

Langarth Garden Village **DESIGN CODE**

Prepared by AHR

October 2021

Langarth Garden Village

DESIGN CODE / PREFACE

| Revision | Date | Dr By | App By | Comments |
|----------|------------|----------------------|--------|---|
| P01 | 22.05.2020 | MDLN / SW / OH | MDLN | Work in Progress Draft Issue |
| P02 | 17.07.2020 | MDLN / SW / OH | MDLN | The Common Domain & Movement Issue |
| P03 | 14.10.2020 | MDLN / SW / OH | MDLN | Issued Sections: Background, The Common Domain, Character (Residential Grain) |
| P04 | 12.11.2020 | MDLN / SW / OH | MDLN | Issued Sections: Background, The Common Domain, Character (Whole) |
| P05 | 23.11.2020 | MDLN / SW / OH / IDL | MDLN | Final Draft |
| P06 | 03.12.2020 | MDLN / SW / OH / IDL | MDLN | Final Issue for Planning |
| P07 | 04.12.2020 | MDLN / SW / OH / IDL | MDLN | Final Issue for Planning |
| P08 | 25.08.2021 | MDLN / SW / OH | MDLN | Design Addendum for Planning Draft |
| P09 | 16.09.2021 | SW | TJH | Design Addendum for Planning |
| P10 | 24.09.2021 | SW | TJH | Design Addendum for Planning |
| P11 | 08.10.2021 | SW | TJH | Design Addendum for Planning |

This Design Code has been prepared on behalf of:



This Design Code has been prepared by:



LANGARTH GARDEN VILLAGE

This Design Code has been prepared to support the delivery of Langarth Garden Village, a new 21st century garden community for Truro, Cornwall.

This document has been prepared by
AHR Architects, Arcadis, CF Moller Architects, PBWC Architects, The Environmental Partnership, WSP and Atlantic Arc Planning on behalf of Cornwall Council (CC).

The Langarth Design Code document is to be read in conjunction with the Langarth Garden Village Design and Access Statement and other relevant documents submitted as part of the Hybrid Planning Application for Langarth Garden Village.

All future Reserved Matter Planning Applications within the Langarth Garden Village boundary should be compliant with the requirements set out in this Design Code. It is also the responsibility of the Lead Designers and Principal Designers of those projects to ensure that their designs comply with the current buildings regulations, CDM regulations and any other statutory planning and construction regulations.



EXECUTIVE SUMMARY

The intention of this document is to inspire architects, designers and developers working on individual phases of the masterplan to meet the aspirations of the existing community around Langarth and ensuring design proposals meet the high standard of quality that local stakeholders and future residents expect.

This document establishes the defining characteristics of the new development and provides Mandatory Guidance to aid the formation of its character. Scale, massing, street design, landscaping, parking, architectural language and materials are presented in a hierarchy of mandatory and illustrative elements.

The emphasis of the code is on ensuring levels of continuity across the masterplan area and surrounding context. This should not be at the expense of variety within the architectural interpretation however, the code should ensure that the wider spatial framework delivers elements of consistency across a very large development area and timescale.

The Vision

The vision for Langarth Garden Village, articulated in the initial masterthinking work undertaken in early 2018, includes the following elements:

- An excellent place for people to live, taking advantage of the outstanding natural assets with high-quality facilities for active living (play, leisure), first class education and where people have the opportunity to work close to where they live;
- Designed in a way that is distinctive, with a range of styles that build on best practice in the UK and abroad;
- Green and clean;
- Have a principal centre that is within easy walking distance of most of the development, with smaller local centres towards each end of development; and
- Provide for 35% affordable housing on average across the development area.



Fig.1: Artist's Impression

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INTRODUCTION

1.01 Role of the Design Code

The purpose of the Design Code is to set guidance and establish design elements to control and inspire the quality of any future Reserved Matter Applications for Langarth Garden Village.

The Code should assist designers and developers in gaining a better understanding of the design intentions for Langarth Garden Village. It should equally assist the Planning Authority in the determination of future applications.

The Design Code establishes principles for the urban structure, open spaces and public realm, neighbourhoods, streets, relation to the topography, edge treatments and buildings. All of the above have been carefully assessed to achieve comprehensive design guidance in line with the Garden Community and Cornwall Council aspirations.

Variety is also a key element of the Code to ensure distinctiveness is achieved in different neighbourhoods and ensuring legibility and wayfinding are an integral part of the scheme.

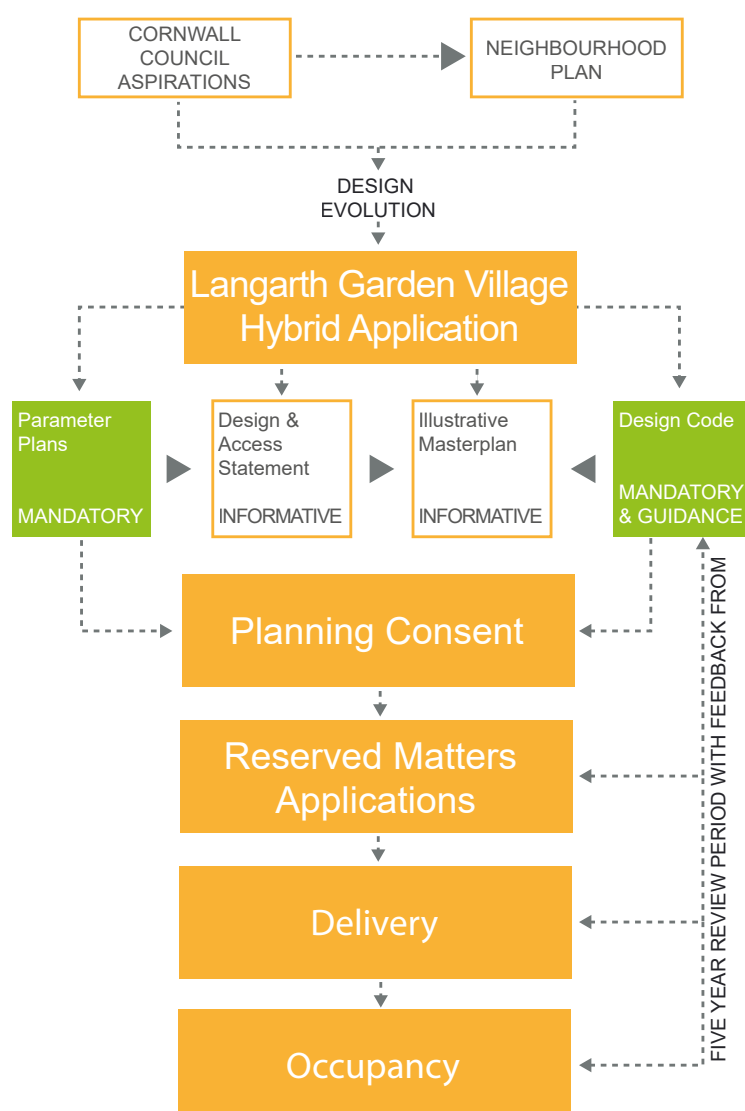
All Reserved Matters Applications submitted as part of Langarth Garden Village must demonstrate compliance with the Design Code by submitting a Compliance Checklist as part of the application. This checklist can be found in the appendix of this document.

A draft Compliance Checklist must be submitted by developers during pre-application process to assist Development Control Officers tasked with providing feedback on emerging scheme designs.

Deviations from the Code will only be possible through agreement with the Cornwall Council (CC).

Design Code Review

The Design Code must be a live document and it should be reviewed every five years. Feedback from stakeholders, developers, occupants and users should be monitored and used alongside new regulations and guidance to review the Design Code.



1.02 How to navigate the Design Code

This page provides an overview of the Design Code structure and the relationship between the Design Code, the Urban Design Framework and Regulatory Plan.

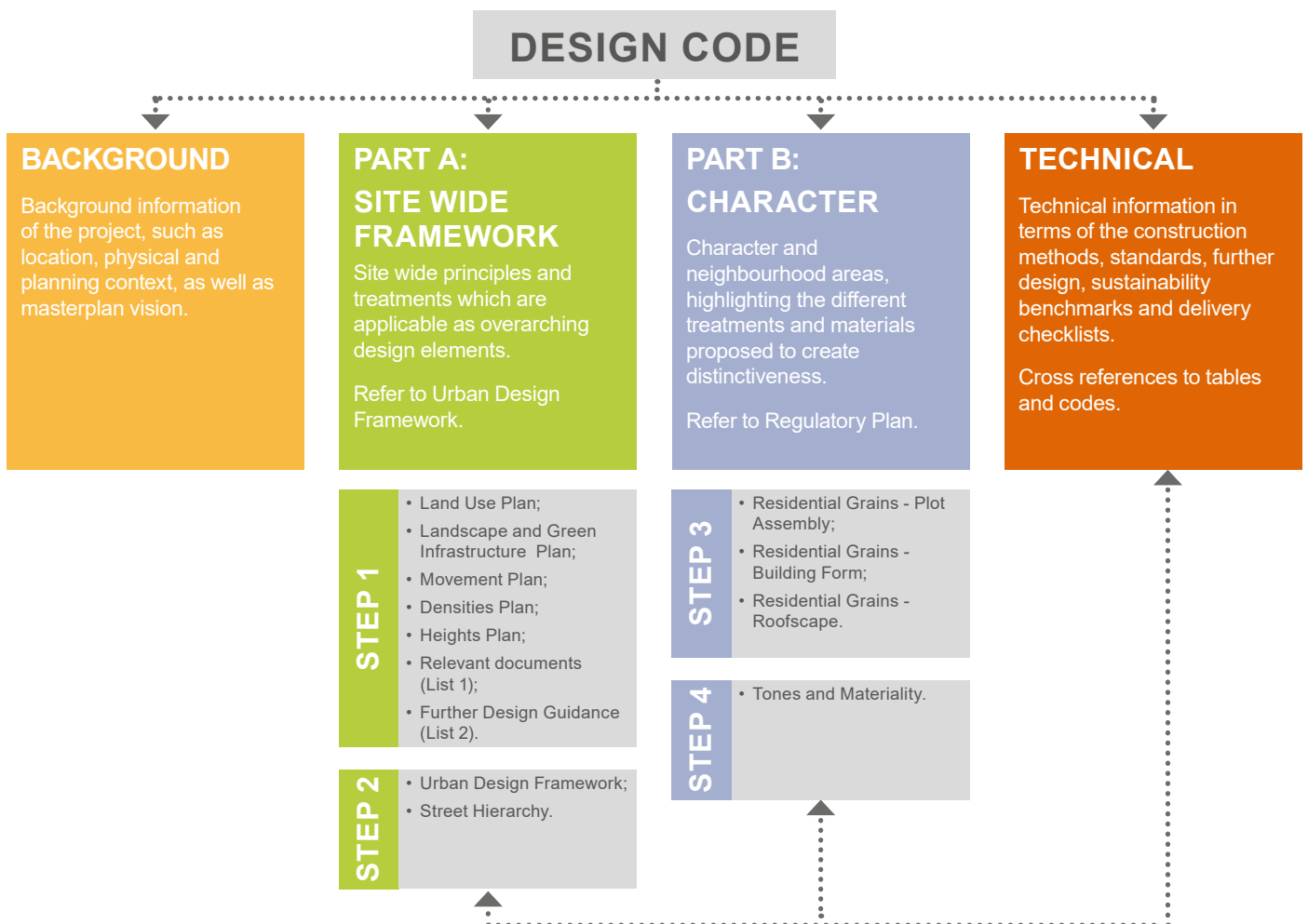
In order to understand what rules apply to each area, the following guides must be referenced and followed:

- STEP 1: Parameter Plans, Application information and Further Design Guidance;
- STEP 2: Urban Design Framework and Street Hierarchy;
- STEP 3: Residential Grains; and
- STEP 4: Materiality.

Steps 1 and 2 are described in Part A of the Code and steps 3 and 4 in Part B. To facilitate the understanding of this information the individual Neighbourhood Sections summarise what is required in each area found in part B.

The Urban Design Framework (in Part A) highlights the key elements that provide cohesion to the wider masterplan in terms of urban structure. Whilst the Regulatory Plan provides a key to linking rules and guidance described in the Code to their particular location in the Masterplan.

Mandatory requirements for the detailed design of each area are identified in the plan, along with a reference relating to a specific design code. The combination of elements identified in the Regulatory Plan set out the parameters to enable detailed design.



MANDATORY

1.03 Part B - Establishing Character

Part B of the Design Code focuses on the description of the Neighbourhoods. Each section summarises the key rules needed to create the neighbourhood and further description on specific rules are explained as part of the Technical section. All content in this section is compulsory.

Neighbourhoods

The masterplan is divided into six neighbourhoods, allowing for a more intimate, distinct, small-scale sense of community to flourish. These areas are created organically based on topographic contours, streams, landscape, valleys and other natural elements.

These six distinct neighbourhoods are:

- The Brake;
- West Langarth;
- Langarth;
- Governs;
- Willow Green; and
- Penventinnie.

A distinctive palette of tones and materials creates variation between neighbourhoods.

Residential Grains

Within the neighbourhoods different areas are identified based on their location in relation to existing built areas, primary streets and countryside proximity. These are categorised as Residential Grains. There are three residential grains:

- Settlement Edge Grain; (Clusters and Hillside)
- Village Grain; and
- Urban Grain.

Rules related to Residential Grains establish guidance for: plot assembly, roofscape and building form, these are described in the Technical section.

