uses and a 10,000 person capacity stadium on land at Langarth Farm. This Brief will be used in determining these applications and any subsequent applications for major development on remaining land North of the A390 at Threemilestone.
- 3.5 In the absence of an adequate land supply for housing, the Local Planning Authority needs to plan for the possibility that it may have to accept the principle of development on land North of the A390, in the context of the emerging policies, strategies and guidance outlined above. The Development Brief has therefore been prepared in anticipation of the need to determine planning applications for major developments on the site as a key tool for use in reconciling conflicts between competing proposals, concerns of the existing community and in seeking to ensure that if development takes place it is properly planned.

### **Sites being promoted by prospective developers**

- 3.6 The Brief applies to the site known as Land North of the A390 at Truro / Threemilestone, which includes three separate sites being promoted by prospective developers, and some additional land as shown on Plan 3. These three component sites are known as Maiden Green, Willow Green and Langarth Farms. The approximate details of development being proposed by the prospective developers is summarised in paragraphs 3.8 – 3.10 below.

### 3.7 Maiden Green Farm (Walker Developments SW Ltd)

- Approximately 560 dwellings including 35% affordable units.
- Approximately 300 student / key worker units.
- A new district centre adjoining the existing hospital / education and associated uses to incorporate an Asda Foodstore.
- Complementary retail/ leisure / hotel uses / a leisure centre and community facilities, approximately 10,000 sqm. employment uses.
- Substantial new areas of public open space.
- Highway infrastructure and parking.
- Pedestrian and cycle infrastructure.



Maiden Green Fram viewed from land to north of site.

### 3.8 Willow Green Farm (LXB)

- Up to 550 dwellings
- District Centre food store of 6600 sqm total Gross Floor Area (GFA)
- 200 sqm ancillary retail
- 475 sqm of employment
- 50 sqm for Community office
- 700 sqm health, vet surgery and nursery accommodation
- 350 sqm family restaurant,
- Petrol Filling Station
- 1 form entry Primary school
- Demolition of 2 residential properties workshops and associated storage units
- Public green space (including landscape planting, allotments and orchards),
- Equipped play areas,

- Vehicular access including new highway junctions,
- Foul and surface water infrastructure.



Willow Green Farm viewed from farm track looking east.



Upper Langarth looking east from public footpath at western end of site.

### 3.9 Langarth Farm (Inox)

- Stadium for up to 10,000 seats with associated sports pitches, car parking, and, within the west stand, a variety of community and commercial uses.
- Family Pub / Restaurant 950 sqm
- 60 bedroom budget hotel
- 120 bedroom Hotel
- Polyclinic /Medical centre of up to 600 sqm with pharmacy of up to 100 sqm;
- Neighbourhood convenience store of up to 400 sqm;
- Community hall of up to 464 sqm;
- A retirement village comprising up to 60-bedroom care home, up to 30-bedroom dementia unit, up to 85 extra care units and communal facilities;
- 1 form entry Primary School

- Industrial / Office Units up to 6000 sqm
- Serviced Office Units over shops up to 1860 sqm
- Up to 1500 dwellings including up to 35% affordable units;
- Substantial new public open space
- Highway infrastructure and parking
- Pedestrian and cycle infrastructure

### 3.10 Other land covered by the brief

The area covered by the Brief includes some areas of land that have not yet been the subject of development proposals but which would inevitably come under pressure for development should proposals on Langarth, Willow Green and Maiden Green Farms be realised. Therefore, in order to ensure that if such development takes place on these areas their development potential would neither compromise, or be compromised by development on adjoining land, the Brief includes the following areas:

- Land between the A390 and Langarth Farm in multiple ownership
- Land between the A390, the park and Ride, and Willow Green Farm
- West Langarth Farm complex
- Langarth Farm Complex
- Young Farmers Building
- Land between Royal Cornwall Hospital and Maiden Green Farm

## Community involvement

3.11 The aspirations of the local community have been taken into through a Community Planning Event held on 26th March 2011 which informed a consultation draft version of the Brief subject of a public consultation exercise in summer 2011. Over 120 separate responses were received on the draft, the vast majority expressed strong agreement that the brief will help ensure that any development on the site is cohesive and well planned. A majority (73%) also expressed a belief that proposed developments of the Land North of the A390 would be good for Truro. This final version of the document refines the requirements and objectives for achieving a well planned cohesive development and responds to detailed comments and suggested revisions to the draft.

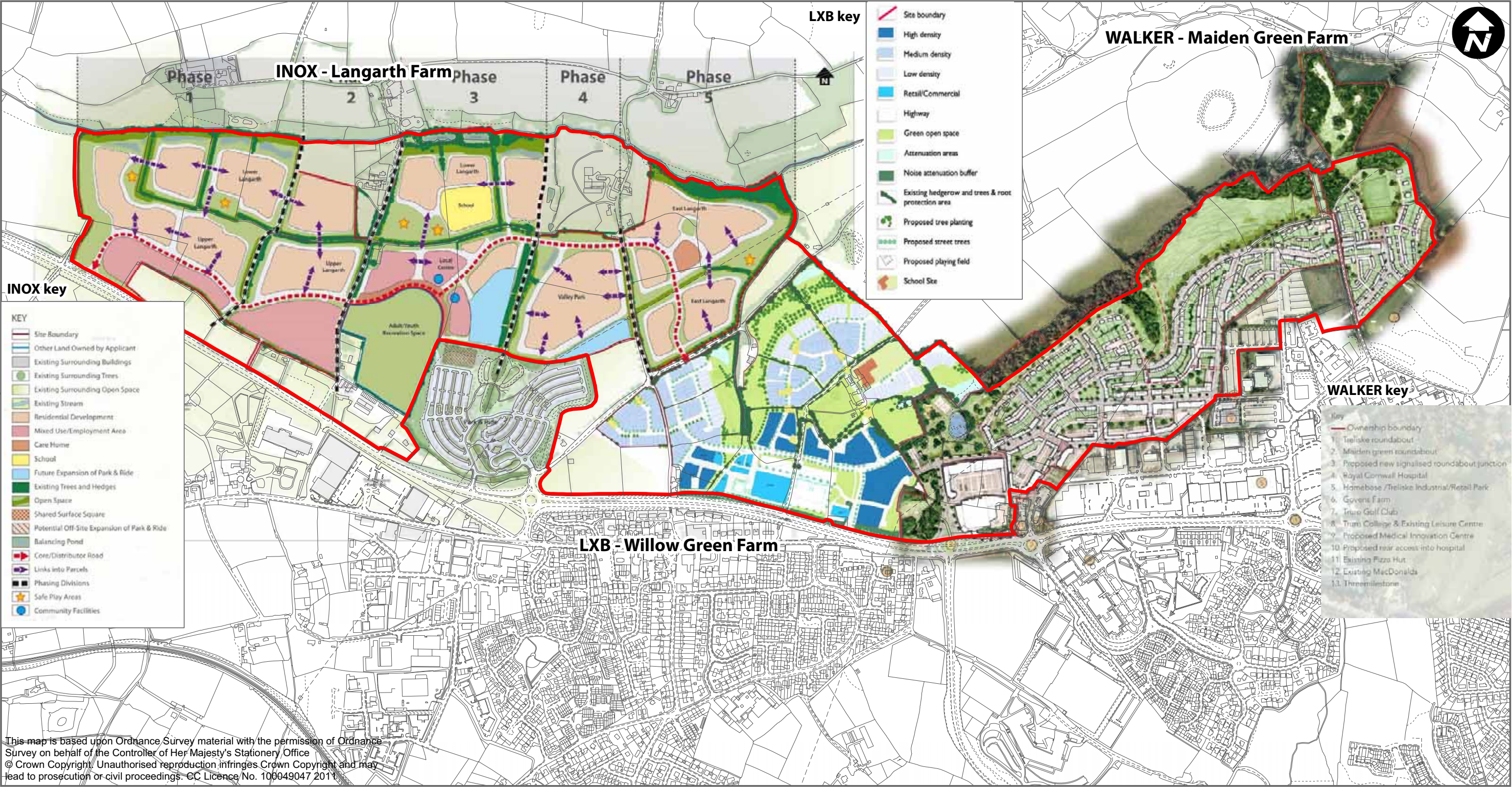
3.12 It is evident from the community planning event and responses to the consultation draft Brief that there are a number of inconsistencies and overarching requirements for the site that need to be reconciled. The basis for addressing these and for achieving the Vision for the site is set out in Sections 5 and 6 of the Brief and summarised on Plan 5 (Development Principles and Main Land Uses).



PLAN 3 Developer proposals

**Key**

Site boundary







## 4.0 Site analysis

- 4.1 The following site analysis describes the main constraints and opportunities to be addressed in producing detailed design solutions that accord with the design principles set out in this brief. Summaries of the main constraints and opportunities identified by this site analysis are set out in paragraphs 4.38 and 4.38, and illustrated on Plans 3A and 3B. Developers should understand these constraints and opportunities fully and ensure their proposals take them into account. This should be demonstrated in the Design and Access statement that is required to be included with any planning application on the site. This will require detailed investigations and surveys by prospective developers to further and demonstrably inform their proposals.

### Location and topography

- 4.2 As explained in paragraphs 1.4 – 1.6 above, the area covered by the Development Brief is approximately 140 hectares, nearly 3km in length and occupies the north facing, and in places steep sides of valleys abutting the A390 Road along the ridge to the south and adjoining small watercourses along the site's northern extremities. There is a difference in levels of nearly 80m between the lowest point at Maiden Green Farm in the east, and the highest at Langarth Farm in the west.



- 4.3 There is a comprehensive range of facilities and services adjoining or close to various parts of the site, including the Western Park and Ride at Langarth, and two of Truro's six Industrial Estates / Retail Parks (Threemilestone and Treliske). Threemilestone and its village facilities including a community Hall, local shops, public house, Church and Junior School is situated immediately to the south of the A390 and the central part of the site. Truro College, Truro Leisure Centre and Richard Lander School are all also situated on the opposite side of the A390 to the site at its eastern end. New County Hall, Sainsbury's supermarket, and a small amount of other commercial / retail development are all roughly 2 Km further to the east, and the railway station approximately 2.5Km. The A390 is

however a very significant barrier between these facilities and the site, there are minimal pedestrian crossings and vehicular access to Willow Green, Langarth and Maiden Green Farms from the A390 is limited and constrained.