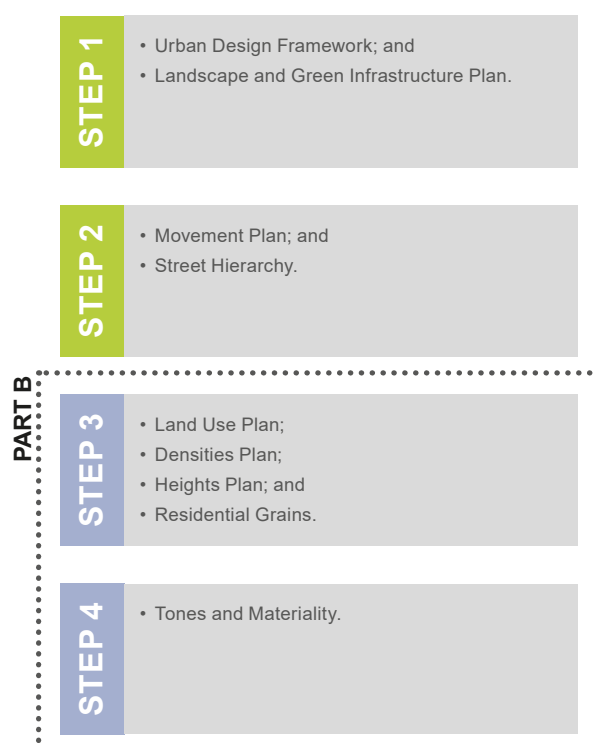
How to use the Part B information

This section describes:

- STEP 3: Land Use, Densities, Heights and Residential Grains; and
- STEP 4: Tones and Materiality.

Steps 1 and 2 are described in Part B of the code and steps 3 and 4 in Part C. To facilitate the understanding of this information the neighbourhood sections summarise what is required in each area.

Additionally, The Regulatory Plan provides a key to linking rules and guidance described in the Code to their particular location in the Masterplan.



Langarth Garden Village

DESIGN CODE / BACKGROUND

NEIGHBOURHOODS DIAGRAM



RESIDENTIAL GRAINS DIAGRAM



Key

- Settlement Edge Grain
- Village Grain
- Urban Grain
- 1 The Brake
- 2 West Langarth
- 3 Langarth
- 4 Govers
- 5 Willow Green
- 6 Penventinnie

The Brake Neighbourhood

- Urban Design Framework
- Regulatory Plan
- Parameters
- Residential Grains
- Summary Table
- Materials Palette

CONTEXT

1.04 Site Boundary

The site is located approximately 3km to the west of Truro City Centre. The site spans from the Langarth Farm in the west heading east towards Truro Golf Course in the east. The site varies in width from 300m at the east and west edges to 800m in the central area, with a total land area of approximately 245 hectares.

The site is bordered to the south by the A390 (included within the Site boundary), which is a dual carriageway that separates the site from Threemilestone. Hedges and areas of woodland adjoined by minor watercourses define most of the site to the west, north and part of the east. To the east, the site adjoins The Royal Cornwall Hospital and Truro Golf Course with the housing estate of Gloweth to the south-east. The South-western boundary has an area of miner's smallholdings that are important as an historic landscape, which is part of the Cornish Mining Landscape World Heritage Site.

A sub-urban context surrounds the site to the east which transitions into areas of countryside to the west. The western part of the site comprises mostly of arable land, subdivided by hedges into smaller fields. The area is surrounded by urban context provided by Threemilestone and Gloweth to the south and to the south-west respectively.

The site is located in the Kenwyn Parish in Cornwall and the eastern site boundary abuts the parish boundary between Kenwyn and Truro.

MASTERPLAN VISION

1.05 The Vision for Langarth Garden Village

As a Garden Village, Langarth is set to offer;

- High quality homes;
- Jobs and community facilities;
- Services in an attractive, landscape-led setting;
- Schools, medical centres, green spaces, public transport, new streets, community centres and shops; and
- Community with local character, strong services, integrated and accessible transport and green spaces.

Following thorough consultation with Langarth Stakeholder Panel input, Cornwall City Council Brief as well as publications such as Garden City Standards, NHS England's Healthy Towns, Transport for London's Healthy Streets guidance and a Historic England's Streets for All, a set of Langarth Design Principles has been identified to support the delivery of the new development. These principles have emerged as a collaboration between all parties involved.



Fig.2: Illustrative Masterplan

1.06 Garden Village Principles

The aim is to create a vibrant and distinctive new community at Langarth where people want to live, building upon Garden Village principles. These include:

- Walkable neighbourhoods;
- Mixed use communities;
- Sustainable transport; and
- Generous and high quality green spaces.

The scheme creates high quality, well designed housing and also provides:

- Improved infrastructure;
- Spaces for work; and
- Services that fit the needs of a diverse population. The scheme proposes key services at the start of the project rather than the end including:
 - The Northern Access Road link street;
 - New schools;
 - An extension to the park and ride scheme;
 - Health, leisure, play, faith, emergency facilities; and
 - New community centres.

1.07 Design Principles

Ten Design Principles (Fig. 3) have been agreed by Cornwall Council and the Masterplanning project team to help guide the project and ensure that key ideas and focusses are upheld throughout the project.

The Design Principles are a result of a analysis of the output of the Langarth Stakeholder Panel presentations, the Cornwall Council brief, Cornwall Design Guide, Garden City standards, Healthy Towns guidance and Healthy Streets guidance.

Cornwall Council is committed to delivering the communities need in a sustainable manner to both provide great places to live and address the challenges of climate change and future resilience. The heart of Langarth is the delivery of strategic Green Infrastructure (GI), taken from the principles of Garden villages and towns ,is at the heart of delivering that quality of place.

This commitment to high quality green infrastructure is reflected in the Councils Local Plan Policy (policy 25 and 26) and in the emerging climate Change Development Plan Document Policy G1.

Reflecting the objectives and requirements of the local Plan Policy the Council encourage developments to seek Building for Nature Accreditation to help ensure the policy objectives are delivered on the ground. Langarth Garden Village is seeking BNG status to reflect both the importance of the delivery of high quality Green infrastructure to the creation of a successful place and delivering the local Plan objectives.

- 1 Work with and enhance the quality of life for existing communities
- 2 Making it easy and possible to get around on foot, bike and public transport, both within Langarth and into surrounding communities
- 3 Help instil a strong sense of community
- 4 Creating a place that builds upon and celebrates this unique environment
- 5 Create a hard working landscape that not just looks beautiful, but is productive and functional

- 6 Promote healthy and active lifestyles and a sense of wellbeing
- 7 Designing for climate change resilience
- 8 Offer a mix of homes meeting the varying needs of residents
- 9 Creating jobs and enhancing existing employment opportunities
- 10 A vision that is deliverable

Fig.3: Agreed Design Principles for Langarth Garden Village

1.08 Building with Nature

The Building with Nature accreditation scheme aims to support and encourage developers to create high-quality, sustainable places where people and nature can thrive. The Building with Nature (BwN) principles have been used in development of the Design Principles, and are applicable at every level of the design work. Langarth Garden Village (LGV) aspires to achieve the standards required for Building with Nature accreditation.

LGV is to be a vibrant, connected, sustainable and well-planned community. This means delivering a scheme which protects the environment and wildlife and creates a new community that sits within a biodiverse and hard-working landscape.

By working from the landscape upwards, protecting and enhancing green space, maintaining existing and creating new Cornish hedges, planting trees, creating diverse, natural green space as well as appropriate SuDS / water management systems for everything from leisure, sports, play, growing, wildlife and nature, and soft engineering, incorporating elements of 'eco' living and promoting high quality building design, we can create a nature friendly development at Langarth as well as setting a "gold standard" for future development in Cornwall.

Design Principles, and thus BwN principles, must be applied at each stage of the design, starting from site wide network, through each of the neighbourhood areas, residential grains and developable plots, as well as each of the singular buildings.

Building with Nature Overarching Principles

The following summarises the overarching principles:

- **A Holistic Approach:** taken together, the 12 Standards define what high-quality green infrastructure is and provide a set of holistic design principles to guide and assess the quality of development. The Standards must be treated as a framework of interdependent drivers of quality;
- **Multifunctional and Contextual:** to secure multiple benefits for people, wildlife, and the wider environment that a green infrastructure approach is capable of, BwN requires a strongly context-driven and multifunctional approach to all aspects of the green infrastructure design and delivery;

- **Community Engagement:** the contextual analysis will need to demonstrate an understanding of the needs and strengths of local communities and future users. This is often best achieved through meaningful engagement, and the use of co-design and participatory design approaches are encouraged;
- **Site Potential:** sites are expected to deliver high-quality green infrastructure commensurate with the site's potential, rather than for example using a standard percentage approach;
- **Proportionality:** All sites, regardless of size, can incorporate features (inc. water) which benefit people and wildlife and improve the local environment. The focus of BwN is on quality of green infrastructure, not quantity; and
- **Long-term outcomes:** a key focus of the BwN approach is to encourage developers and policy makers to think long term and to ensure that there are mechanisms in place that GI is managed appropriately into the future.

Building with Nature Standards

The Core Standards must be applied across all three themes - Wellbeing, Water and Wildlife. The project should deliver a multifunctional and connected network of green infrastructure features, which respond to the climate emergency and local context. The project needs to demonstrate a commitment to enhancing the local environment, creating a distinctive sense of place, and securing effective long-term management and maintenance of green infrastructure features. For full details please refer to the Building with Nature - Standards Framework (BwN 2.0) documents.

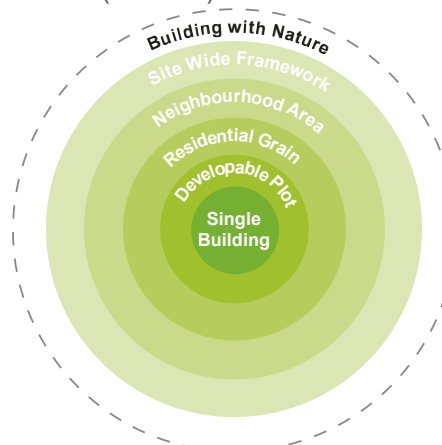


Fig.4: Building with Nature - Hierarchy of Principles

Those standards directly link to the Design Principles used at the site wide masterplan level. They must be applied at each of the design stages and for each element of the site. The rules set out as part of this Design Code take BwN Standards at their centre, therefore form a coherent part of this document.

The standard aim to create an interconnected network of green and blue infrastructure, which closely merges the built environment with the nature allowing for Biodiversity Net Gain, allowing people to live sustainably, whilst adhering to the Climate Emergency requirements.

Building with Nature Accreditation System

Developers and policy makers who wish to have an external verification that their project is an example of high-quality green infrastructure and can demonstrate compliance with the BwN Standards can pursue BwN Accreditation.

BwN offer a two-stage accreditation system: Assessment and Audit. Assessment is carried out by a BwN Approved Assessor, and the Audit is carried out by a member of the BwN Audit team. Where it can be demonstrated that a Project is compliant with all 12 Standards, BwN will grant the project a BwN Award. There are two award for physical development: Design award and Full Award, and there also is a Policy award for strategic policy documentation.

This Accreditation can be applied to all elements of the masterplan, as well as later on for singular buildings as part of separate Detailed Planning Applications.

For further details on BwN Accreditation system and a list of BwN approved Assessors around the UK, see the Building with Nature website (www.buildingwithnature.org.uk).

1.09 Supporting Information

In addition to the Design Code, parameter plans must be reviewed before commencing any further design work to gain a thorough understanding of the complexity of the project.

The list of the relevant documents (List 1) accompanying this Design Code and forming the planning application is as follows.

List 1:

- SP01_02 Design and Access Statement;
- MA01_02 Planning Statement;
- SP01_01 Landscape Strategy;
- SP01_10 Utilities Strategy;
- EIA01_00 Environmental Impact Assessment – Non Technical Summary;
- EIA01_11 Ecology and Biodiversity;
- EIA01_12 Cultural Heritage;
- EIA01_14 Climate Change;
- EIA01_16 Health and Wellbeing; and
- EIA01_19 Schedule of Environmental Commitments.

To ensure the highest quality development, it is also the aspiration for Langarth Garden Village to align with numerous design accreditations and guides as per the Further Design Guidance List (List 2) which can be found in section 11.10.

Compliance with these documents and values must be demonstrated to obtain a consented Reserved Matters Application.