- 4.4 As such, in terms of location and topography the opportunities and constraints to development vary significantly across the site. The eastern end is much closer to Truro than the west and is also more steeply sloping; conversely the western end is much closer to the A30 trunk road than the east, whereas the central area is equidistant from both, it is also the closest to the existing



View of Maiden Green Farm site from Penventinnie Round.

community and employment facilities at Threemilestone. The northern and lower parts of the site are disadvantaged by the gradients to be negotiated in terms of accessibility, poor solar gain and difficult drainage. These varied yet linked constraints and opportunities underpin the need to take a comprehensive, cohesive and strategic approach to the consideration of development within the area covered by the Brief.

## Ground conditions

- 4.5 In general the ground conditions across the site are predominantly shallow brown soils with underlying gravel on hard rock with secondary wooded pasture and clustered small farms as land cover. The geological map for the region shows the site to be underlain by mudstone and thinly embedded sandstone and a tract of alluvium alongside Langarth Stream. There are no formal records of any landfill or mining activity across the site. However, it will be necessary to ensure that development is not impacted on by any unknown shafts by recording possible shaft locations and providing for any mitigation measures. As farming is the only recent land use, the potential for land contamination is likely to be limited mainly to the area of the farm buildings. However, checks will need to be made to confirm that there are no contamination effects from the known former solid waste, Category A inert land fill to the north of the site last used in 1994. Whilst these conditions are physically generally sound for construction purposes, the undulating landform





Lower, north facing slopes of Maiden Green Site.

with some markedly steep slopes, and the underlying hard rock combined with the presence of several small watercourses in and around the site present significant challenges, particularly in terms of drainage. It is therefore essential that any major development proposal on the site is supported by a robust flood risk assessment (see below).

## Drainage - surface water

- 4.6 The site falls within the catchment of the river Kenwyn which flows along the valley bottom north of the site and at its closest point is less than 50m from the northern extremity of Maiden Green Farm. Langarth Stream, a tributary to the Kenwyn, flows alongside the Northern boundary to Langarth Farm and also feeds two fishing ponds. There are other minor watercourses on the site discharging to Langarth Stream. The Park and Ride facility adjoining Langarth Farm incorporates a Sustainable Urban Drainage System (SUDS) which discharges to a small ditch in a natural valley running north through this part of the site. This ditch then discharges into a spring where water is currently abstracted for field irrigation purposes.
- 4.7 Prospective developers of the Langarth Farm site have undertaken preliminary testing which indicates that with the underlying mudstone defined as "Porthtowan Formation" permeability is likely to be good and characteristic of clean sand and gravel mixtures. Groundwater has also been noted between 15m and 20m below ground level in historical bore hole records and a number of springs have also been identified across Langarth Farm, mainly located at the northern boundary. These springs are said to indicate that groundwater is likely to be present at shallow depths in the lower portions of the site and that areas in the vicinity of them may be at risk of groundwater flooding. However, the site is not shown to be at risk of flooding on the Environment Agency flood map, although this part of the River Kenwyn catchment has been classified by the Environment Agency as a Critical Drainage Area in recognition of relevance to the surface water management plan for Truro.

- 4.8 New development inevitably increases the amount of impermeable surface, and consequential higher volumes and rates of surface water runoff will have to be offset. In order to ensure that surface water runoff from the site does not increase as a result of the site being developed, developers must therefore submit in support of any planning application comprehensive drainage strategies and flood risk assessments demonstrating how this is to be achieved. These strategies and assessments must take into account areas beyond the boundaries of individual development proposals sufficient to demonstrate that they would not compromise the development potential of adjoining land. They should instead form part of a wider drainage strategy for the whole of the area covered by the Brief.
- 4.9 Developers will be expected to utilise an infiltration system which supports and enhances biodiversity and includes the use of soakaways, swales (grassy hollows) or ephemeral ponds in landscape areas. Such measures are to be used as integral parts of the infrastructure for dealing with surface water drainage. The developer will need to test trial holes to verify the subsoil and test the viability of soakaways. Overall, research and careful design by prospective developers are prerequisites of surface water drainage solutions for development on the site. The Council will, in conjunction with the Environment Agency, seek infiltration as the preferred means of dealing with surface water drainage on the site. Developments should be designed to allow flood and rain water into, over or around the sites in a controlled and predetermined manner. The intention being to create more adaptable and intuitive landscapes improving awareness of flood risk and to reduce risks to other areas. Any design should aim to ensure that development does not present any new blockages to overland flow routes or remove any existing flow routes where practical. Synergies between flow routes, biodiversity corridors and green infrastructure should be exploited where practical. Where balancing ponds are required, they must be attractively designed such that they are a local amenity feature, seen as an integral part of the open space framework but not necessarily within the public open space.

## **Drainage – foul water**

- 4.10 No public sewers are present within the site and there is little or no remaining capacity in existing sewers serving Threemilestone. Therefore, it will be necessary for the developer and South West Water (SWW) to requisition new foul sewerage infrastructure and for provisions to be made through s106 agreements for developers to secure its funding and delivery in conjunction with SWW. The preferred strategy will be to link in the drainage infrastructure to the existing drainage network North of Truro using a gravity fed system that will then run under the City through to Calenick Sewage Treatment Works.
- 4.11 The necessary improvements to sewerage infrastructure will have to allow flows from the development to be removed from the sites for treatment

without adversely affecting the environment or South West Water's service to the existing community. SWW have identified two sewerage options for taking flows from the development to a point of adequacy within their existing foul drainage system. The preferred strategy of taking the flows through the city centre first requires SWW to implement its planned scheme to provide



Penventinnie Round as seen from eastern end of the Maiden Green site.

separation of surface water flows and increased sewer capacity to resolve Truro's longstanding fluvial, pluvial and tidal flooding issues with a scheme. The second option of provision of a new works will be a key decision that has to be made by SWW depending on the level of growth in the area that would be funded through its 5 yearly business planning cycle. Whichever option is pursued, the potential impacts of foul drainage infrastructure works on the Fal and Helford SAC must also be properly considered in order for the Conservation of Habitats and species regulations 2010 to be met.

## Landscape character

- 4.12 As described above the site occupies north facing undulating slopes comprising predominantly of agricultural fields interspersed with small belts of woodland, farmsteads and tributaries to the River Kenwyn. This varied landform and cover is inherently attractive and forms part of the rural landscape setting to Truro as does, to varying degrees, all remaining undeveloped land around the City. Key Landscape and visual features likely to be impacted upon by development and therefore needing to be taken into account in developers' assessment are as follows:

- Penventinnie Round
- Local landscape character areas
- Cornish hedges,
- Trees
- Stream corridors

- Public Footpaths and lanes crossing the site
- Residents and businesses with views of the site
- Footpath and road users with views of the site
- The Cornwall Mining World Heritage Site and its visitors.



Maiden Green site seen from opposite side of valley looking south.

4.13 Any development proposals must therefore be supported by a comprehensive landscape and visual assessment explaining how any opportunities for accommodating development are proposed to be utilised whilst avoiding significant adverse effects on these features. This should include the utilisation of opportunities to create and make the best of important new views of, from and within the development. These opportunities include the retention of the best of existing trees and the provision of new planting, including large trees along the line of existing contours within the site, and use of the new areas of public open space as an integral part of the character of the development. The methodology for Landscape and Visual Assessments should follow the Council's adopted Landscape Character Assessments planning guidance and be based on the principles outlined in the Guidelines for Landscape and Visual Assessment (GLVIA) widely accepted as the industry standard and which include:

- Description of the landscape and visual baseline conditions of the site and study area
- Description of the likely potential sensitive receptors
- Identification of predicted effects as a result of the proposed development
- Assessment of predicted landscape and visual impacts on identified receptors, and their significance
- Mitigation measures to be incorporated into the design and already designed into the scheme
- Discussion of residual impacts and conclusions.



## Transport and accessibility

- 4.14 The A390 is the only existing main road adjoining and serving the site. It is a very important bus route serving Truro College, Treliske Hospital, several industrial estates, Treliske Retail Park, Threemilestone Village and Truro City. The A390 also forms the only main road frontage to the whole site and carries the most traffic of only three main routes into Truro and as such is of key importance to transport provision for the City and the A30 trunk road



Traffic congestion on the A390 at Highertown.

connecting the rest of Cornwall and beyond. It is also the only suitable route linking the Park and Ride with the City Centre. There are very few existing roads feeding directly onto the A390 in the vicinity of the site. The roads serving the wider area currently experience traffic delays and congestion during peak periods, particularly in the vicinity of the Threemilestone Industrial Estate and at Chacewater.

- 4.15 The only existing roads traversing the Brief area are the designated quiet rural lane crossing the site in a north easterly direction from the Park and Ride in the west, and Penventinnie Lane in the east. Bridleway 29 connects the quiet rural lane with Threemilestone via an unregulated crossing over the A390. Public footpath 21 also traverses the western end of the site. To the south the Park and Ride and Maiden Green roundabouts serve existing development at Threemilestone and Gloweth with the only remaining accesses off the A390 being the westbound slip road into Threemilestone and the signalised junction with the access road to the new Richard Lander School. Owing to the fact that the site is currently farmland the only safe pedestrian crossing over the A390 is the signalised crossing at Maiden Green.
- 4.16 Although the main Truro to Penzance railway line adjoins the south western edge of Threemilestone the closest station is Truro City. Consequently, existing and enhanced bus links between the site, the Park and Ride, Threemilestone and Truro Railway station are the best practical means of integrating with the rail network.

- 4.17 In the summer of 2011 a review was undertaken of the current Transport Strategy for Truro in the light of the proposed developments on Land North of the A390. The review concludes that the combination of measures contained in the current strategy with a focus on enhanced sustainable modes, demand management and highway improvements (including a northern access road) could reduce demand on the A390 to levels experienced today. Therefore



in order for planning permission to be granted Section 106 agreements will need to put measures in place to ensure that the necessary “modal shift” in transport takes place in addition to ensuring that the necessary highway capacity is available, by the provision of a new northern link road through the site connecting the western end of the development with Treリス Hospital from Langarth through the Willow Green and Maiden Green sites,. The Key Transport Issues addressed in this study and which will need to be addressed in any assessments that may be submitted by prospective developers include the following:

- i Trip Rates
- ii Trip Distribution
- iii Extent of impact to be considered
- iv Use of existing traffic models
- v Traffic Growth
- vi Phasing/Timescale
- vii Travel Plan
- viii New accesses to the A390
- ix Mitigation

## Ecology including trees

- 4.18 Although largely open farmland, the site supports a variety of wildlife particularly in the many field boundary hedgerows. There is also an extensive band of semi-natural broadleaved woodland, wet scrub and marshy grassland either side of Langarth stream which is of particular ecological value and some is Biodiversity Action Plan (BAP) habitat. The stream hydrologically connects the site to the Fal and Helford SAC. The Local Planning Authority will liaise with Natural England to consider the Appropriate Assessment process and ensure that the site is not adversely affected (see paragraph 7.7 below).



- 4.19 A number of protected animal and plant species (EU and UK) are known to be present on the site and it is essential that any proposed developments take full account of these, both in terms of the use of up to date surveys and conformity with nationally accepted standards. These must then inform the location and layout of proposed developments.
- 4.20 If unmitigated, development on the site has the potential to result in widespread loss of and / or disturbance to habitats including the following BAP priority habitats: semi-natural broad-leaved woodland, wet woodland, marshy-grassland, arable field margins, running water and native species-rich hedgerows.
- 4.21 Development on the site also has the potential to cause the loss of protected and BAP species. Dormice, bats and otters are all fully protected at EU level and protected in the UK by the Conservation of Habitats and Species Regulations 2010, whilst breeding birds, badgers and reptiles are protected strictly at a national level (primarily the Wildlife and Countryside Act 1981 (as amended) and the Protection of Badgers Act 1992). Some of the existing farm buildings may be bat roosts which should be retained with foraging areas and commuting lines. Development on the site might also impact on the rare wild Plymouth Pear, a species of national importance found only in hedgerows around Truro and Plymouth.





Badgers are one of several protected species present on the land.

- 4.22 There is a list of species (animals and plants) which may be using the site for feeding, shelter or breeding which the Council must consider as part of its Biodiversity duty under Section 40 and 41 of the Natural Environment and Rural Communities Act 2006. This could include flowering plants, amphibians, birds, mammals and invertebrates.
- 4.23 Developers will need to provide the following documentation on ecological issues in support of any submitted planning application (see also section 7);
- \*Desk study – Environmental Record Centre for Cornwall and the Isles of Scilly (ERCCIS).
  - \*Phase 1 habitat survey (JNCC)
  - \*Protected species surveys (plants and animals including non-native invasives)
  - \*Principal habitats and species for considering our biodiversity duty.
  - \*Consideration of how Green Infrastructure would link on and off site.
  - \*Cumulative impacts of other projects
- 4.24 The principles of Planning Policy Statement 9 - Biodiversity and Geological Conservation (PPS9) must be followed and this includes avoiding adverse impacts on and off site, mitigation, compensation and enhancement. Detailed mitigation will be required and translocations should only be considered if they follow IUCN guidelines and are fully justified.
- 4.25 The site includes a significant number and variety of trees however there are only two groups subject of Tree Preservation Orders, one adjacent to the Park and Ride at Langarth and the other adjacent to the northern part of the boundary with the Treliske Industrial estate. There are many other individual and groups of trees of ecological and landscape importance across the site, particularly in the more established existing field boundaries, adjoining the

watercourses and farm tracks at Langarth and Willow Green Farms. These trees and those on adjoining land, notably at Maiden Green Farm, provide key opportunities for the creation of distinctive and attractive new places and



should form an integral part of the landscape strategy for the development to ensure their long term survival and maintenance. Development proposals should also seek to minimise the loss of and make the best use of existing trees having regard to other site constraints and opportunities. Any new development should be laid out to accommodate structural tree planting and ensure its growth and development is unimpeded. Detailed proposals will be required to be supported and informed by full arboricultural surveys and reports (see section 7.0 below).

## Archaeology



- 4.26 Known historic assets around the site, the setting of which may be affected include Scheduled Ancient Monument (SAM) 19225 'Penventinnie Round' a near circular defended late prehistoric enclosure, or round, with an inner bank and wide outer ditch, located just off the summit of a natural north facing spur. The round is a prominent and attractive wooded feature in the landscape

and forms a key part of the setting to the land at Maiden Green Farm. Any development on this part of the site must therefore respect and where possible enhance the setting of the SAM. Other Scheduled Monuments potentially affected include 29616 a 'Hill fort 225m NE of Bosivack'; and 29615 'Round and Associated Remains 150 South of Mount Pleasant'. The setting of the Grade II Listed farmhouse at Croft West is also likely to be affected by the development of the western parts of the site and will require assessment. The 1994 Historic Landscape Characterisation suggests a raised archaeological potential for the discovery of prehistoric sites across this site which consists of two main types of historic landscape. It is likely that land below the 85m contour falls into a Historic Landscape type known as 'Anciently Enclosed Land'. This is land likely to have been enclosed for arable production by the medieval period. Such land has a demonstrable potential for the discovery of prehistoric settlement remains due to its inherent suitability for cultivation for many centuries. There is also a potential for more elevated parts of the development brief area to contain assets indicative of prehistoric ritual monuments such as ring ditches recently identified by geophysical survey to the west of the Hospital.

- 4.27 Recent assessment and geophysical survey of part of the development brief site and in surrounding areas has demonstrated the potential for previously unknown archaeological heritage assets the significance of which will require their evaluation to inform determination of planning matters. These include buried 'ring ditch' remains likely to consist of buried Bronze Age round barrows in fields to the immediate west of the Royal Cornwall Hospital, and as yet enigmatic but likely prehistoric or perhaps early medieval geophysical anomalies to the south of the medieval settlement site of Penventinnie. Further field evaluation of these sites will be required in order to determine their significance and inform any applications for planning permission.
- 4.28 In addition to the assessment of below ground archaeological sites the Council will expect heritage assessments within the brief area to consider the effect of development on the significance of the wider historic environment. This includes historic landscape characteristics such as field boundaries, road and lane patterns and existing traditional buildings such as farmsteads and field barns. In line with PPS5 any planning applications should also be supported by the results of an expert heritage assessment, the first stage of which should be a consultation with the County Historic Environment Record and the preparation of a 'desk based assessment' conforming to standards set out by the Institute of Archaeologists. Where such an assessment indicates archaeological potential, this potential will be expected to be further evidenced by the results of a programme of field evaluation. The scope of any such work should be drawn up in consultation with the Historic Environment Advice service.



## Air quality

- 4.29 Monitoring carried out by the Council in 2007 showed that at the busiest roadside locations to the site air quality was acceptable. Notwithstanding this, traffic levels have continued to increase since that time and the Council will seek to avoid development on the site that is either exposed to, or would result in reductions in air quality for existing residents.

## Noise and light

- 4.30 "Surveys will be required in order to establish the impact of road noise and light from the A390, on the surrounding residential and natural environments, particularly bats so as to ensure compliance with the Habitats Directive and for human health the relevant Environmental Health Regulations". The results of these surveys will determine the nature of any attenuation measures that may be required. Developers should utilise careful siting and layout, and innovative building design as the primary means of achieving acceptable noise levels, and minimising adverse effects of artificial light both on the surrounding area and future residents of the new developments. This includes artificial light produced by existing development at Threemilestone in the south and Treliske Industrial Estate and Hospital to the east.
- 4.31 The environmental impact of existing and proposed roads on the residential areas will also need to be ameliorated by careful design, to minimise noise and light levels and improve screening. The developers of those parts of the site adjoining the A390, will be required to demonstrate, at the planning application stage, that the proposed development accords with the provisions of PPG24, Planning and Noise, and PPG23, Planning and Pollution Control.

## Utilities



- 4.32 Two separate 132Kv Power lines pass across both Langarth and Maiden Green Farms from SW to NE. Development on these parts of the site must take full

account of the existing overhead power lines, the necessary easements, and the latest health and safety guidance. They must also avoid siting new dwellings directly beneath or in close proximity to high voltage overland power lines. If dwellings are to be sited on the route of the power lines, and in all other cases where practical, these and any new power lines should be sited underground.

- 4.33 Water, drainage, gas, electricity, telephone and cable information services can be made available given adequate notice to the relevant Service Company. Developers are advised to contact the responsible bodies to establish specific service requirements and the contributions required for off-site works in addition to standard charges.
- 4.34 The Council expects developers to ensure that public utilities infrastructure is installed in a co-ordinated fashion with the minimum land take and laid out so as to reduce disruption arising from the future maintenance requirements of this infrastructure. For example, all cabling should be ducted with adequate access and capacity to allow for future additions. The developer will need to requisition works in relation to public utilities in a co-ordinated fashion. These works will include new surface and foul water drainage (see paragraphs 4.6 – 4.11 above).
- 4.35 Developers are expected to take account of the views of the emergency services in formulating any applications for detailed planning permission relating to development on the site.

## Truro airfield

- 4.36 In 2011, the Council commissioned advice from independent aviation experts which concluded that as a consequence of a significant part of the site becoming a congested area under the Rules of the Air and if the airfield remained unlicensed, helicopter flight paths would have to be altered. Most fixed wing aircraft would also no longer be able to depart from runway 14 or arrive on runway 32 but could continue to use the airfield in weather conditions favouring direct approaches from and departures to the northwest. If the airfield were re-licensed, full aeroplane operations could continue, albeit with some significant changes to procedures, which might make training exercises more difficult to conduct. This includes aeroplane operations in both runway directions, and circuit flying training. In determining planning applications for residential or other development on the western part of the site the Local Planning Authority will have to take these affects on airfield operations into account.

## Summary of constraints

4.37 In summary the principal constraints to development on the site are as follows:

- Limited capacity of the surrounding road network.
- Maintaining the A390 link to the Park and Ride with bus priority.
- Potential impacts of development on neighbouring Threemilestone.
- Integrated and timely delivery of new infrastructure necessary to serve new development”.
- Undulating topography, north facing slopes and natural valleys.
- Landscape; important existing trees and Cornish hedge field boundaries.
- Varied geology, ecology and biodiversity and the need to mitigate habitat loss.
- Existing watercourses, springs, ponds and streams.
- Protecting and recording important archaeological sites.
- Ensuring the development is not impacted on by any unknown historic mining activity.
- Fluvial and overland flood risk; protecting the site from flood risk and ensuring no knock-on effects.
- Local character and Identity.
- Existing high voltage overhead power lines.
- Proximity of western end of site to Truro Airfield.