CORE Standards

- Standard 1 - Optimises Multifunctionality and Connectivity
- Standard 2 - Positively Responds to the Climate Emergency
- Standard 3 - Maximises Environmental Net Gains
- Standard 4 - Champions a Context Driven Approach
- Standard 5 - Creates Distinctive Places
- Standard 6 - Secures Effective Place-making

WELLBEING Standards

- Standard 7 - Brings Nature Closer to People
- Standard 8 - Supports Equitable and Inclusive Places

WATER Standards

- Standard 9 - Delivers Climate Resilient Water Management
- Standard 10 - Brings Water Closer to People

WILDLIFE Standards

- Standard 11 - Delivers Wildlife Enhancement
- Standard 12 - Underpins Nature's Recovery

Fig.5: Building with Nature - Core, Wellbeing, Water and Wildlife Standards



PART A

SITE WIDE FRAMEWORK

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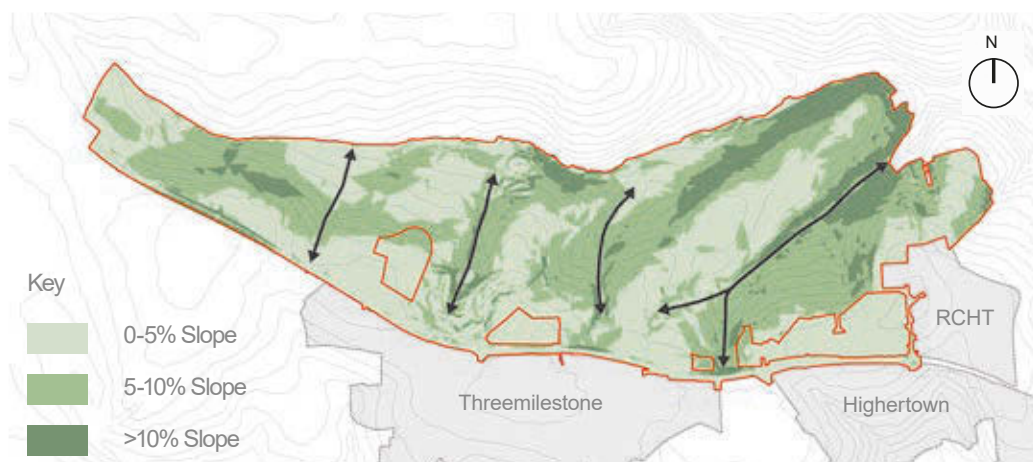
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INTRODUCTION

2.01 Design Vision

Site Topography

- Addressing existing slopes
- Utilising natural valleys
- Undulating landscape
- Maintaining valley views
- North facing slopes



Landscape Retention

- Connections to existing green infrastructure
- Utilising existing waterways
- Enhancing existing landscape on site



Heritage Protection

- Governs Suitable Alternative Natural Greenspace (SANGs)
- Scheduled monuments
- Retaining key views to and between landscape landmarks
- Incorporating key existing buildings



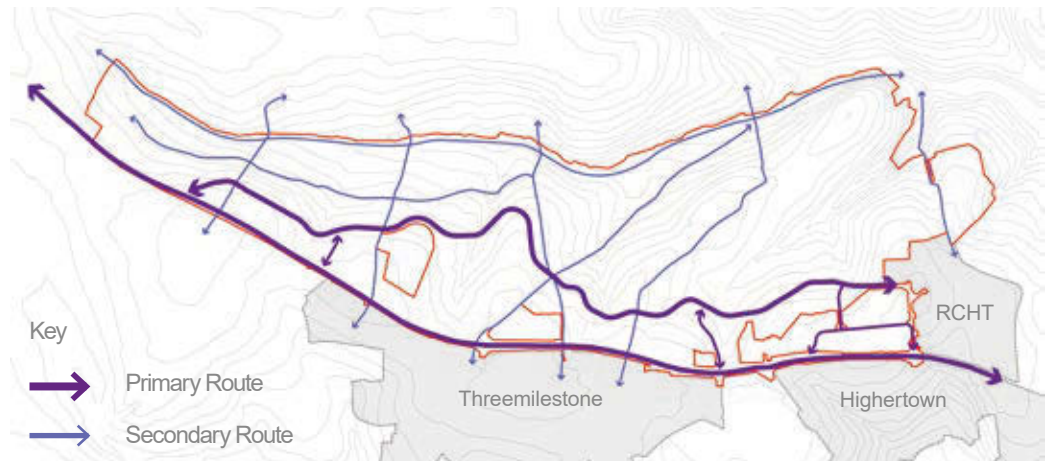
Field Pattern Retention

- Historic field pattern defines plot structure
- Hedges along existing boundaries



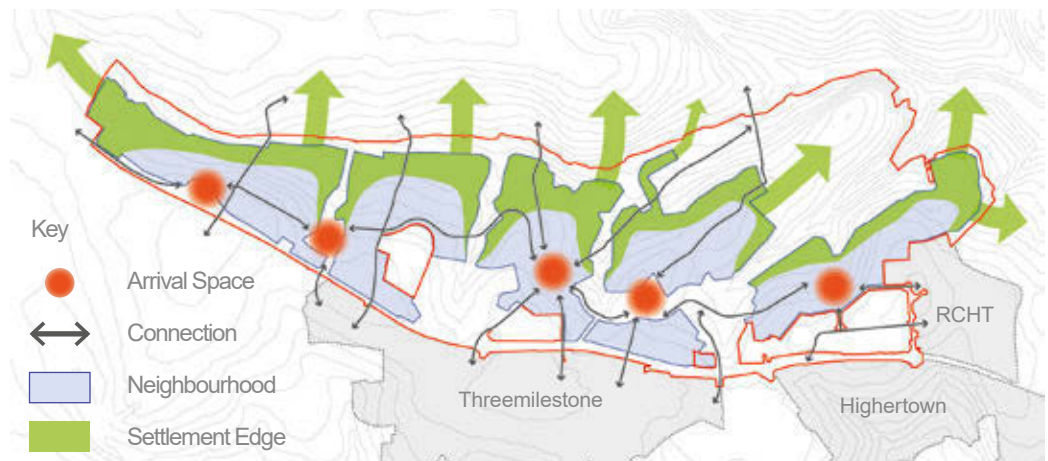
Integrated Connectivity

- New link Northern Access Road (NAR)
- NAR / A390 connections
- Retained quiet lanes
- Links to wider communities



Neighbourhoods

- Distinct settlements
- Connected by pedestrian and cycling routes
- Varying in character
- Connections to existing neighbourhoods
- Settlement edge transitions between landscape and development




























Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK

2.02 Urban Design Framework Plan - West

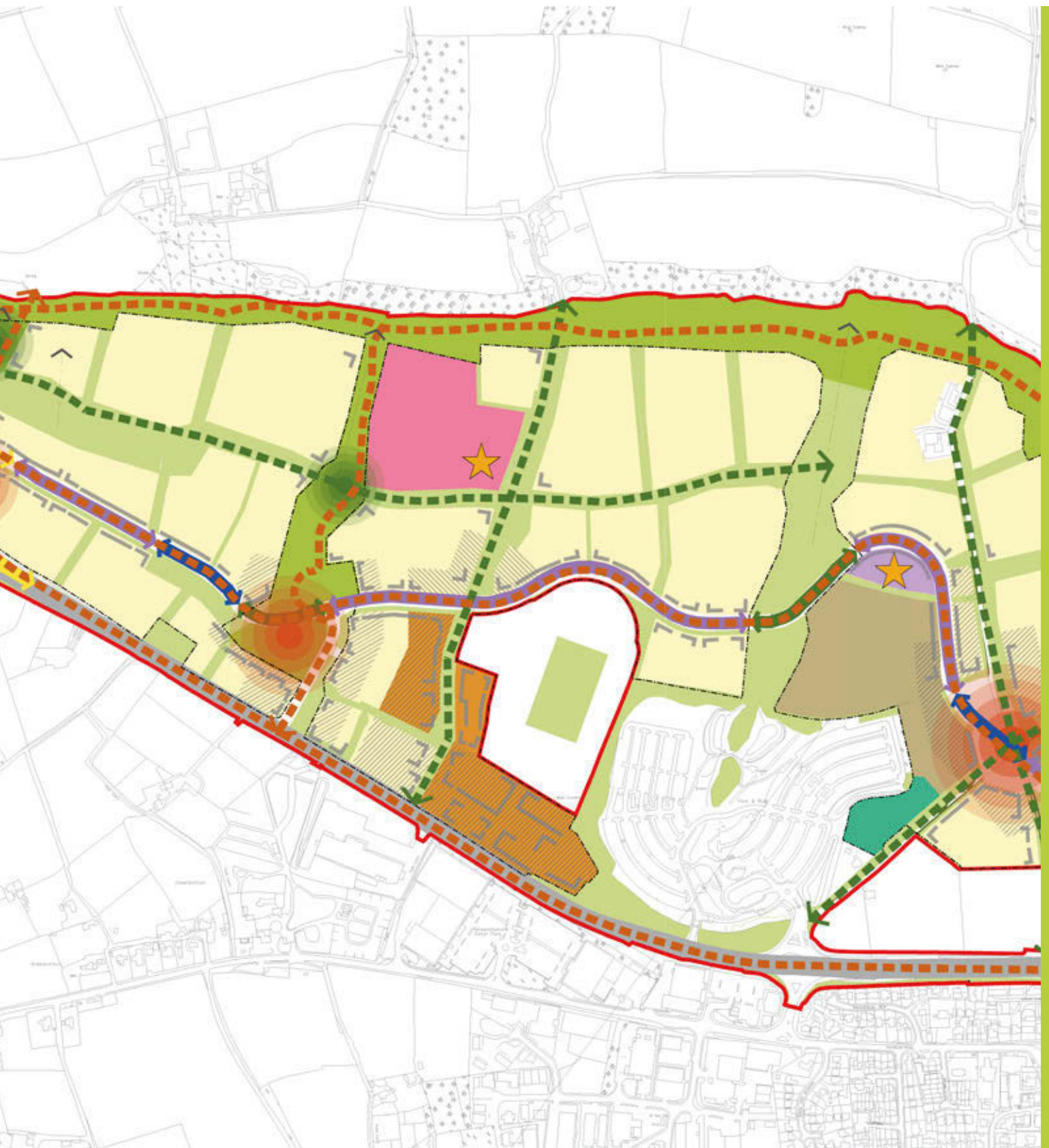
Key

-  Site Boundary
-  Green Infrastructure
-  Neighbourhood Boundary
-  A390 Corridor
-  NAR Character Type 1
-  NAR Character Type 2
-  NAR Character Type 3
-  NAR Character Type 4
-  Primary Non-Motorised User Path
-  Heritage Route
-  Landscape Landmark
-  Local Centre
-  Main POS Amenity
-  Public Open Space - POS
-  Park and Ride Extension
-  Energy Centre
-  Office / Commercial
-  Commercial / Leisure
-  School Site
-  Blue Light Services
-  Mixed Use
-  Landmark Building
-  Open View to Countryside
-  Development Frontage
-  Public Art



Langarth Garden Village

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Langarth Garden Village

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Urban Design Framework Plan - East

Key

-  Site Boundary
-  Green Infrastructure
-  Neighbourhood Boundary
-  A390 Corridor
-  NAR Character Type 1
-  NAR Character Type 2
-  NAR Character Type 3
-  NAR Character Type 4
-  Primary Non-Motorised User Path
-  Heritage Route
-  Landscape Landmark
-  Local Centre
-  Main POS Amenity
-  Public Open Space - POS
-  Park and Ride Extension
-  Energy Centre
-  Office / Commercial
-  Commercial / Leisure
-  School Site
-  Blue Light Services
-  Mixed Use
-  Landmark Building
-  Open View to Countryside
-  Development Frontage
-  Public Art



Langarth Garden Village

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GREEN INFRASTRUCTURE

2.03 Working with the Site

Creating a comprehensive network of Green Infrastructure (GI) will mean green space is easily accessible from any part of the Langarth Garden Village. The proposed GI network will also help sustain the character of the Kenwyn and Penventinnie valleys, while helping to integrate the Langarth Garden Village into the wider area and providing a high quality environment.

The network of GI is designed to support healthy living, providing opportunities for active travel, sport and recreation, well-being and community engagement. It accommodates habitats for wildlife and sustainable drainage, while trees and woodland support cleaner air and assist in carbon capture.

The network of GI helps define a series of legible and recognisable neighbourhoods, including more formal areas near to the A390 and sections of the Northern Access Road (NAR). The existing semi natural character is retained near to the River Kenwyn and Penventinnie watercourse, while the landscape setting to the Governors Round Scheduled Monument is enhanced.

The green corridors formed by the smaller tributary watercourses to the River Kenwyn are retained and a semi natural character is proposed. Other types of GI such as amenity green space, play, allotments and sports pitches are accommodated on more level ground in convenient and accessible locations.