## Summary of opportunities

4.38 In summary the principal opportunities for development on the site are as follows:

- A mix of uses that benefit the wider community.
- Existing park and ride access to a wide range of facilities and by public transport.
- Provision of a mix of housing types including 35% affordable housing.
- New employment opportunities for residents and the wider community.
- Retention of the best of existing high quality trees and hedgerows.
- Natural landscape and assets as a distinct setting for proposed residential character areas.
- Creation of attractive places to live with a clear sense of place.



- Retention of the network of existing lanes on the site to encourage local travel by walking and cycling.
- Creation of linkages with surrounding community facilities.
- Provision of a full range of substantial new Public Open Spaces.
- Pedestrian access to the wider countryside via existing Public Rights of Way.
- Overland surface water flow routes



PLAN 4(a) Site analysis – main constraints



**Key**

- Site boundary
- Cornwall and West Devon Mining Landscape World Heritage Site

**Ecology**

- Areas of bat or badger activity

**Archaeology**

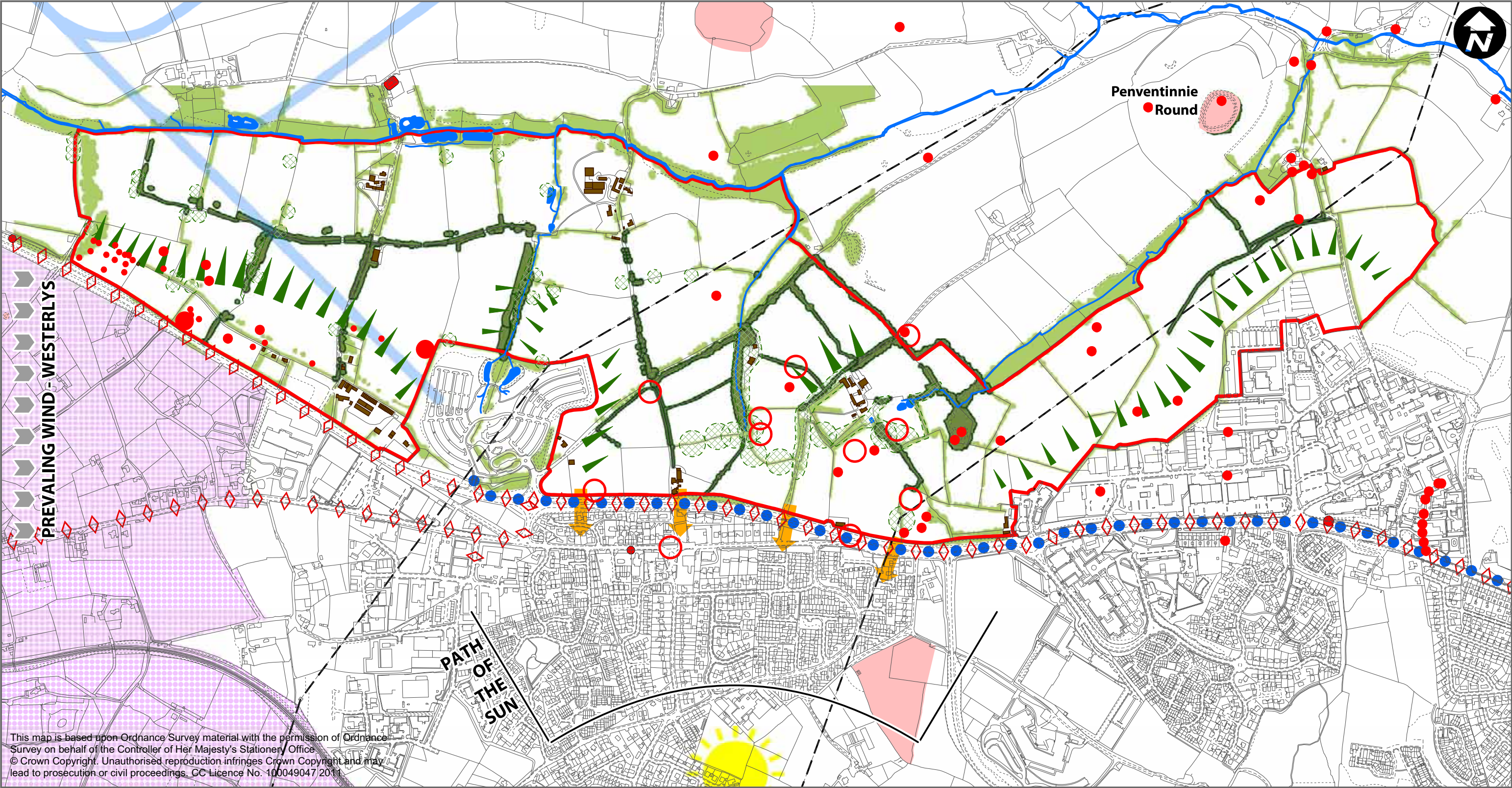
- Scheduled monument
- Listed Building
- Sites of known or potential archaeological interest
- Sites of known historic interest

**Landscape features**

- Trees/hedges
- Trees/hedges of ecological importance
- Watercourses
- Steep slope

**Other**

- Existing buildings
- 11kv powerlines
- Limited capacity roads
- A390 Public transport corridor, link to park and Ride with Bus priority
- Impacts on neighbouring Threemilestone
- Truro airfield - existing flight paths routes would need to be changed if development takes place



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. CC Licence No. 100049047/2011







PLAN 4(b) Site analysis – principal opportunities

**Key**

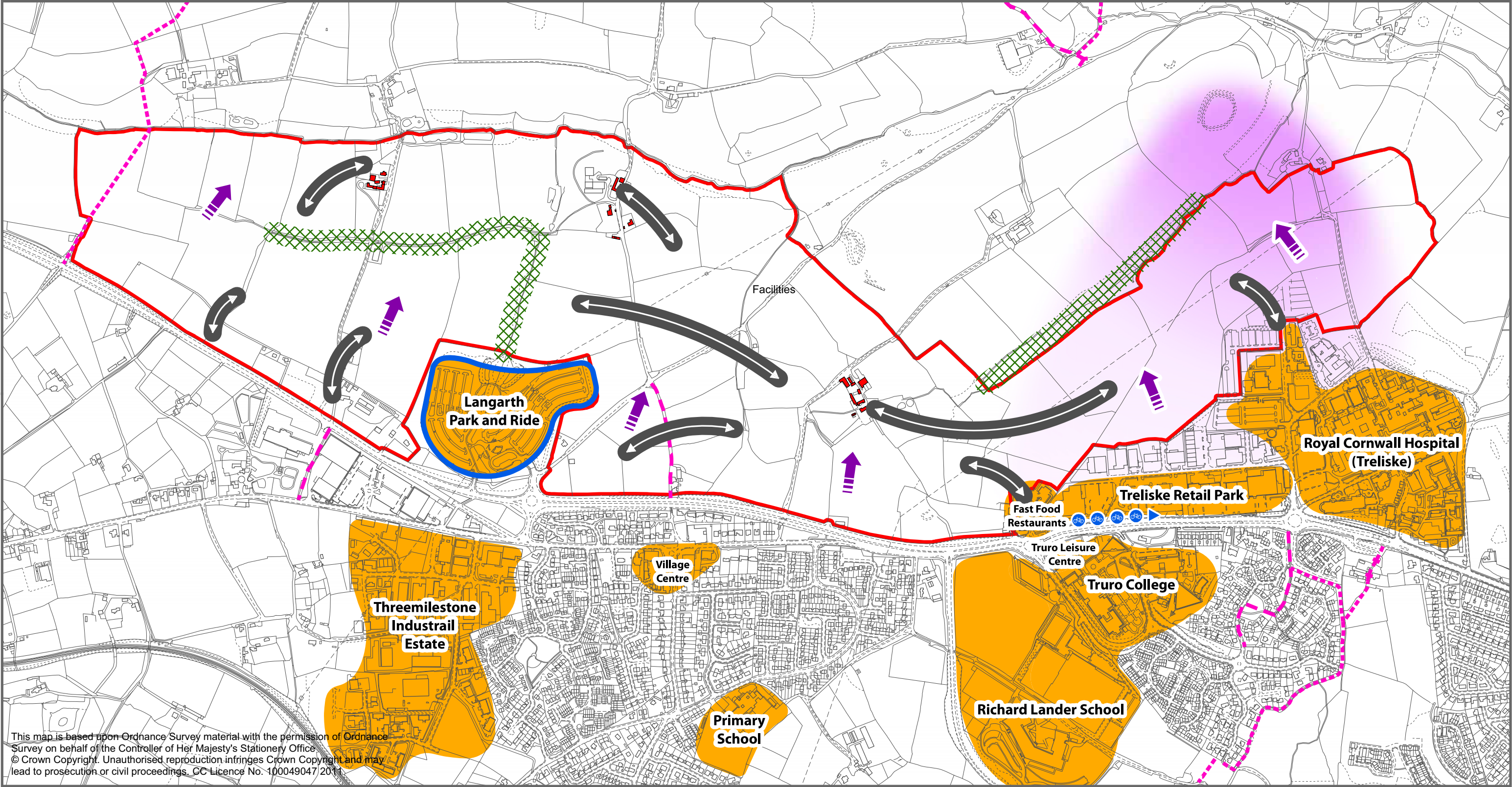
- Site boundary
- Biodiversity corridor
- Existing Park and Ride
- Linkages between sites

**Public rights of way**

- Footpath
- Bridleway
- Byway

**Other**

- Existing buildings (opportunity)
- Existing facilities
- Views of Penventinnie Round
- Views
- Link to Coosebean cycle way



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. CC Licence No. 100049047 2011





## 5.0 Development principles

- 5.1 Proposed Developments on the site will be required to accord with the following Development Principles arising from the above site analysis as summarised on plans 3A and 3B together with any associated further detailed studies and assessments, such as those relating to transport, ecology, drainage and archaeology.



### Sustainability

- 5.2 Development should conform to the sustainability objectives outlined in the Cornwall Structure Plan, the detailed requirements of policies 1, 2, 3, 6, 7, 9, 11, 12, 13, 14, 15, 16, 23, 27 and 28, take account of climate change and:
- Improve the attractiveness and quality of the living environment by creating or enhancing places, spaces and buildings that work and wear well, and look good;
  - Create buildings which are capable of modification and adaptation to the "Building for Life" principle;
  - Maximise opportunities for the sustainable use and return of water to the environment, including grey water recycling, and the use of SUDS that provide amenity and biodiversity functions as well as drainage.
  - Maximise the use of natural lighting and ventilation and opportunities to utilise alternative energy sources, energy saving opportunities, and solar gain;
  - Reduce the amount of pollution and waste entering the environment;
  - Use locally produced renewable materials wherever possible;
  - Reduce crime and fear of crime;
  - Improve human health;
  - Value, protect and enhance the diversity of nature, local distinctiveness and cultural identity; and



- Facilitate and encourage access to facilities, services and goods by non car means and in ways which minimise the need for travel, and minimise impacts on the environment.
- Developers will be required to provide or fund the attendant infrastructure, facilities and services necessary to achieve sustainable living patterns and the Local Planning Authority will take this into account in assessing proposals in relation to these objectives.

## Movement

- 5.3 The provision of a comprehensive robust transport infrastructure phased to meet demand in advance and in proportion to need is an essential pre-requisite of successful development on the site. Owing to the constrained and complicated nature of existing transport facilities, including the limited capacity of the A390, the lack of safe pedestrian and cycle links to existing development, the steep



Park and Ride buses already operating at Langarth.

topography of parts of the site and its sheer size, any development proposal for part or parts of the site will need to be informed and supported by a full Transport Impact Assessment (T.I.A). These T.I.A's will need to take into account the wider implications of development within the whole of the area covered by the Brief and the Council's Transport Strategy for Truro, including the improvement measures summarised in the plan subject of Appendix 2 to this Brief. In accordance with these requirements they must therefore include provisions that:

1. Achieve a **modal shift** in travel patterns consistent with the Council's third Local Transport Plan, Connecting Cornwall: 2030 (LTP3) and sufficient to ensure that there will be adequate capacity within the overall transport network to satisfactorily accommodate the proposed developments.
2. Maximise **permeability** by non car means throughout the site and across the A390.

3. **Phase** development so that an appropriate rate of building takes place so as to ensure that all key infrastructure such as important junction improvements, bus, cycle and pedestrian routes are delivered as early as possible, and that existing infrastructure is not overloaded.
4. Do not compromise the provision of a single optimum, sustainable location for the **District Centre**, including a medium sized new Foodstore to serve the development, and associated community facilities.
5. Provide for a **new road** running through the site to connect all the developments by means of appropriate traffic speed route suitable and safe for all road users to a design consistent with providing good access to all key destinations along its route. The new road should reflect the intended usage and be designed to 6.1 m maximum with the possibility of no more than 6.75 m in those locations on the route expected to carry the most heavy vehicles.
6. Secure off site junction improvements.
7. Include at least two separate **access points** to each of the three main sites being promoted by the prospective developers.
8. Provide for a possible **Stadium** on the Langarth Farm site.
9. Allow for expansion of the existing **park and ride** for Truro to meet future demands including demands from the east and south..
10. **Parking provision** to reflect the thrust of LTP3 and sustainable ideals of achieving a modal shift to alternative modes of travel, and a need to manage on street and off street parking.

## Landscape and green infrastructure strategy

- 5.4 Landscape Design Strategies (LDS) are pre-requisites of planning applications for development on the scale envisaged for the site. Notwithstanding this, the provision of Public Open Space will need to form an integral part of the LDS for the land North of the A390. This is a consequence of the site's topographical, ecological, drainage and landscape characteristics and because the delivery of a full range of useable and attractive open space to meet the needs of the new development and complement existing provision in Threemilestone will be essential to the achievement of a successfully planned and integrated new community.
- 5.5 In considering landscape issues it will be necessary to make decisions on the value of existing characteristics in the current rural landscape and their importance in a new suburban context. This will require difficult decisions involving the loss of some existing landscape features in the interest of achieving a successfully planned development. In particular, some existing hedgerows may need to be lost in order to provide useable open spaces within a successful urban design framework.

- 5.6 The creation of narrow belts of new open space either side of retained hedgerows should be avoided, particularly where this would compromise the delivery of larger, more widely accessible and useable areas of public open space. The Landscape Design and Open Space strategy must take full account of this and include the following measures:
- Identification of areas/features to be retained, enhanced/reinforced, or removed;
  - Layouts that optimise the areas of usable open space, and avoid the creation of difficult to maintain areas of little amenity value;
  - Identification / allocation of the full range of required types of public open space provision set out in paragraph 6.12 below on those parts of the site suited to their provision, accessible to future users and forming an integrated part of a comprehensive network of new open space;
  - The means of providing balancing ponds as attractive areas of open space;
  - Retention of as many as possible existing woodlands, trees and hedgerows which make a positive contribution to the setting, layout, and appearance of the site or are required for nature conservation purposes.
  - Protection and enhancement of retained features and areas of importance;
  - Measures to mitigate any adverse visual impacts affects of development;
  - Contribution towards the creation of a 'sense of place' within the development areas;
  - Wildlife linkages or corridors;
  - Maximisation of new tree planting opportunities including facilitation of large tree species planting as well as smaller species for street tree and garden planting.
- 5.7 The undulating and in parts steep topography of the site should be utilised in positive ways so as to help provide identity and distinctiveness to new development. Proposals for those parts of the site with extreme level changes





/ steep slopes will also need to be supported by detailed cross sections and be designed so as to avoid potential problems arising from a need for large or unsightly retaining structures, or the creation of unusable or otherwise undesirable spaces around or between buildings. Particular care will be required when designing proposals on those parts of the site forming the embankment or steep slopes to the A390 road such as the area adjoining the western end of Willow Green Farm.

## Integrating the new development with Truro and Threemilestone

- 5.8 The A390 road is a significant physical barrier to the integration of existing and new communities, however, functional integration is feasible and should be achieved by the provision of new community facilities including, schools, public open spaces and appropriate linkages to them, particularly for pedestrians



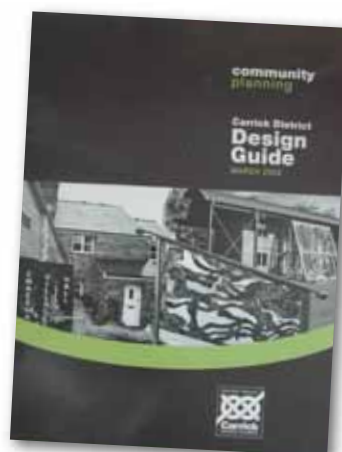
and cyclists. Maximising connections from the site to the existing footpath / cycle network in Threemilestone and beyond, and providing new links to the Richard Lander Secondary School in particular, will be essential. These links should cater for pedestrian/cycle movements in both directions; from the new development to existing facilities in Threemilestone and from existing neighbourhoods in Threemilestone to new community facilities within the site, including the proposed open spaces, a new District Centre (see paragraphs 6.3 / 6.4) and leisure facilities.

- 5.9 Developers will be required to provide and / or fund improvements to existing transport infrastructure required to meet the needs of their proposals in accordance with the findings of Parsons Brinkerhoff's transport study for the Council. This includes significant off site works to prevent any increase in traffic congestion on roads serving the Threemilestone Industrial Estate. Any commercial development on the site will be expected to complement and not to compete with existing business and community facilities. New development must also be phased according to the strategy outlined in paragraph 5.12

below and subject to review in consultation with Threemilestone residents and businesses as the development progresses. Other measures that should be utilised to assist integration of new development with the existing community include provision for improvements to existing open space and community facilities through appropriate provisions in the s106 agreement(s) forming part of any planning permissions for development on the site.

## Urban design requirements

- 5.10 Any new development on the site will be required to accord with the urban design objectives and advice set out in the new Cornwall Design Guide (to be adopted by the Council in 2012) and to encompass the attributes of sustainable communities including those relevant to crime prevention. This includes details in respect of layout, form and materials, street lighting, security and green energy measures. The general approach to design should contribute towards the creation of sustainable, safe, interesting, and attractive living environments with individual and distinctly recognisable senses of place in accordance with "Safer Places" –The Planning System and Crime Prevention (ODPM 2005) and its definition of Sustainable communities as those which succeed now, economically, socially and environmentally and respect the needs of future generation as well designed places where people feel safe and secure; where crime and disorder or the fear of crime doesn't undermine the quality of life or community cohesion. It is the responsibility of developers to make explicit those factors that have determined their individual proposals through their Design and Access Statements and Masterplans that are required to form part of any planning application for major development (see Section 7.0).



- 5.11 The Urban Design Analysis should provide clear evidence that the context outside of any individual application site has been considered, and include consideration of site topography, connections and desire lines between the site and its surroundings and the patterns of movement of pedestrians and vehicles. It should also consider existing patterns of built form on the site and in the surrounding area, including heritage, landscape and ecological characteristics.

## Phasing of development and associated infrastructure

- 5.12 The scale and extent of proposed developments within the Brief area are so substantial that it would take many years for them to be built out. It is therefore essential for developments on the site to follow an integrated design based

around an overall masterplan and for development to be phased so as to maximise the benefits and minimise disruption and other adverse impacts on existing communities. In order for key infrastructure necessary to serve development on individual parts of the site to be delivered successfully developers will have to follow phasing strategies based on that shown on Plan 5. The requirements set out in paragraph 5.17 below should form the basis of these phasing strategies.

- 5.13 Phasing strategies should take into account how quickly individual phases can be brought forward by landowners, but be founded on the need to secure the infrastructure necessary to serve the needs of the development being proposed in the wider context of the overall land use requirements for the site set out in this Brief. For example, the strategy will need to secure provision of at least one new school on part of the site to serve the primary educational needs of all new housing across the whole development, and for contributions from individual developers to be proportional to the needs for this provision that their schemes would generate.
- 5.14 **The Council will have to consider applications for planning permission to develop parts of the site as and when they may be submitted. However, it is imperative that these applications do not compromise the ability to deliver the vision for the site set out in paragraph 2.1 of this Brief.**
- 5.15 Prospective developers must consider the legal and financial implications of their on-site and off-site responsibilities including infrastructure contributions before purchasing any land. In addition to the normal on and off-site development obligations including the affordable housing to be provided, Policy 15 of the Cornwall Structure Plan identifies the need for appropriate developers' contributions towards infrastructure and services necessary to mitigate any adverse effects arising, where it is necessary to enable development to proceed. The Council will therefore require developers to provide, or make a financial contribution to cover the cost of providing the infrastructure required to serve a proposed development and to meet the additional demands that will be made on the existing community by the new development and its future residents.
- 5.16 The Council as Transportation Authority will also expect to enter into an appropriate legal agreement with the developers indicating when a facility is to be provided or a financial contribution is to be made. Where contributions are required, they will normally be made in the form of payments to the Council either under Section 106 of the Town and Country Planning Act 1990, or other relevant statutes including Section 278 of the Highways Act 1980.