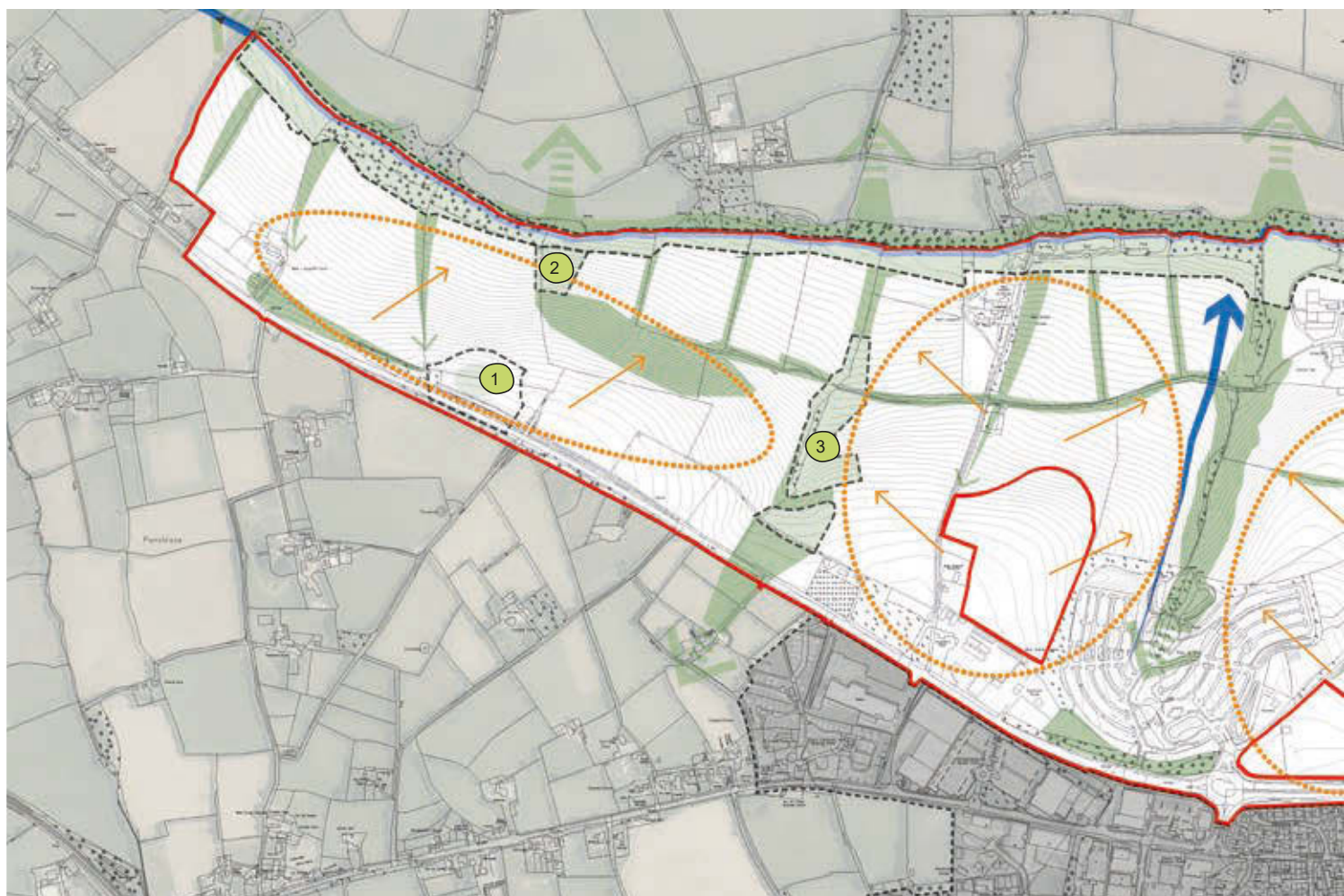
















Fig.6: Landscape Strategy Diagram

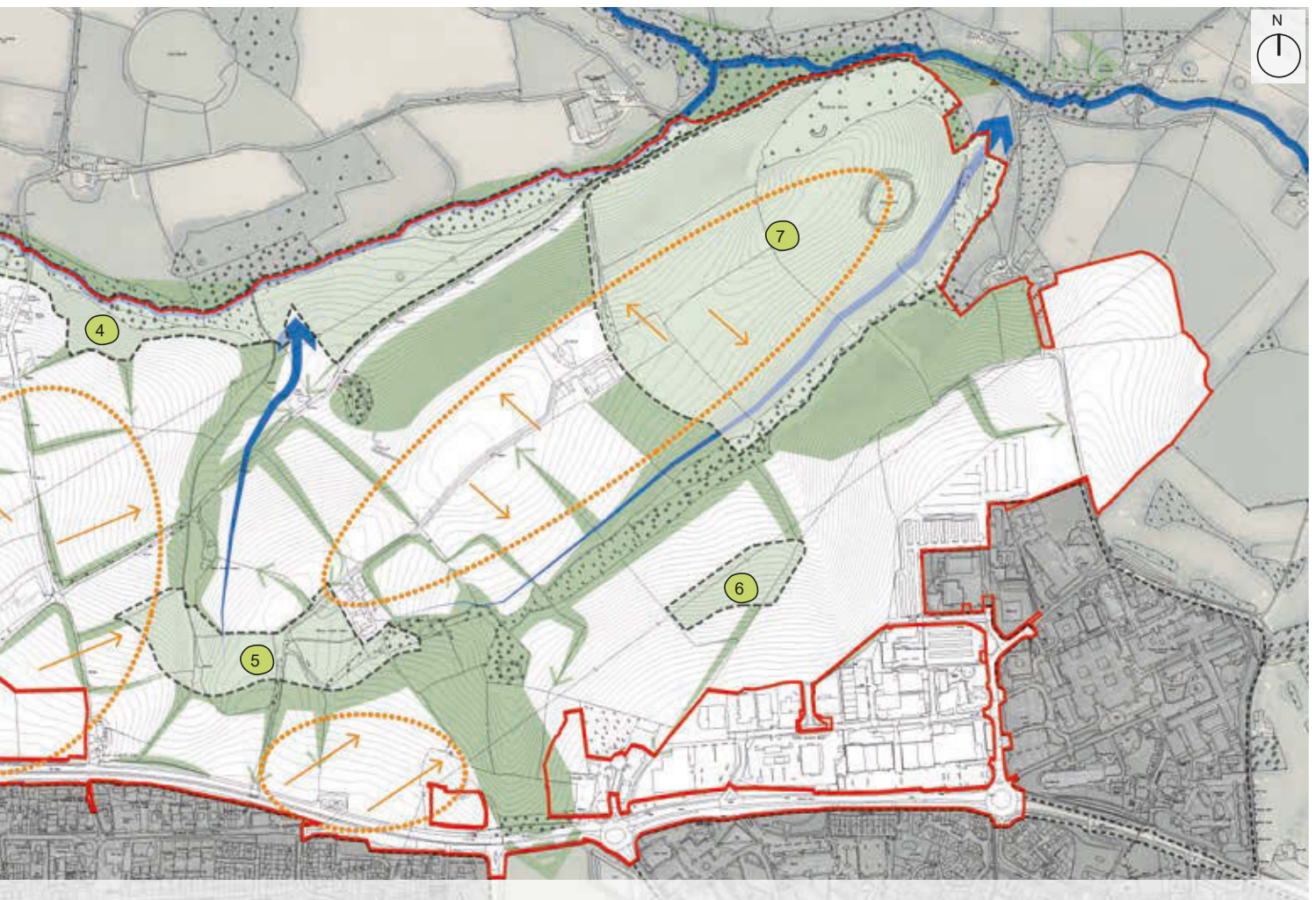
Langarth Garden Village

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The following pages outline key green infrastructure policies for the masterplan.

Key

- | | |
|--|---|
|  Site Boundary |  1 West Langarth Gateway |
|  Green Infrastructure |  2 Village Common |
|  Existing Development |  3 Langarth Park |
|  Watercourse |  4 Bosvisack Corridor |
|  Blue Infrastructure |  5 Willow Green Park |
|  Source Control Attenuation |  6 Penventinnie Park |
|  Surface Drainage |  7 Governs Farm SANGs |



Langarth Garden Village

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2.04 Govers Park - New Forest



Trees are the greatest land based contributor to climate change reduction and tree cover provides many other services including: shade and shelter; purification of air and water; production and maintenance of soil and enhancing biodiversity. Trees and woodlands also contribute to landscape character and beauty and increase people's sense of place and wellbeing.

The masterplan for Langarth Garden Village proposes an area for a New Forest, in line with The Forest of Cornwall Initiative, conceived by Cornwall Council, that aims to achieve an increase in the forested area of the County to 8000 ha or 2% of land coverage. In addition to that, the area adjacent to Govers Park forms Suitable Alternative Natural Green Space (SANGs) as part of the Landscape Open Space provision within the overall masterplan.

This is a response to Cornwall Councils Climate Emergency Declaration, which proposed A Forest for Cornwall consisting of an area of 32 square miles or two percent of Cornwall's land mass with trees and hedges to absorb carbon and increase public access to outdoor spaces.

Key

| | |
|------------------------------|-----------------------------------|
| Site Boundary | Quiet Lane |
| Developable Plots | Primary Non-Motorised User Path |
| Parks, Amenity & Civic Space | Secondary Non-Motorised User Path |
| Natural Space | Scheduled Monument |
| Govers Round (SANGs) | Landscape Arrival Space |
| Retained Woodland | Open View to Countryside |
| New Forest | Govers Farm SANGs |
| Retained Hedge | Watercourse |
| Hedge Enhancement | Swale |
| Children's Play Area | Infiltration Basin |
| Teenage Provision | Wetpond |

Govers Round
Scheduled Monument



Fig.7: Existing View Towards Govers Round Scheduled Monument

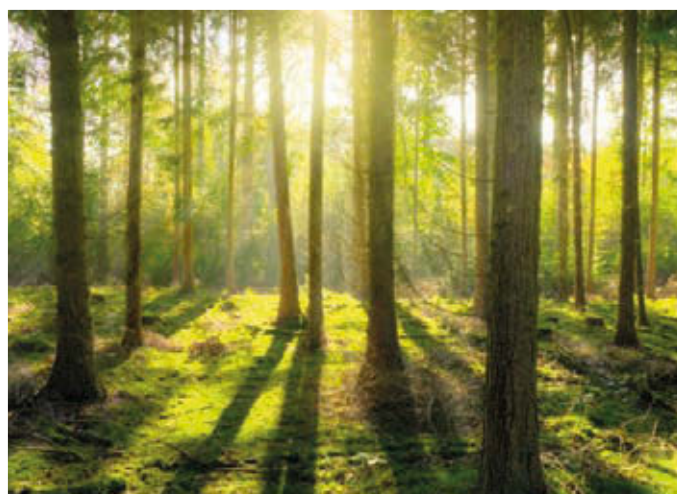


Fig.8: New Forest Precedent Image

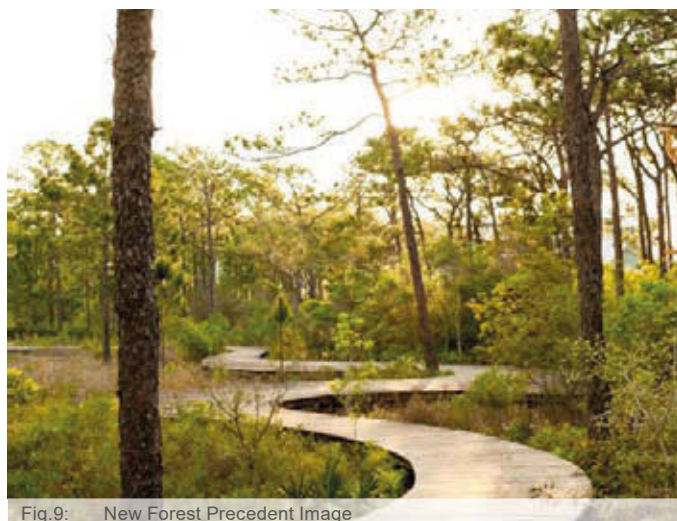


Fig.9: New Forest Precedent Image

Langarth Garden Village

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Fig.10: Governs Round Landscape Plan

Langarth Garden Village

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2.05 Bosvisack Corridor



Key

| | |
|----------------------|--|
| Site Boundary | Bosvisack Corridor Cycleway / Footpath |
| Developable Plot | Primary Non-Motorised User Path |
| Green Infrastructure | Secondary Non-Motorised User Path |
| Retained Woodland | Swale |
| New Forest | Infiltration Basin |
| Retained Hedge | Wetpond |
| Allotments | Watercourse |
| Children's Play Area | |

A major walking and cycling corridor is located within Bosvisack Corridor along the northern boundary of the site. The route provides an important wildlife corridor with various trees and hedge species inhabited by animals and insects. This must be protected.

The wooded area acts as a transition between the more natural area North of the site boundary and the development within the Site. The corridor utilises the existing woodland and vegetation to provide both a visual and audible buffer between the two areas.

A number of active spaces, wetponds and fishing-ponds are incorporated along the route, making it an attractive realm for both residents and visitors as well as further enhancing the area for the wildlife.

As a primary non-motorised user path (3m minimum width), the recreational route allows for segregated access along the length of the northern boundary of the site and the Langarth Stream.

Areas for play and exercise will also be accommodated through outdoor gyms, walking routes and children's play spaces.