Park and Ride bus.

## Transport

- Provision of a new road running through the site to connect the proposed developments.
- Measures necessary to achieve a modal shift in travel patterns consistent with the Council's new Local Transport Plan III (LTP3).
- Improvements to off site road junctions, including any on The A30 Trunk Road between Carland Cross and Chiverton Cross as illustrated on Plan 6.
- Expansion of the park and ride for Truro.

## Housing

- Delivery of at least 35% affordable Housing in accordance with the Council Balancing Housing Markets Development Plan Document.
- Delivery of a significant proportion of new housing on each part of the site in advance of other uses including retail and employment.



Good quality housing design and layout.

## Phasing of development and associated infrastructure

- Phasing of development so that an appropriate rate of building takes place to ensure that all key infrastructure such as important junction improvements, bus, cycle and pedestrian routes are delivered as early as possible, and that existing infrastructure is not overloaded.
- Delivery of adequate drainage infrastructure to serve the earliest phases with limits on the amount of development permitted before an upgraded system goes on line, and subsequent delivery of that system.
- Delivery of adequate transport and other infrastructure to serve the early phases of development and limits on the amount of development permitted before upgraded infrastructure is made available.
- Ensuring that the developer of one part of the site contributes to Community, Transport and Other Infrastructure on other parts of the Site (when the Infrastructure concerned benefits the site as a whole).
- Ensuring that adequate Community, Highways and Transport Infrastructure is provided on one part of the Site, if another part of the site fails to come forward either at all or within a reasonable timescale.
- Ensuring that Infrastructure requirements are proportional to the scale of individual development proposals and their needs.

## Facilities and services



- New Public Open Space and Green Infrastructure provision in accordance with the standards and advice set out in this Brief.
- A New Community Hall of a size and specification to be agreed by the Council in consultation with the Local Community.
- A Single District Centre with one medium sized Foodstore.
- Provision for Waste collection and recycling.

- Provision for new secondary education facilities to meet the needs of future residents, including pedestrian, cycle links to Richard Lander School together with additional teaching, infrastructure and classroom capacity.
- New Primary school provision and associated sports facilities with capacity for 300+ pupils to serve the proposed developments.

## Other

- Provision of mitigation and interpretation measures to redress the impacts of development as may be identified in detailed ecological, landscape and archaeological studies and agreed with the Council and relevant consultees.
- Maintenance of Public Open Space and Landscaped areas.

5.17 Developers will need to provide an overall masterplan and design code for their developments consistent with the development principles and land use requirements set out in this Brief and identifying proposed phases with trigger points for delivery of the various obligations outlined above.



PLAN 5 Development principles and main land uses

Key

- Site boundary

Possible site for new stadium

Developers proposed new primary school (for consideration)

Important 'Gateway' to new development

Principal access point
- Bus access/egress to Threemilestone

Approximate route for new site road

Biodiversity corridor

Public open space

Public open space and/or structural landscape
- Structural landscape

Sport and leisure use

School

Landscape features to be retained

Other landscape feature
- Key visual relationship with surrounding area

Pedestrian crossing 'zone' between Threemilestone and new development

Extensions to Park and Ride

Connection to Coosebean cycle way

Residential

- Low <30dph\*

Density

High 50dph+\*
- Potential residential development

Mixed use - to include retail provision/ potential locations for District and Local centre and residential
- \* note dph = dwellings per hectare

Commercial

- New employment/commercial development

Mixed use – predominately commercial

Sport and leisure or employment/ commercial development

Transport

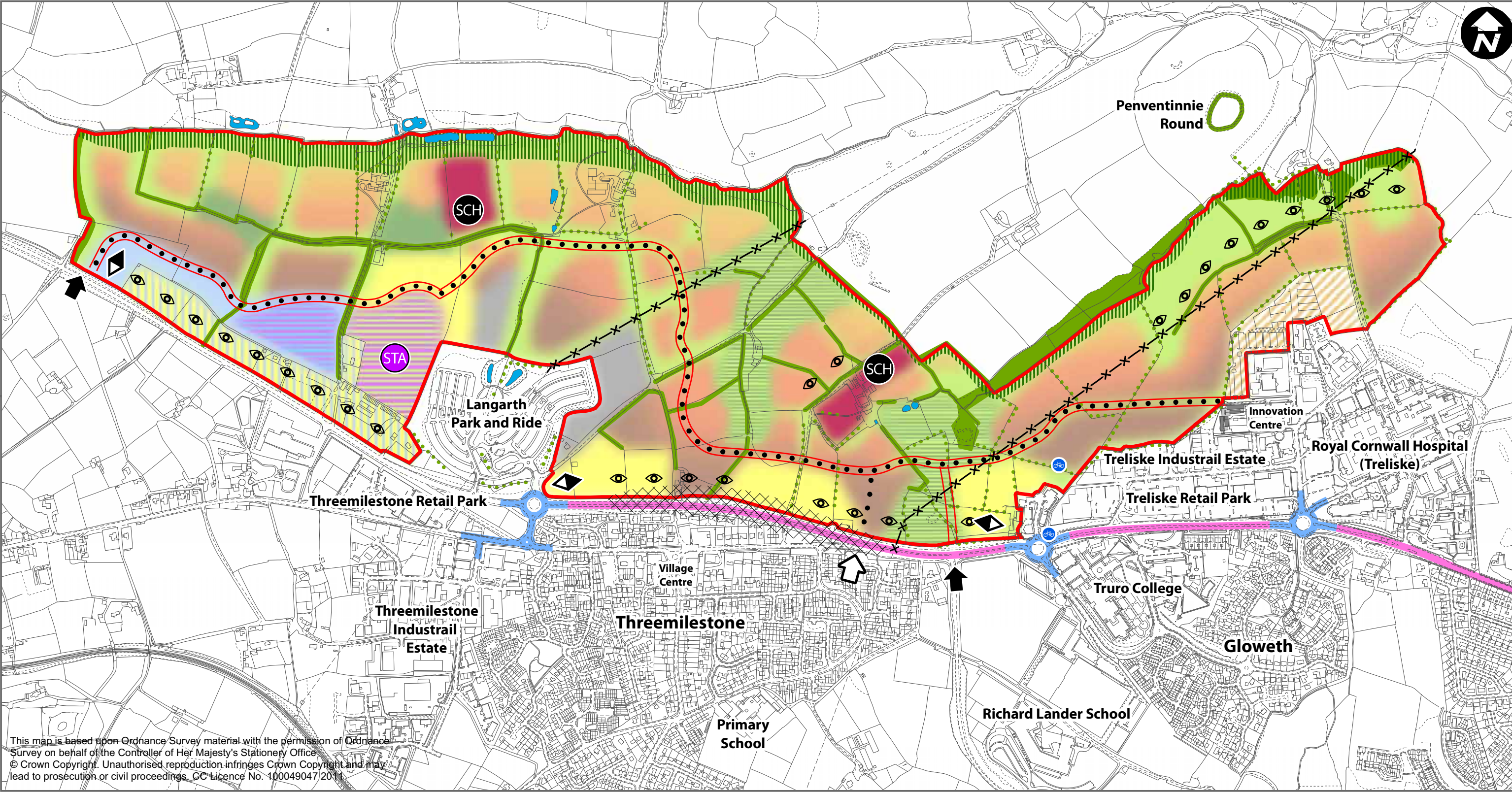
- Main bus route existing

Main bus route proposed

Off site highway improvements

Other

- Existing power lines



This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. CC Licence No. 100049047/2011





## 6.0 Main land uses

### Housing

- 6.1 In accordance with the requirements of PPS3 – Housing (Jun 2010), and the Council's Balancing Housing Markets Local Development Plan Document (2010), residential development on the site should comprise of a variety of house types and densities, generally in the range of about 20 (low) to 50 (higher) dwellings net per hectare. Higher densities should be focused along



the main bus routes, close to the District Centre, focal spaces, and other community facilities. The more peripheral parts of the site should be developed at the lowest densities, however, to ensure identity, legibility, and character within large development parcels, variations in density will also be required.

- 6.2 At least 35% of all new housing will be required to be provided as affordable housing for local people in accordance with the adopted Balancing Housing Markets Development Plan Document (2008).

### District centre

- 6.3 The proposed development will create a significant additional demand for new shopping and community facilities. Whilst facilities to meet these needs should be made in various locations to ensure that they are readily accessible to all residents across the development, the higher order facilities including a medium sized foodstore, and a community hall should be provided within a single District Centre on the site. This should be sited in a suitably accessible location where it would also assist integration of the new community with Threemilestone. Land will need to be provided within this area for a range of facilities including retail, community, leisure and associated infrastructure.

6.4



6.5 The new District Centre will need to include the following:

- The provision of new retail floorspace to meet the needs of existing and future residents in a form and of a size consistent with the findings of the Study of Retail provision in Cornwall carried out for the Council by consultants GVA Grimley in 2010 and to include a single medium sized new Foodstore.
- A Doctor's Surgery/Health Centre.
- A Public House/Restaurant.
- A children's nursery.
- The laying out of a parking area to accommodate a mobile library unit.
- Provision for a range of small business and services to complement the main uses in the District Centre.

6.6 The 2010 GVA retail study indicates the need for a store probably not less than 2500sqm net but principally on the basis of geography, walking etc to serve fully the convenience needs of development on the whole of the area covered by the Brief and reduce need to travel to other stores. Any proposed new foodstore will have to satisfy the policy tests set out in Planning Policy Statement 4 - Planning for Sustainable Economic Growth. Additional small scale facilities and services, such as Restaurant/Pubs and convenience stores will be considered favourably in locations outside the District Centre where they would contribute positively to the layout and design of the development and the vitality and viability of new and existing communities, either as part of a "Local Centre" or individually.

6.7 A new community hall is required to be provided on land within the proposed new District Centre, or on a suitably accessible position on the site within a Local Centre . It is important that the new community building, which is to be provided by the developers, is sufficiently adaptable to accommodate a wide variety of potential users over a long period of time. Therefore, detailed design for life specifications, lifetime costs and a timetable for providing the building will need to be agreed with the Council at the start of the development process. Both existing and new residents of the development are to be involved in the design tender process for this landmark building.

## Mixed uses

6.8 In addition to the District Centre which is an inherently mixed use facility, other parts of the site adjoining the A390 lend themselves to a variety of uses for several reasons. These include the availability of Public Transport services both on the A390 itself and on the proposed new road to serve the development, the accessibility of these areas to delivery vehicles, and the vitality and viability that varied uses can bring to new development when properly planned. As

the interface between existing and new communities the area adjoining the A390 at Threemilestone is a particular challenge that will require innovation and careful thought in order to make the most of these opportunities whilst accommodating traffic and providing frequent and safe crossings of the A390 for pedestrians and cyclists. Plan 5 (Development Principles and Key Land uses) identifies those areas suitable for various different mixes of use. These include areas suitable for predominantly residential and retail uses in the central and eastern parts of the site, and those suitable for predominantly commercial with some residential in the west. Modest sized hotels fall within these potential commercial uses.

## Employment

- 6.9 In the interests of improving the vitality of the new development, a mixture of uses on the site will be encouraged as will the provision of dual use parking to serve both residential and other uses. The preferred location for this provision is within and in the vicinity of the District Centre, Local Centres or land adjacent to the A390 Road. This will allow for a greater mix of uses and a more balanced new community.



## Education - primary

- 6.10 Developers will be required to provide a new 1.5 form entry (11 class) primary school on approximately 2 hectares of flat land readily accessible by non car means. The school must be able to meet the requirements of new residents as the development is built out without overloading Threemilestone School in the interim period. Two primary schools are being proposed by the developers, one by Inox on the Langarth Farm site in the vicinity of the possible stadium, and the other by LXB in the centre of the site. Both locations should remain under consideration for potential new schools at least until such time as a phasing strategy has been agreed (see paragraph 5.17), or possibly longer in the interests of ensuring a well planned and balanced community. As the

Authority is not in a financial position to contribute any existing capital towards the school, and given that the standard Section 106 education contribution would not be sufficient, the Council will expect the developer(s) to commission the design and build of the school to a specification undertaken in consultation with Cornwall Council Property Services advisers, to agreed minimum standards. Delivery of the new primary school will be secured through the



S106 legal agreements attached to any planning permission for residential development. These will require the developers to transfer to the Council any freehold interest in the area of land identified as the school site, and for the school to be built out to an agreed specification and design. The agreements will also need to provide for input from the winner of a competition to the design and final specification of the school. The Authority will then invite proposals for a new Academy, and will subsequently transfer the asset (the school building) to the successful Academy Trust via a 125 year lease.

## Education - secondary

- 6.11 Developers must collectively provide for a significant increase in capacity at the existing Richard Lander School in order to meet the secondary education requirements of residents of the new developments. This is likely to take the form of additional classroom and other infrastructure as well as teaching capacity for 250-plus pupils commensurate with the needs generated by residents of the new dwellings. The actual size, specification, location and timing of new secondary provision remains to be decided. Richard Lander School forms part of the County's PFI grouped schools contract. The school opened in September 2006 and flexibility to increase the school was built into the design during the initial planning and construction phase. In accordance with The Council's Local Transport Plan III, developers will also be required to contribute towards measures to enable safer journeys to all schools serving the development. These measures will form part of the package of Transport improvements to be provided in association with the development.



## Stadium for Cornwall

- 6.12 At their meeting on 17th November 2011 the Strategic Planning Committee resolved to approve an outline planning application for a new stadium with all matters reserved on 4.5 hectares of land at Langarth Farm adjacent to the park and Ride. The stadium is proposed to provide a top quality venue for rugby and football teams as well as acting as a sports hub for Cornwall and a venue



for major entertainment events. It would have an initial capacity of over 10,000 with approximately 4,500 seated be suitable for both football and rugby and designed with potential for staged increases in capacity over time. The access and detailed proposals for the stadium that remain to be approved under reserved matters applications will need to accord with the wider provisions of this Development Brief.

## Green infrastructure including public open space

- 6.13 The Developer will be required to deliver Green Infrastructure (GI) within the site including sports pitches and facilities, allotments and other productive and recreational uses. These should form an integral part of the landscape



framework for the site to be prepared in accordance with the Landscape and Green Infrastructure Strategy (see paragraphs 5.4 – 5.7 above). Details of the requirements for this new provision are set out in the Carrick Sport and Recreation Strategy 2008 (CSPRS). Developers will be required to provide new Open Space to serve the needs of future residents in accordance with the following standards set out in the CSP Strategy. It should also accord with the Council's emerging Playing Pitch Strategy and the Cornwall Design Guide.

<b>Public open space typology</b>	<b>Cornwall Council's current requirement: per person (sqm)</b>
Parks, gardens & recreation grounds	5
Outdoor sport	5
Informal open space	5
Equipped - junior	3
Equipped - youth	4
Natural greenspace	8
Allotments	1
<b>TOTAL</b>	<b>31</b>

- 6.14 Provision should be made on site and in full in accordance with the detailed type, size and quality of open space specified in the CSPRS as summarised above. An over-provision of one typology will not compensate for a shortfall in another.
- 6.15 The Developer must produce a clear, detailed design and management plan for all green and open space infrastructure for each phase of the development, prior to commencement of works of the respective phase. This plan will detail, inter alia, the design specification for all green and open space infrastructures and identify the schedule for its management and maintenance in perpetuity, to include defining of areas of responsibility for future maintenance of landscape features, i.e. local authority / highway authority / private / Management Company or other arrangement.
- 6.16 Funding of management structures needs to be identified, for either a Developer created management company or a Community Interest Company or Land Trust. This needs to be linked to the phasing of housing delivery to ensure that GI networks



are established before occupation, and that funding will be available for maintenance and management prior to any levy being generated from occupation. The agreement must include a method of bonding to be used to ensure delivery of GI for each phase of development. All Plans must first be delivered to and approved by the Council in advance of each phase and prior to commencement of any on-site development works.

- 6.17 The central and northern parts of the site adjoining and including the best of the existing biodiversity corridors are the most suitable for public open space provision, taking into account the constraints and opportunities set out in section 4 above. Developers will be required to provide for a wide range of open space typologies within these areas identified on Plan 5 for Green Infrastructure provision
- 6.18 Land identified by the prospective developers for new public open space on the most northern part of Maiden Green Farm has been excluded from the Development Brief site because it is too isolated and remote from the proposed new housing and lies at the bottom of a steep slope. It is also adjacent to the most secluded side of the Scheduled Ancient Monument at Penventinnie Round which already suffers from trespass damage. The provision of new public open space so close to the round would inevitably compound this problem. Rather than increasing the likelihood of illegal access to the SAM by providing POS in this location, developers will be expected to include measures to strengthen the natural woodland between their proposals for public open space and the SAM. Similarly development on those parts of the site affording the best views to and from the round should be avoided, and public open space provided instead in these locations so as to maximise these views. Developers will also be expected to provide interpretation measures, including boards advising that access to the SAM is prohibited and providing information on the round and its historic significance.



## 7.0 Planning application requirements

### Validation

- 7.1 All applications for planning permission on the site will need to include a range of information and plans in order for them to be made valid for consideration by the Local Planning Authority. Full details of these requirements are set out in Cornwall Council's document "Validation Requirements for applications" January 2011, or any future version of it applicable at the time applications may be submitted. In summary for development proposals on the site these requirements are likely to include most or all of the following: a standard application form; location plan; site and other plans; ownership certificates; notice(s) to owners of the application site; agricultural holdings certificate; the correct application fee; design and access statement; planning statement; transport assessment; statement of community involvement; retail impact assessment; archaeology assessment; biodiversity and geodiversity survey (including protected species survey); measured topographical survey; flood risk assessment; heritage assessment; land stability assessment; tree / arboricultural survey and report; affordable housing statement; air quality assessment; foul sewage and utilities assessment; geological survey; hedgerow survey; land contamination assessment; landscape assessment; noise impact assessment; open space, sport, recreation and green infrastructure survey and report; draft Heads of Terms for the Section 106 (planning) and 278 (highway) legal agreements to provide for the infrastructure and other requirements of the development (as set out in paragraph 5.12 above) and Proof of Title.
- 
- 7.2 For outline applications, even if layout, scale and access are reserved, information provided in support will need to include details on: layout with approximate location of buildings, routes and open spaces; scale with upper and lower limits for heights, widths and lengths of each building; and access with all areas where access to the development will be situated. Full applications will also require details of any existing and all proposed elevations; floor plans; existing and proposed site sections and finished floor and site levels; and roof plans.

### Design and access statement, including a masterplan

- 7.3 The Design and Access (D&A) Statement required to be provided in support of planning applications is the key opportunity for developers to explain their

proposals and to set out how the vision and objectives described in this brief have been addressed. The D&A Statement should be completed in accordance with best practice as set out in the Urban Design Groups publication – ‘Design and Access Statements Explained’. The D&A Statement for Outline applications should include a Parameter Plan and Design Code, Full applications and Reserved matters applications should include a masterplan document. These codes, parameter and masterplans should be based on and informed by a detailed understanding of the nature of the area. They will be legally binding and will have to demonstrate how the principles and objectives set out in this brief have been adhered to.

## Environmental impact assessment

- 7.4 Major planning applications anticipated for the three main parts of the site at Maiden Green, Willow Green and Langarth Farms will need to be supported by Environmental Impact Assessments (EIA's). As developments on land greater than 0.5 hectares in size these proposals fall within the definition of Schedule II of the EIA Regulations. Although not directly affecting any sensitive locations or designations, their scale and significance are such that Environmental Statements should be prepared. This is due to likely associated impacts on sensitive environmental receptors including protected species, archaeology, landscape and drainage. Scoping Opinions have already been issued by the Council in response to proposals for Willow Green and Langarth Farms. Scoping opinions are available to view from the Council upon request to the Strategic Delivery Team.
- 7.5 EIAs and subsequent Environmental Statements ESs must accord with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999, and follow procedural and other advice provided by the Department of the Environment Transport and the Regions (DETR) Circular 02/99.