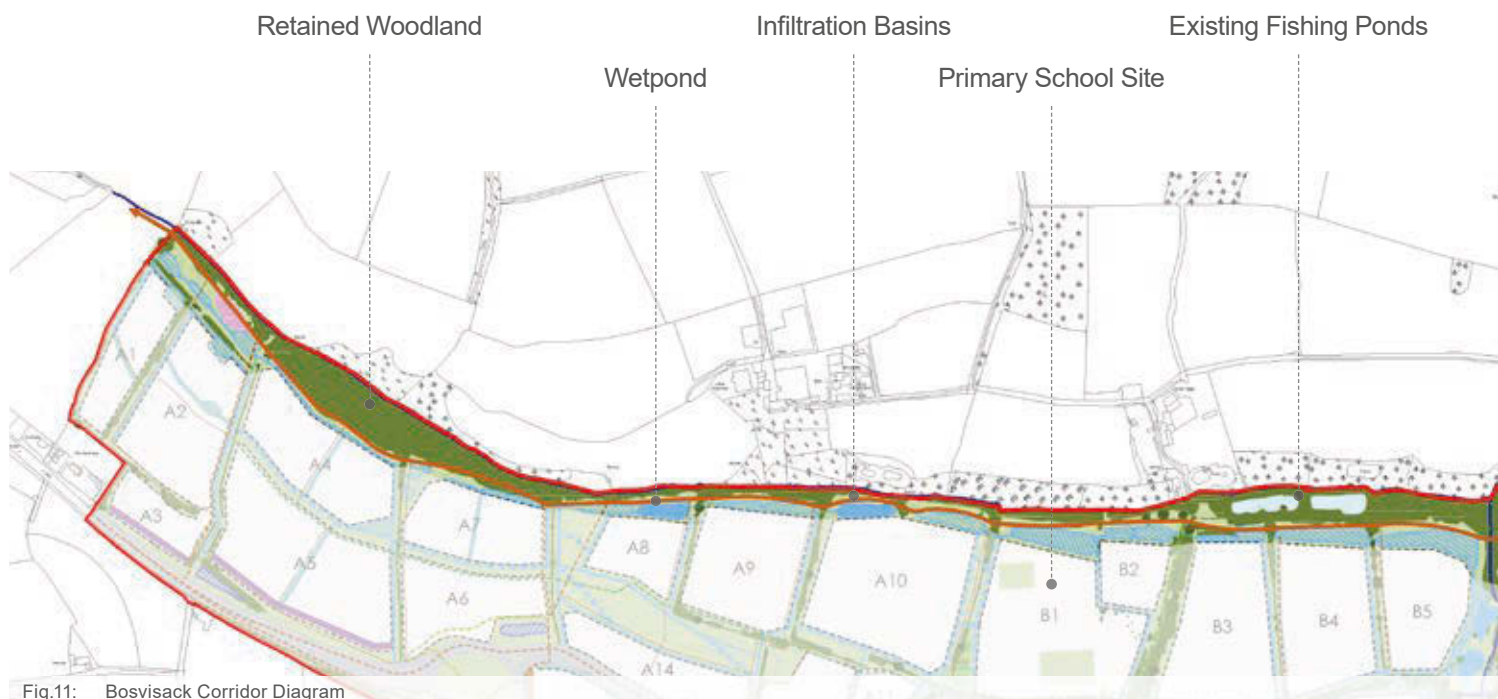


Fig.11: Bosvisack Corridor Diagram

Langarth Garden Village

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Fig.12: Existing Fishing Pond



Fig.14: Cycling Precedent Image



Fig.16: Community Farm Precedent Image



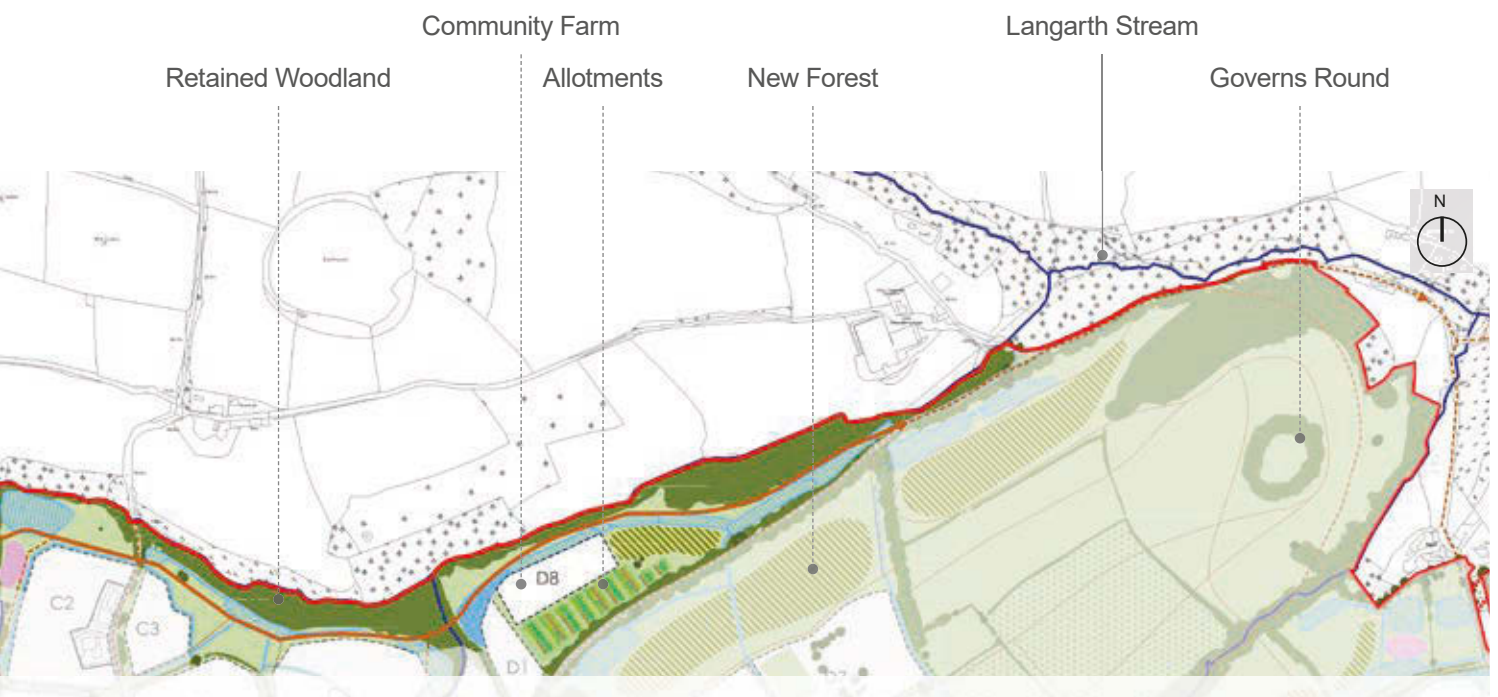
Fig.13: Existing Bosvisack Corridor



Fig.15: Learning with Nature Precedent Image



Fig.17: Outdoor Gym Precedent Image



Langarth Garden Village

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2.06 West Langarth Gateway



The West Langarth Gateway marks the western arrival into the Langarth Garden Village. It includes a planting concept that references the local character including Cornish hedges flanked by ornamental and native trees. The space also provides an appropriate setting for a piece of artwork and there is a pond with aquatic planting proposed. Avenue tree planting at the outer edge of the street strengthens the gateway proposals.

Beyond the gateway, travelling eastbound along the Northern Access Road, there are views across the wider Langarth Valley, with the wooded northern slopes particularly prominent. Travelling westbound, planting marks the edge of the garden village and the gateway into the site. Prominent landscape views are framed by vegetation and signal the progression from the wider countryside area to the west.

The gateway space is accessible for non-motorised users and the shared circulation routes enable connectivity between the A390 and the Northern Access Road.



Fig.18: West Langarth Gateway Precedent Image



Fig.19: West Langarth Gateway Precedent Image



Fig.20: West Langarth Gateway Precedent Image

Key

| | | | |
|--|---------------------------|--|---------------------------|
| | Retained Trees | | Ornamental Planting |
| | Retained Vegetation | | Rain Garden Planting |
| | Milestone (Relocated) | | Marginal Planting |
| | Developable Plot | | Bulb Planting |
| | Development Frontage | | Wet Grassland |
| | Reduced Frontage to NAR | | Species-rich Grassland |
| | Structure Planting | | Low Maintenance Grassland |
| | Tree Planting (NAR) | | Amenity Grassland |
| | Tree Planting (Developer) | | Waterbody |
| | Cornish Hedge | | Artwork Opportunity |

Langarth Garden Village

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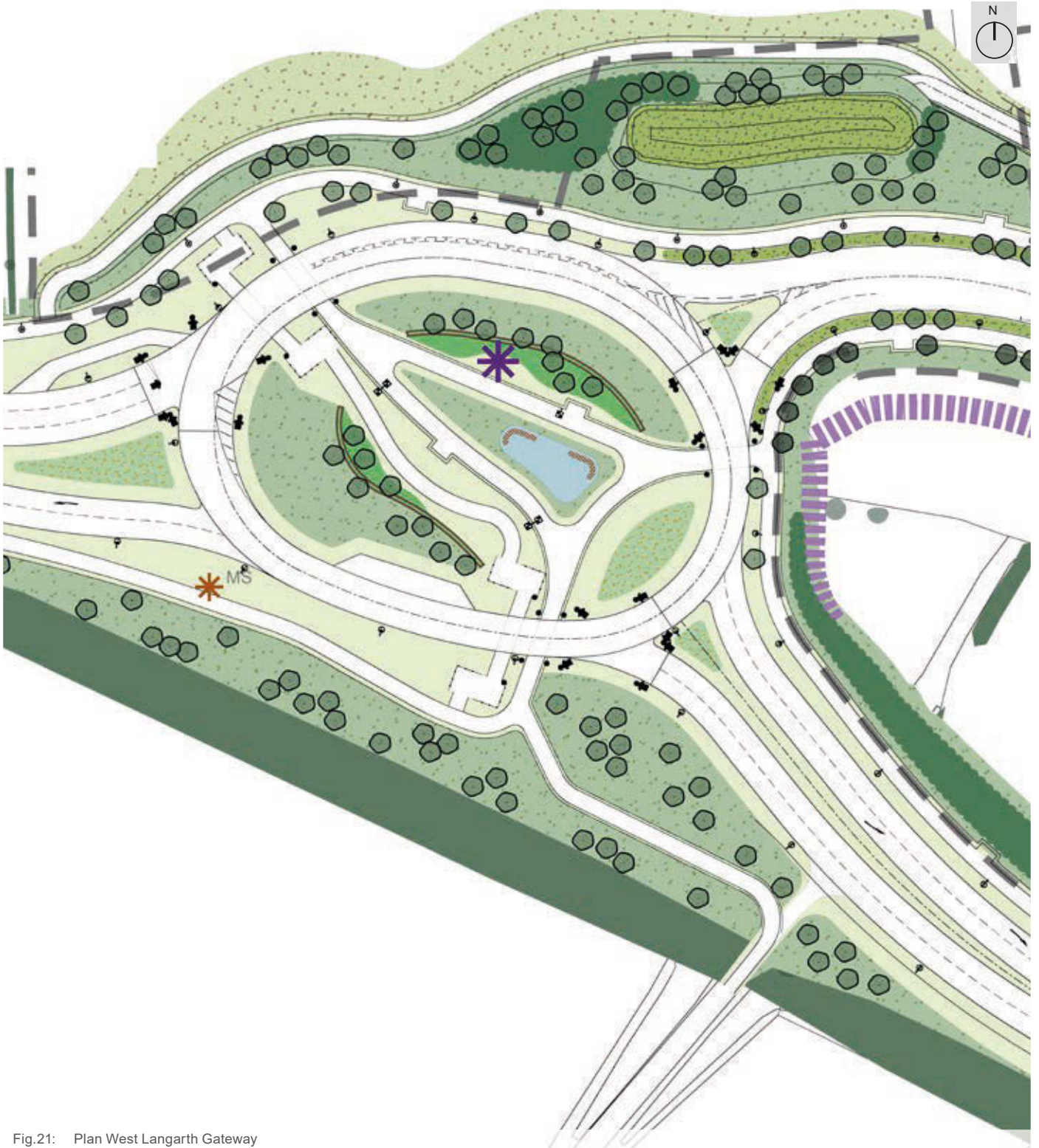


Fig.21: Plan West Langarth Gateway

Langarth Garden Village

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The following public spaces have been included in the Green Infrastructure section of this Design Code as they create key opportunities and amenities for green living.

Other public spaces and parks are described in the Community section.

2.07 Village Common



The Village Common is on the lower north facing slopes of the Langarth valley. It forms part of an extensive area of natural space linking the valley bottom with higher ground. The Village Common adapts to some of the steepest terrain in the Garden Village and provides a dynamic environment with sweeping views of the wider valley.

The plan opposite shows the arrangement of an area of natural space enabling pedestrian access across the relatively steep slope. The footpath is configured to follow a meandering route to reduce the gradient and provide an interesting sequence of views. A series of viewing points with seating capitalise on the distinctive views across the valley, with connections to the wider footpath network. Meadow grasslands contribute to the semi-natural character of the area along with some intermittent tree planting bringing definition to the space while enhancing biodiversity.

A network of swales provide sustainable drainage while also providing an interesting visual feature. Swales orientated perpendicular to the slope include regular check dams that slow the flow of any water and gather sediment. Occasional wet features, allowing for the collection of water, will be incorporated to the upper side of the check dam to bring visual interest and a habitat for wildlife. Wet features also occur at the intersection of perpendicular swales and swales orientated parallel to slopes.

- | | |
|--|-----------------------------------|
| ① Primary Cycleway / Footpath | ⑧ Secondary Street |
| ② Informal Mowed Footpath | ⑨ Residential Access |
| ③ Meadow Grassland | ⑩ Hedge |
| ④ Viewing Point / Quiet space | ⑪ Swale |
| ⑤ Natural Play Space | ⑫ Scattered Tree Planting |
| ⑥ Wetpond | ⑬ Outdoor Gym Indicative Location |
| ⑦ Non-motorised path to Bosvisack Corridor | ■ ■ Development Frontage |



Fig.22: Village Common Precedent Image



Fig.23: Village Common Precedent Image



Fig.24: Village Common Precedent Image

Langarth Garden Village

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Fig.25: Plan Village Common

Langarth Garden Village

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2.08 Langarth Park North



Langarth Park provides the gateway space to the West Langarth neighbourhood. With its prominent location, the park provides an open green area with walking routes, allotments and areas of retained woodland. There are two parts to the Park with an area to the south of the Northern Access Road and section to the north of the street.

The park extends northwards as a 'green finger' which retains existing woodland and hedges. A shared route for pedestrians and cyclists heads north through the park. For teenagers there is an off-street BMX pump track taking advantage of the sloping topography. A swale runs along the eastern and western edge, providing sustainable drainage and added visual interest. The existing wooded area to the western edge of the facility provides an established setting to the Park.

The route for non-motorised users progress northwards towards a neighbourhood equipped area of play facility (NEAP) that adapts to the topography and provides a more dynamic environment for children. North of the NEAP, there is an intersection of pedestrian and cycle routes, with footpaths providing access to the wider neighbouring developments. The intersection is located to enable distinctive views across the valley. North of the intersection there is an allotment site, with the arrangement of individual plots designed to contour with the slopes.

- | | |
|---|------------------------|
| ① Northern Access Road | ⑦ Off-Street BMX Track |
| ② NAR Infiltration Basin | ⑧ Green Lane |
| ③ Primary Non-motorised User Path | ⑨ Retained Woodland |
| ④ Secondary Street | ⑩ Residential Access |
| ⑤ Neighbourhood Equipped Play Area (NEAP) | ⑪ School Access |
| ⑥ Allotments | ⑫ Quiet Space |
| | ■ Development Frontage |



Fig.26: Langarth Park North Precedent Image



Fig.27: Langarth Park North Precedent Image



Fig.28: Langarth Park North Precedent Image

Langarth Garden Village

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Fig.29: Plan Langarth Park North

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2.09 Willow Green Park East



Willow Green Park is located to the eastern side of the development. The vast majority of the vegetation and hedges is to be retained within this area and utilised within the proposed park.

An informal sport and games pitch is to be provided, taking advantage of the wooded boundaries separating it from the NAR. A second smaller pitch could be provided in a smaller field to the north and overlooked by the proposed community centre.

A network of non-motorised user paths pass through the park allow access to areas for recreation and learning, with a strong connection to the adjacent community building.

Design of the public open space as to include distinctive zones. such as: quiet and contemplation, activity, play, social gatherings etc.



Fig.30: Natural equipped area of play



Fig.31: Willow Green Park East Precedent Image



Fig.32: Informal pitch

- | | |
|-------------------------------|-----------------------------------|
| ① Northern Access Road | ⑧ Retained Vegetation |
| ② NAR Crossing Point | ⑨ Residential Access |
| ③ Primary Cycleway / Footpath | ⑩ Cycleway / Footpath Connection |
| ④ Mini Soccer U7/U8 pitch | ⑪ Outdoor Gym Indicative Location |
| ⑤ Natural Play Space | ⑫ Quiet Space |
| ⑥ Wildflower Meadow | ■ ■ Development Frontage |
| ⑦ Scattered Tree Planting | |

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Fig.33: Plan Willow Green Park East

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2.10 Penventinnie Park



Penventinnie Park extends east from Willow Green Park forming an extended linear landscape with views north east across Penventinnie Valley and towards Govers Round. At its western end the park would transform a former field with established wooded boundaries into an area of park with an infiltration basin and a wetpond. Planting to the northern boundary will provide visual interest. Progressing eastwards the park adapts to the north facing slopes providing users with varied views to the north east.

The park is to be fronted by housing on its northern side, bringing an active edge and natural surveillance. Further to the east, the park would accommodate a destination play facility. This would be arranged into a series of smaller spaces in order to adapt to the north facing slope. At the eastern edge of the park there would be opportunity to accommodate an informal sport area and community event space. The former would require some land remodelling, while the slope to the south could provide some space for seating and spectating.

A network of non-motorised user paths would provide access across the park linking the neighbouring housing with Penventinnie Square. Appropriate tree and shrub planting would articulate a series of smaller spaces without obscuring views to the north east.

Design of the public open space as to include distinctive zones. such as: quiet and contemplation, activity, play, social gatherings etc.

- | | |
|-----------------------------------|-------------------------------|
| ① Northern Access Road | ⑦ Wildflower Meadow |
| ② NAR Infiltration Basin | ⑧ Scattered Tree Planting |
| ③ Park Entrance | ⑨ Informal Grass Sports Pitch |
| ④ Primary Non-Motorised User Path | ⑩ Secondary Street |
| ⑤ Amenity Grassland | ⑪ Residential Access |
| ⑥ Large Destination Play Area | ■ ■ Development Frontage |



Fig.35: Penventinnie Park Precedent Image



Fig.36: Penventinnie Park Precedent Image

Langarth Garden Village

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Fig.37: Plan Penventinnie Park

HERITAGE

2.11 Retaining Character

The patterns, character and distinctiveness of the Langarth landscape have been historically shaped by prehistoric, medieval and recent people. As well as archaeological sites, buildings, farms, field patterns and hedges, the disposition of Langarth's Green Infrastructure reflects the ways that topography and drainage were managed over the centuries. The masterplan and the Design Code retains historic fabric and reinforces historic character by reusing inherited patterns.

Green Infrastructure

The landscape strategy proposes interconnected natural and open spaces linked into the wider green infrastructure network. The strategy is to retain and integrate existing landscape features such as hedges, trees, woodland and copses wherever possible, as a framework for development.

The key habitats on the site are woodland, wet woodland, hedges and grassland (including marshy grassland). The site is particularly noted for the continuous wooded edges to the quiet lanes and farm access tracks.

Retained and proposed hedges and extensive woodland within the site boundary further aid in connecting wildlife across the development. In general the hedges of arable fields are currently trimmed, whereas those of pastoral fields and farm complexes tend to be overgrown with some trees.

Hedges along the network of country lanes and tracks tend to be overgrown with trees and vegetation, in places, creating a tunnel effect.



Fig.38: Marshy grassland at Langarth Valley Bottom

Topography

The masterplan works with the existing topography and contours to minimise unnecessary earthworking and engineering and to create developments with strong character. Most slopes on the site are greater than 10%, with much of the area facing north. These are challenges to development and especially difficult areas are to be retained as part of the green infrastructure network for the site. Thus helping to retain the prominence and character of the natural environment in the Langarth Valley.

All efforts must be made to utilise the undulating landscape of the site to create unique and interesting areas that reflect the character of Cornwall and its topography.

Landform contributes significantly to the division of the Langarth area into a number of clearly defined neighbourhood, each with its own aspect and qualities.



Fig.39: Topography Diagram



Fig.40: Existing Steep Sloped Grassland

Key Views

Where possible, to make the site memorable and distinctive, development must seek to retain key views or view corridors. The prominence of topography and vegetation in the Langarth valley means that there are many varied types of views. They tend to be directed towards the ancient woodland and farmland north of the valley and towards distinctive features to the east and west including the Govers Round Scheduled Monument. Mandatory views towards the Round from Penventinnie Lane and Govers Lane are to be retained.

Govers Round features elevated open views looking south-west toward the Penventinnie Valley and its wooded bottom. The employment land and Royal Cornwall Hospital at Treliske are visible on the skyline to the south. There is also inter-visibility on higher ground from the north-western edge of Govers Round toward Bosvisack Round, which is located 1km to the north-west, outside the site boundary.



Fig.42: View From North Towards Govers Round



Fig.43: View Towards Bosvisack Round

Field Pattern

The existing field patterns vary greatly. From sinuous enclosures that once contained narrow strips in medieval open fields around hamlets. To the intricate, regular patterns around miners' smallholdings and rectilinear patterns of 18th and 19th century enclosure of the once-extensive areas of round ground. Over the years some of the historic field patterns have been lost as hedges were removed following changes in ownership and farming practices. However, the field patterns and hedges still contribute greatly to the areas historic character.

The developable plots within the masterplan have been identified and designated using overarching landscape strategy and masterplan design principles. These aim to keep as much of the existing field patterns as possible by retaining hedges that have historical value and also contribute to a natural network of plots.



Fig.44: Historic Field Pattern Diagram



Fig.41: Fields divided by Cornish hedges with trees and other vegetation

Ground Conditions

There are a number of historic quarrying and mining features within the proposed development (such as the adjacent examples). Recommendations to better understand the levels of risk for development posed by recorded and hitherto unrecorded features, have been captured in a Mining Risk Assessment Report.

Further investigation will be required to progress with detailed design before submitting future Reserved Matters Applications.

Examples of the recommendations to be taken forward from the report are provided in the following table:



Fig.45: Mine shaft photograph



Fig.46: Backfilled quarry

| Risk Rating | Examples | Examples of Recommendations |
|-------------|--|--|
| Negligible | Historic backfilled quarry presented on site as a shallow depression outside the development boundary. | No further action required. |
| Acceptable | Anomaly identified on an historic aerial photograph. | Inspection of site by mining engineer follow topsoil strip at the time of construction. Remedial actions to be undertaken at the time of the earthworks contract. |
| Moderate | Recorded backfilled quarry. | Geotechnical ground Investigation to determine risk of settlement below proposed infrastructure and any potential contamination present. |
| High | Recorded mine shaft evidenced by waste mounds and ground depressions on site. | Drilling Investigation to determine shaft location and presence of associated lode structures that may impact the development. Fencing, signage and/or remediation (e.g. capping) where required (depending on findings of investigation). |



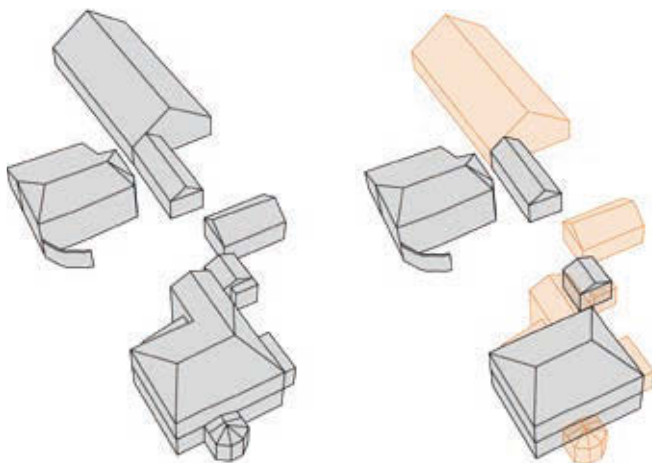
Existing Buildings

Buildings and structures are scattered across the site including dwellings, agricultural buildings, warehouses supporting industrial estate use, and food retail buildings. There are also gateposts, culverts, bridges and stiles, all adding local character. The site contains some early archaeological remains, most notably Govers Round, but others that are now mainly below ground.

Scattered farmsteads and hamlets generally have buildings of local stone and granite, often whitewashed and with slate roofs. Recent farm buildings and covered yards are larger and more prominent, and tend to be on the more marginal, recently enclosed lands. These tend to be constructed using modern materials and standardised non-vernacular styles.

Developers must retain existing buildings and structures of interest and value where possible. Proposed development must respect neighbouring properties and complement their Cornish character, allowing for appropriate off-sets and landscape buffers. Additions to buildings should be designed so that it is easy to understand the history of the existing building.

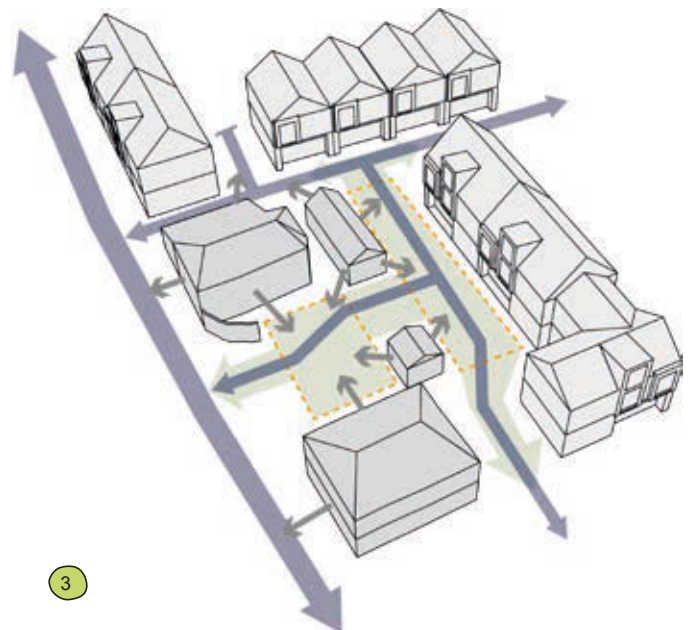
- It is a high priority to retain buildings at Langarth as they are part of the history of the site;
- Kept buildings should be occupied to ensure maintenance and avoid derelict structures;
- To assess the quality of the buildings, surveys must be undertaken to consider the quality of the structures and to understand what elements of the building could be retained;
- Integrate existing buildings with new development. Achievable through appropriate public space and landscape design;
- Consider opportunities for these buildings to be become landmarks;
- Re-purpose the building when possible, through renovation and extension (Subject to structural assessment);
- Additions to buildings should reflect modern design, construction and materials, so it is easy to understand the history of the building; and
- Materiality must transition gradually, not abruptly, between existing buildings and new development.



1

2

Fig.47: Retaining High Quality Buildings



3

Fig.48: Retained Buildings Address Public Space

Langarth Garden Village

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Fig.49: Existing Farmstead on Site



Fig.50: Painted Masonry Dwelling Existing on Site



Fig.51: Boundary Treatment Existing on Site

Materiality

Areas of character in central and western Cornwall, including Truro, have been studied to understand the scale, materiality and inter-relationships of existing local buildings. They are constructed and finished using a range of typically local materials. These have been analysed in order to influence the material palette for the Langarth Garden Village. (Materials are discussed as part of each individual neighbourhood within Part C - Character.)

Each material exists in multiple instances in the surrounding area. By being either distinctive to this area or, if a modern material, already present, their use in the Langarth Garden Village will help to create a sympathetic architecture that reflects the existing local character.

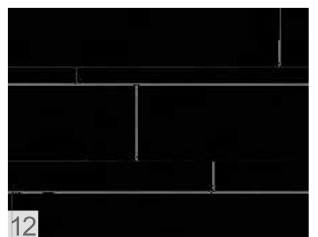
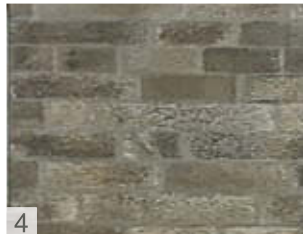
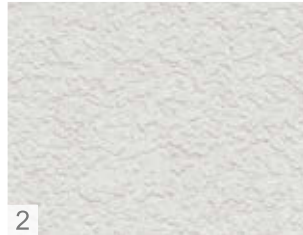
The specific use of each material has been suggested opposite to reflect the manner in which they have been employed in the local area.