## EU protected sites and species

- 7.6 Article 12(1)(b) of the EU Habitats Directive 92/43/EEC requires Member States to take the requisite measures to establish a system of strict protection for the Sites and species (animal and plant) designated as European Protected Species, prohibiting deliberate disturbance of these species. This is transposed into English law through Section 9 (5) of the Conservation of Habitats and Species Regulations 2010 that requires LPAs to “have regard to the requirements of the Habitats Directive”. Following recent judgments in the appeal court Developers should provide sufficient information to the Council to determine which species are present and where protected species are known to be present Developers should consult Natural England. The Council will wish to know that Natural England is satisfied that a proposed development will be compliant with Article 12.

- 7.7 Development on the site has the potential to impact upon the Fal and Helford (Rivers) SAC. Therefore, development Proposals are likely to require an Appropriate Assessment as required under Article 6 (3) of the European Habitat Directive (92/43/EEC) 1992 to consider whether they would be likely to have a significant effect on the conservation objectives of a European site, either Special Protection Areas for birds (SPAs), Special Areas of Conservation for habitats (SACs) or Off Shore Maritime Sites (OMS). These effects could be from individual development proposals or in combination with other plans or projects in the vicinity of the European site.

### **Nationally protected sites and species**

- 7.8 In addition there are sites and species protected at a national level and in particular under the Wildlife and Countryside Act 1981 that must be considered.

### **Consideration of biodiversity - action plan**

- 7.9 The local authority has an additional duty under Sections 40 and 41 of the Natural Environment and Rural Communities Act to conserve biodiversity and requires lists of species and habitats of principal importance that have to be recognised. The applicant must provide information on the important areas and populations in order for the Local Planning Authority to exercise its duties under this legislation.



## Appendix 1– Additional advice and information

Any development on the site will be required to take into account the following additional advice and information.

### Standards and design guides

The following Department of the Environment and Local Authority approved standards and design guides are available from either the Council's or Her Majesty's Stationery Office (HMSO).

- Planning Policy Guidance Statements and Notes (various)
- Manual for Streets 2 (2010) a companion guide to Manual for Streets (2007)
- Urban Design Compendium (English Partnerships)
- Building for Life (CABE 2011)
- Design and Access Statements - How to write, read and use them (CABE 2006).
- DfT Circular 02/2007: Planning and the Strategic Road Network.
- Safer Places – The Planning System and Crime Prevention (ODPM 2005)

### Cornwall Council

- Emerging Cornwall Design Guide (2012)
- Emerging Truro and Threemilestone Green Infrastructure Strategy (2011)
- Emerging Core Strategy for Cornwall (2012)
- Cornwall Council Local Development Framework
- Strategic Flood Risk Assessment Level 1 November 2009
- Emerging Infrastructure Delivery Plan (IDP) for Cornwall
- Carrick District Council Affordable Housing adopted Development Plan Document (2008)
- Local Transport Plan - Connecting Cornwall: 2030 (2011)
- Future Cornwall (2010)
- Cornwall Structure Plan (2004)
- Carrick District-Wide Local Plan (1998)
- Biodiversity & Geological Conservation - Planning Good Practice Guidance for Cornwall (2007)
- Emerging Truro Transport Strategy (2012)

## Local evidence base documents

- Cornwall Retail Study (2010)
- Cornwall Employment Space Study (2010)
- Cornwall Leisure Facilities Strategy (2010)
- Cornwall Strategic Housing Market Assessment Update Report (2010)
- Truro and Threemilestone Landscape Strategy (2008)
- Truro Strategic Sustainable Urban Drainage System Strategy (2008)
- Truro Sustainability and Energy Strategy (2008)
- Housing Requirements Study for West Cornwall (2007) Carrick Open Spaces Strategy (2007)

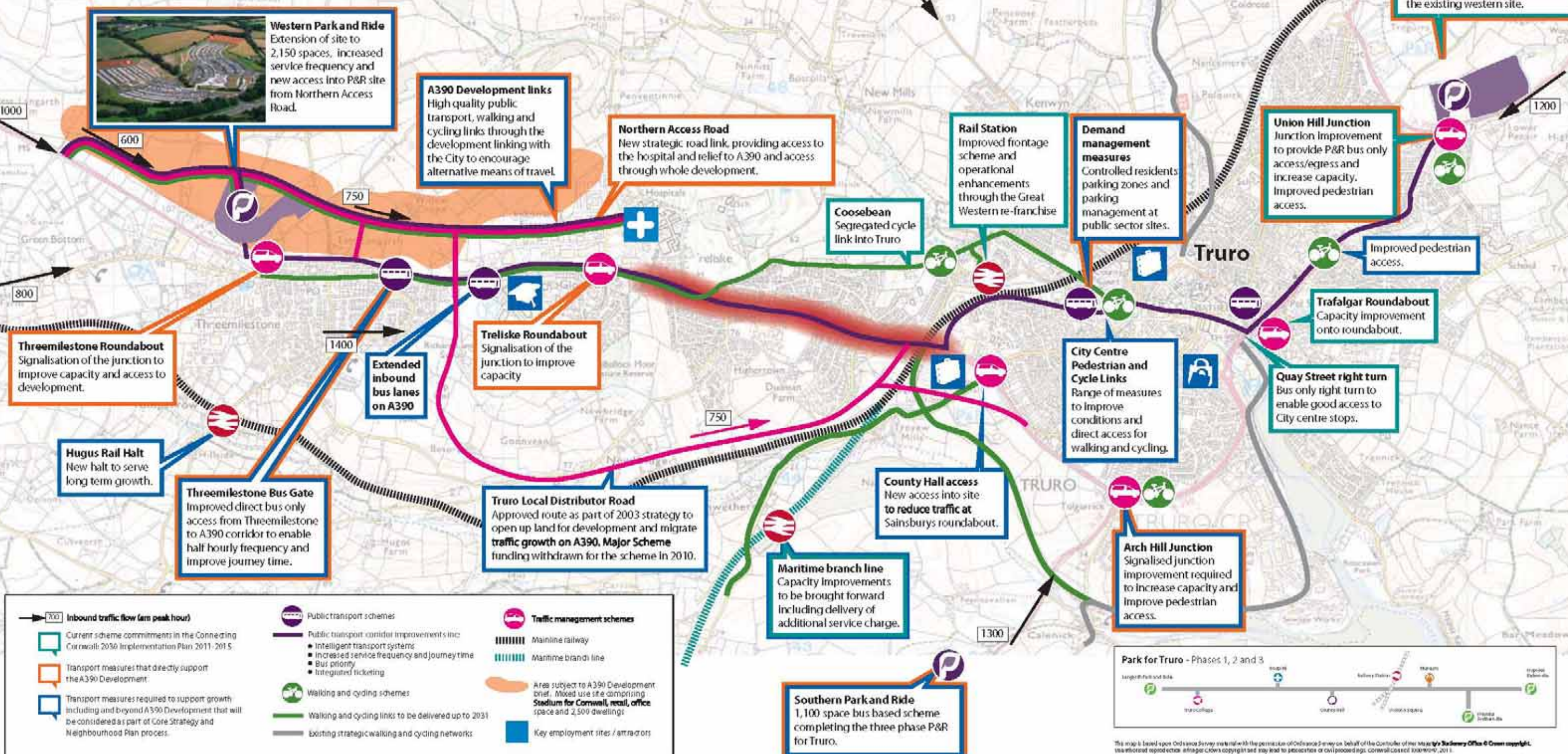
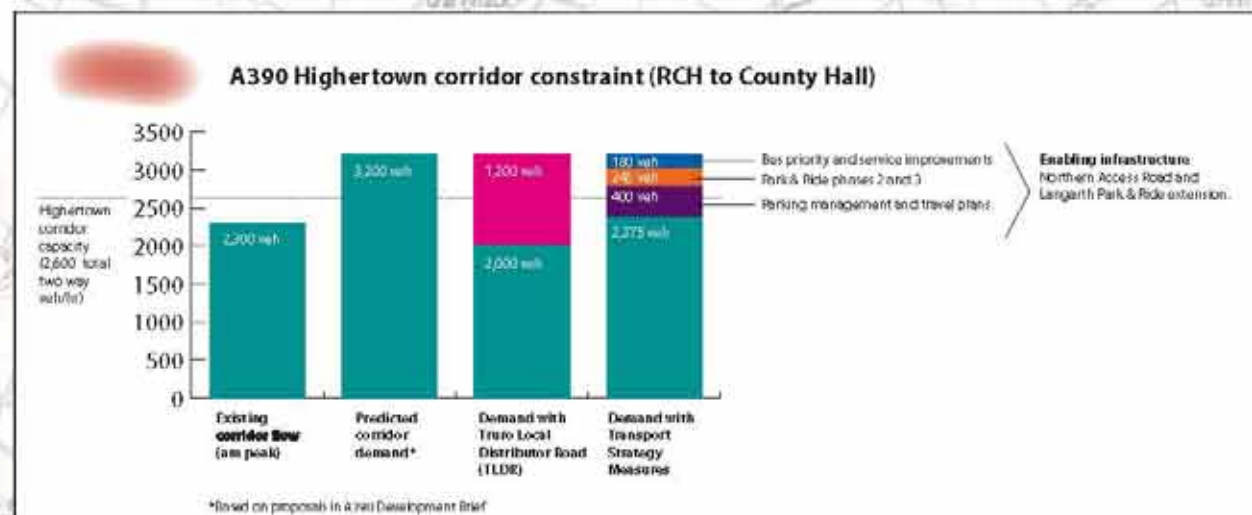
## British standards

- BS 5837 Guide for Trees in Relation to Construction (1991)



# A390 Development Brief – Transport Strategy Measures

## Appendix 2









For further information on this brief please contact:

**Tim Marsh**

**Strategic Delivery Team**

**Carrick House, Pydar Street, Truro,  
TR1 1EB**

Tel: 01872 224343

Email: [tmarsh@cornwall.gov.uk](mailto:tmarsh@cornwall.gov.uk)

**This document can be viewed online at:  
[www.cornwall.gov.uk/A390plan](http://www.cornwall.gov.uk/A390plan)**

If you would like this information in another format or language please contact:

Cornwall Council, County Hall

Treyew Road, Truro TR1 3AY

Telephone: 0300 1234 100

Email: [enquiries@cornwall.gov.uk](mailto:enquiries@cornwall.gov.uk)

[www.cornwall.gov.uk](http://www.cornwall.gov.uk)

Photos:

Walkers in the park - Jon Bewley/Sustrans

Builder – Ocean Housing

Badgers - Forestry Commission

Urban Design - Cabedesign