It is important to understand vernacular materiality to explore innovative uses and interpretations with modern materials that reflect the 21st century range of materials. Therefore it is encouraged the use of modern materials in contrast with some more traditional ones..

Local Materials

Walls

1. Local stone
2. Rendered masonry
3. Slate cladding
4. Cut granite
5. Painted masonry
6. Cut stone wall
7. Green stained timber cladding
8. Cut stone rainscreen
9. Local stone
10. Irregular local stone
11. Timber cladding
(Horizontal or vertical)
12. Metal rainscreen cladding



Boundary Treatment

13. Traditional Cornish hedge to field boundary
14. Traditional Cornish hedge
15. Low stone wall with planting



Roofs

16. Natural slate
17. Standing seam metal cladding
18. Green roof / Sedum



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Names

Given the importance of the Cornish language for Cornish identity and for reinforcing sense of distinctiveness, all Cornish names should be retained and reused as appropriate in new namings:

- Draw on the expertise and guidance of the Place Name and Signage Panel (part of Akademi Kernewek) as necessary; and
- But do not employ the names Pennkoos and Halgarros (see fuller report).

Develop new Cornish namings to extend and celebrate our language and reinforce Cornish distinctiveness. Employ Cornish in new namings for features that are also new, such as a stadium (for which Sticklers, from nearby Sticklers Corner, probably derived from a term used in Cornish wrestling, may be a word to consider); and

Also make careful use of some English names in new namings, especially when the English forms are historically meaningful in that language, e.g., the three post-medieval settlements Willow Green, Maiden Green and Venton Green.

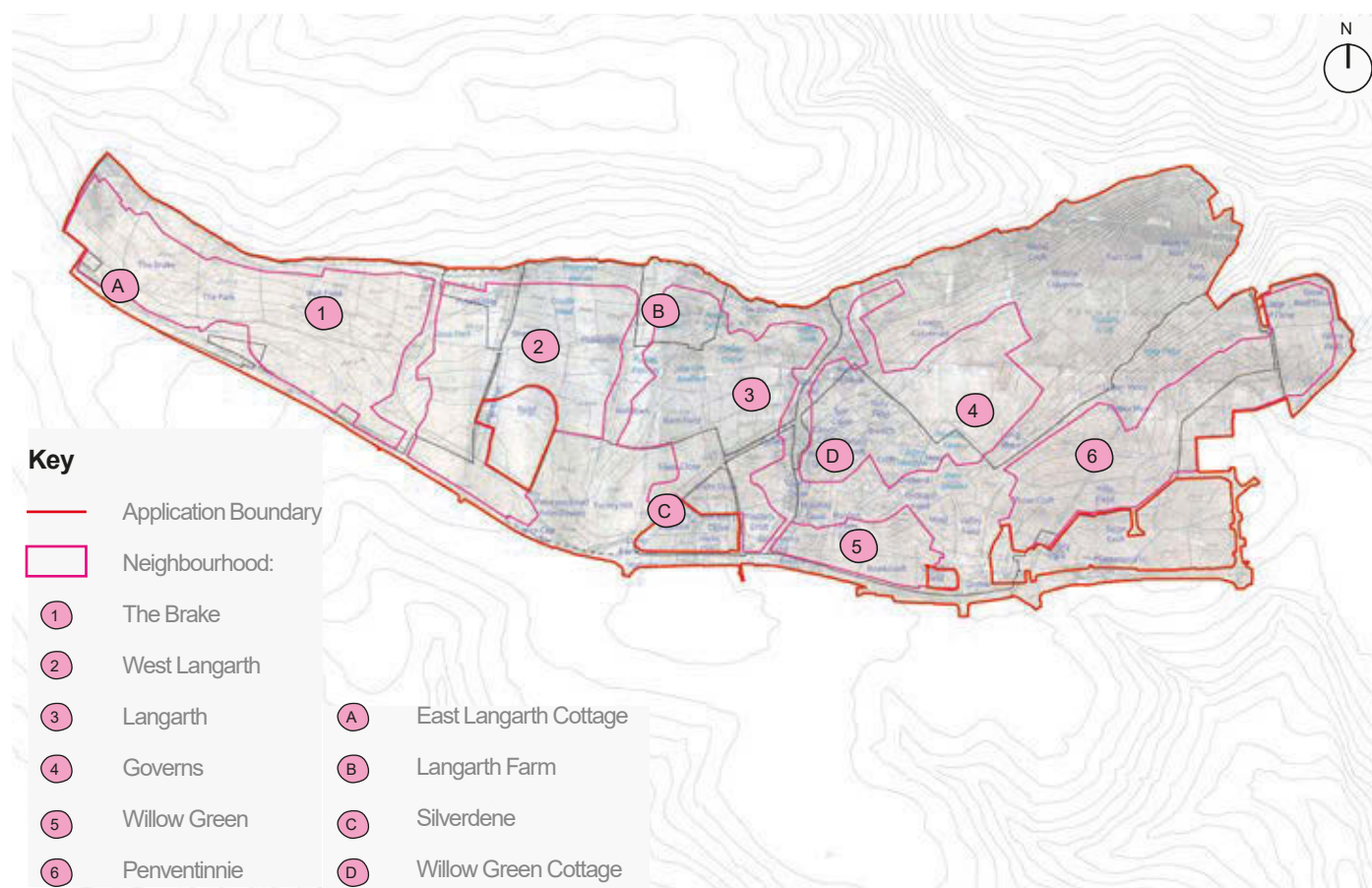


Fig.52: Neighbourhood Area naming overlaid on Historic Field Names plan

Routeways

The highways between coasts and towns, by-ways between villages, lanes to farms, tracks to fields and the footpaths once used by miners have long been a primary means of creating the experience that people have enjoyed of the Langarth landscape. The shapes of the land, the tree cover and more open places, the buildings, and long views, are mainly seen when moving along roads in vehicles or along the tracks and paths, on foot, bicycle, and horseback along them. These views have been appreciated for a long time: the ridgeway highway appears to have prehistoric origins; the byways are largely medieval and the tracks between smallholdings are largely post-medieval.

If we wish for continuity of some of the experience, and much of the affection for and valuing of Langarth the place as it develops, we should attempt to retain as much as possible of the existing routeway pattern. This would also contribute to retaining Local Distinctiveness.

In terms of creating new routeways, these may draw from the character of the existing ones and again contribute to the creation of locally distinctive places. Hedged, gently sinuous ones on the lower slopes, with many trees on the built Cornish hedges. Straighter on the higher slopes, with more sporadic trees on the built Cornish hedges.

There are few templates in the existing rural landscape to guide the forms of urban streets, but these may be determined by an approach to building with the local topography that would have terraces running along contours and stepping of structures climbing across them (see above); the result would tend towards straight-ish cross contour streets and curving contour-following ones. Doing this would again contribute to creating a locally distinctive place.



Fig.54: Retained Quiet Lanes Diagram





Fig.55: Existing and Proposed Green Lanes Diagram



Fig.53: Vehicular Network Diagram

Key

-  Primary Route
-  Secondary Route

2.12 Cornish Hedges

Cornish hedges have defined the Cornish landscape for centuries, contributing greatly to a distinct local identity. They bound all existing fields across the site, creating well-defined field patterns and supporting many differing habitats and micro habitats, creating a network of linked refuges for biodiversity.

The masterplan retains hedges where feasible, with 82% of existing hedges retained. Hedges must be assessed as both a historic landscape and biodiversity feature as part of any development proposal. Proposed access points between existing Cornish hedges are to be sited at a hedge's point of least value and utilising existing gaps where possible, preferably retaining any original gate posts.

In addition to the existing hedges, Langarth proposes new hedges along the green lanes (see below Section 2.14) in order to provide more habitats for local flora and fauna to flourish and increase wildlife connections across the existing network of biodiversity. This also aids in providing security, structure and enclosure along the route through traditional local methods and styles of construction that incorporate local stone and support vegetation and nature.

Hedge Enhancement

The protection and management of such interesting local features is key in delivering the vision for Langarth. The masterplan seeks to achieve 20% Biodiversity Net Gain across the site. It is therefore proposed that hedges are enhanced in order to create wider corridors of biodiversity throughout the site.

Maintenance strips 3.0m wide either side of hedges allow for these landscape features to be easily maintained whilst also giving opportunities for the vegetation to spread and inhabit additional space over time. Until mechanised farming, most Cornish hedges had such strips that included shallow ditches, from which earth was 'cast up' onto the hedge's top as part of routine maintenance. So these strips will contribute to regaining historic character as well as supporting nature.



Fig.56: Traditional Cornish Hedges

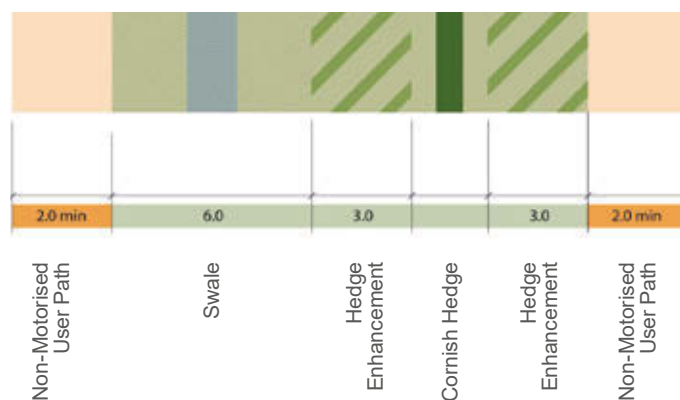
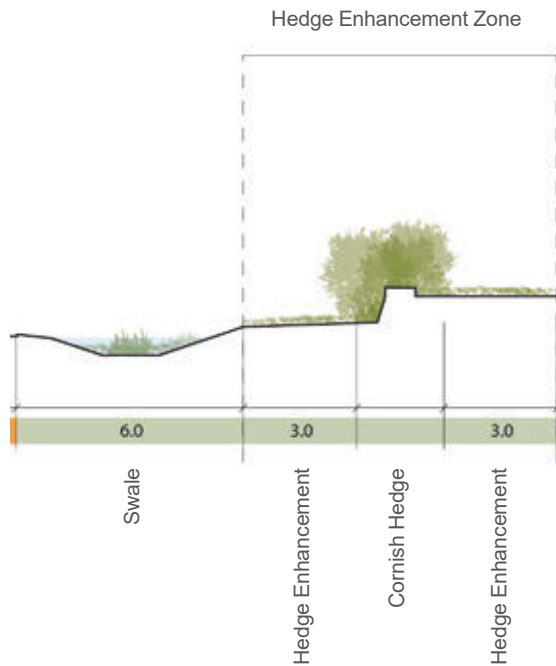


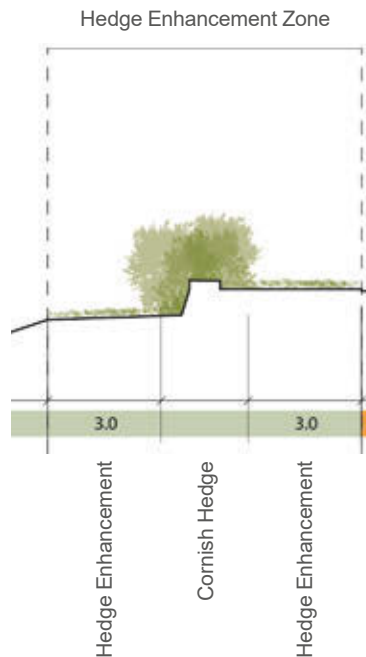
Fig.57: Cornish Hedge Enhancement



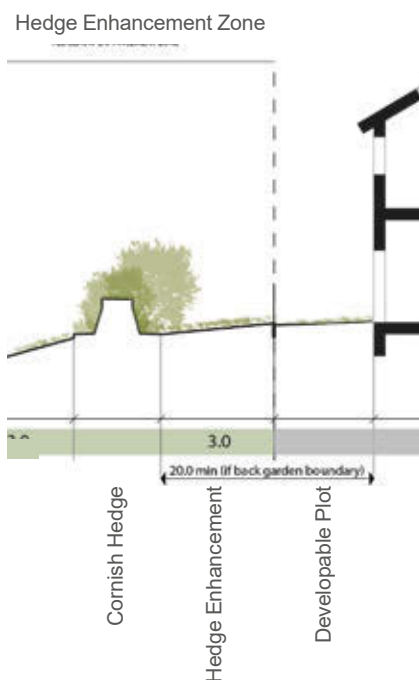
E2.1 Cornish Hedge by Swale



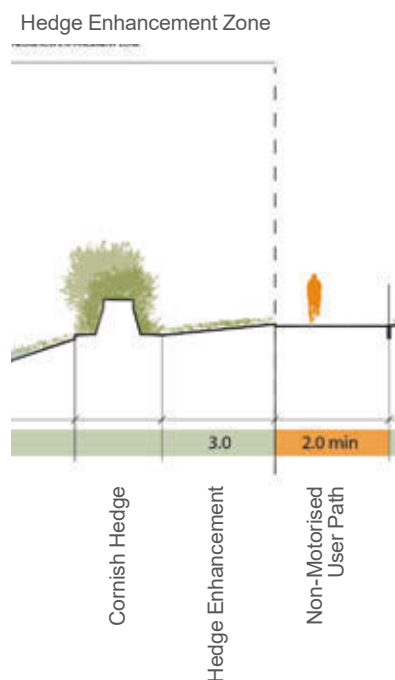
E2.2 Cornish Hedge as Retaining Structure



E2.3 Cornish Hedge by Developable Plot Boundary



E2.4 Cornish Hedge by Street / Cycleway / Footway



- A maintenance path must be provided to ensure swale maintenance and good visibility for hedge corridor;
- On the opposite side a biodiversity enhancement strip (BES) of 2.0m minimum and a maintenance path with 3.0m width must be provided;
- Swales must be integrated with existing green corridors and Cornish Hedges, where possible to maximise opportunities for biodiversity enhancement;
- In a private-to-public situation when facing a street a wider BES must be provided with 3.0m allowing for biodiversity and hedge maintenance;
- Existing Cornish Hedges should not be used as a boundary to private gardens;
- A distance of at least 20m need to be established between Cornish Hedge a back of the building, when used as a private boundary;
- BES should be planted with native species which contribute significantly to the local biodiversity;
- Reference should be made to the 'Biodiversity: Supplementary Planning Document' and 'Cornwall Planning for Biodiversity Guide' from Cornwall Council; and
- Assessment of boundaries is required prior to development taking place.

2.13 Quiet Lanes



Quiet lanes are minor rural streets which have been designated by local highway authorities to pay special attention to the needs of pedestrians, cyclists, horse riders and other vulnerable street users. Langarth's existing quiet lanes are to be utilised to provide a network of safe, segregated travel for non-motorised users.

These quiet lanes have been designed to allow users to appreciate the beauty and tranquillity of the country lanes at slow speeds. Protect the character and tranquillity of the countryside from traffic will help build community links and encouraging healthy, recreational activities. Quiet lanes play a valuable role in improving people's quality of life.

Penventinnie Lane is an existing quiet lane close to the Royal Cornwall Hospital. This street section is to be enhanced as shared cycling and walking provision along the existing carriageway with ample space given for vegetation and hedge enhancement. The route is to be enclosed between hedges in order to provide separation between the pedestrian route and proposed one-way lane.

Vehicular access must be limited to maximise the character of these rural and historic routes.



Fig.58: Quiet Lane Sign

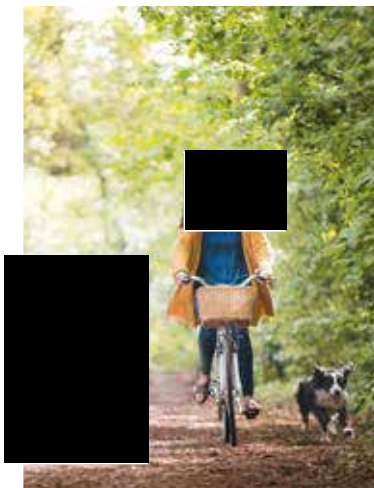


Fig.59: Quiet Lane Precedent Image



Fig.60: Quiet Lane Precedent Image



Fig.61: Existing Quiet Lane on Site



Fig.62: Existing Swale on Quiet Lane



Fig.63: Existing Penventinnie Lane

S5.1 Quiet Lane

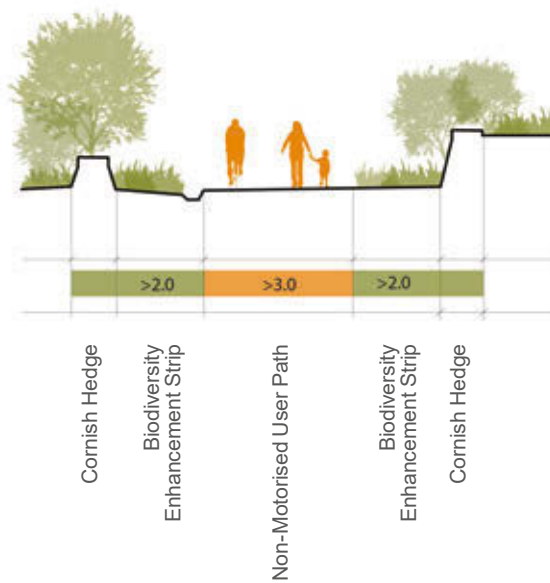


Fig.65: Quiet Lane Section

S2.6 Penventinnie Lane

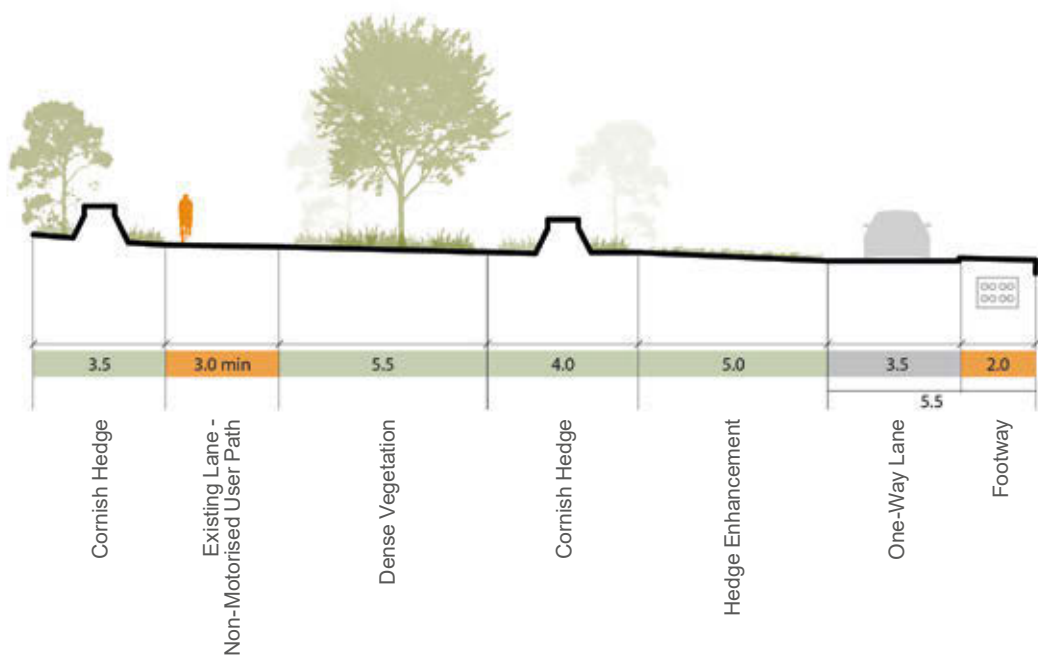


Fig.64: Penventinnie Lane Section

Langarth Garden Village

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2.14 Green Lanes



Green lanes are existing tracks cut across the meadowy landscape of the site. Lined by planting and vegetation, these routes provide opportunities for biodiversity enhancement and sustainable transport links for pedestrians, cyclists and equestrians.

The green lanes are to be extended to connect areas of public open space and amenity within the landscape. New hedges are proposed along the length of the routes in order to increase biodiversity and connect the existing green infrastructure network.

In the west of the site, green lanes extend from the A390 to the Bosvisack Corridor and from The Brake to West Langarth. These routes connect the proposed neighbourhoods and existing communities, such as Threemilestone, to areas of landscape and natural open space and allow for pedestrian and cyclist movement within the landscape, away from traffic.

The proposed green lane in the Govers area will connect Willow Green Park in the centre of the site, to the areas of natural open space associated with the Govers Farm SANGs and scheduled monument.

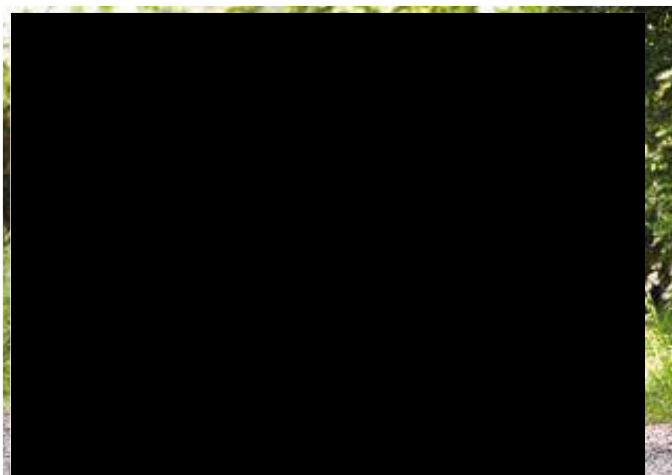


Fig.66: Green Lane Cycling Precedent Image



Fig.67: Green Lane Walking Precedent Image



Fig.69: Existing Green Lane on Site



Fig.68: Proposed Green Lane Movement

Non-Motorised User Path

S5.6 Green Lane

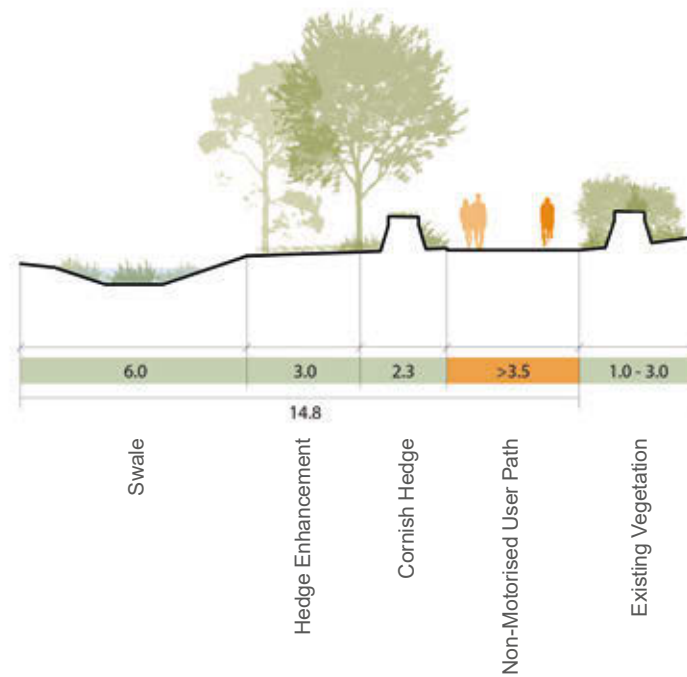


Fig.70: Green Lane Section

S2.5 Governs Lane

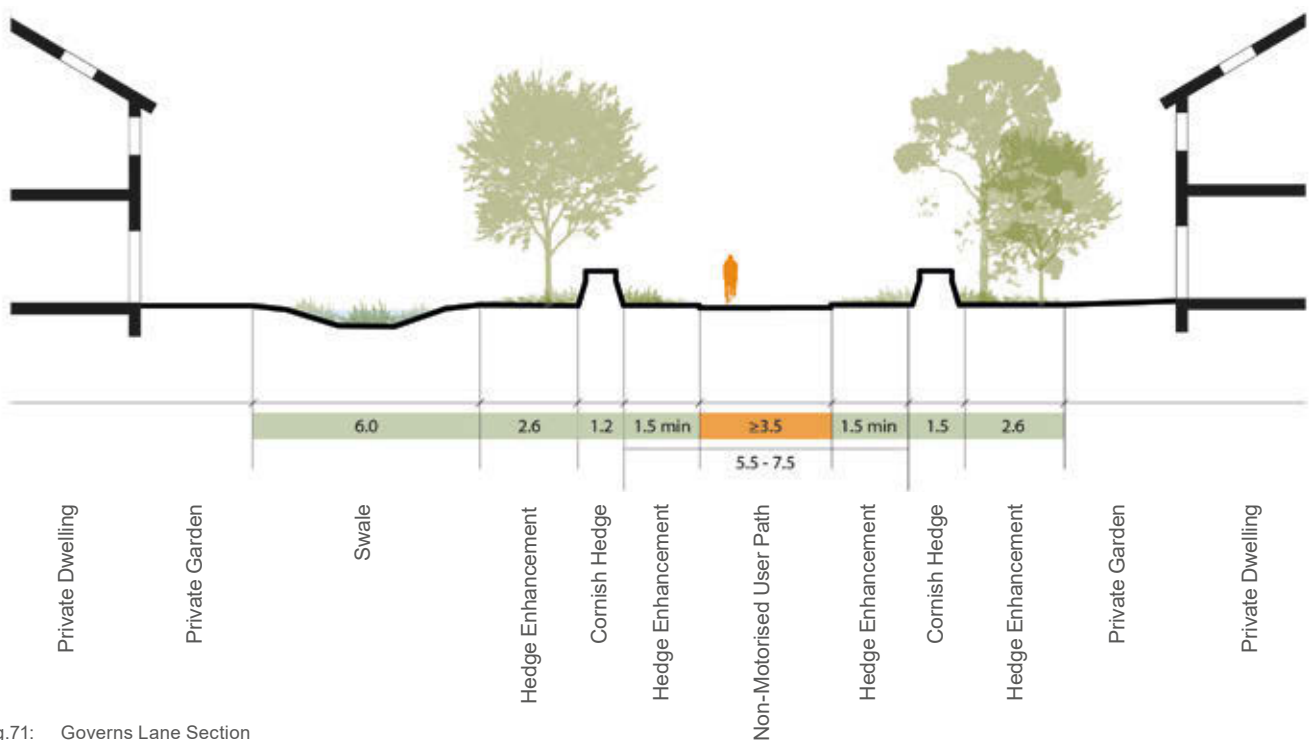


Fig.71: Governs Lane Section

MOVEMENT STRATEGY

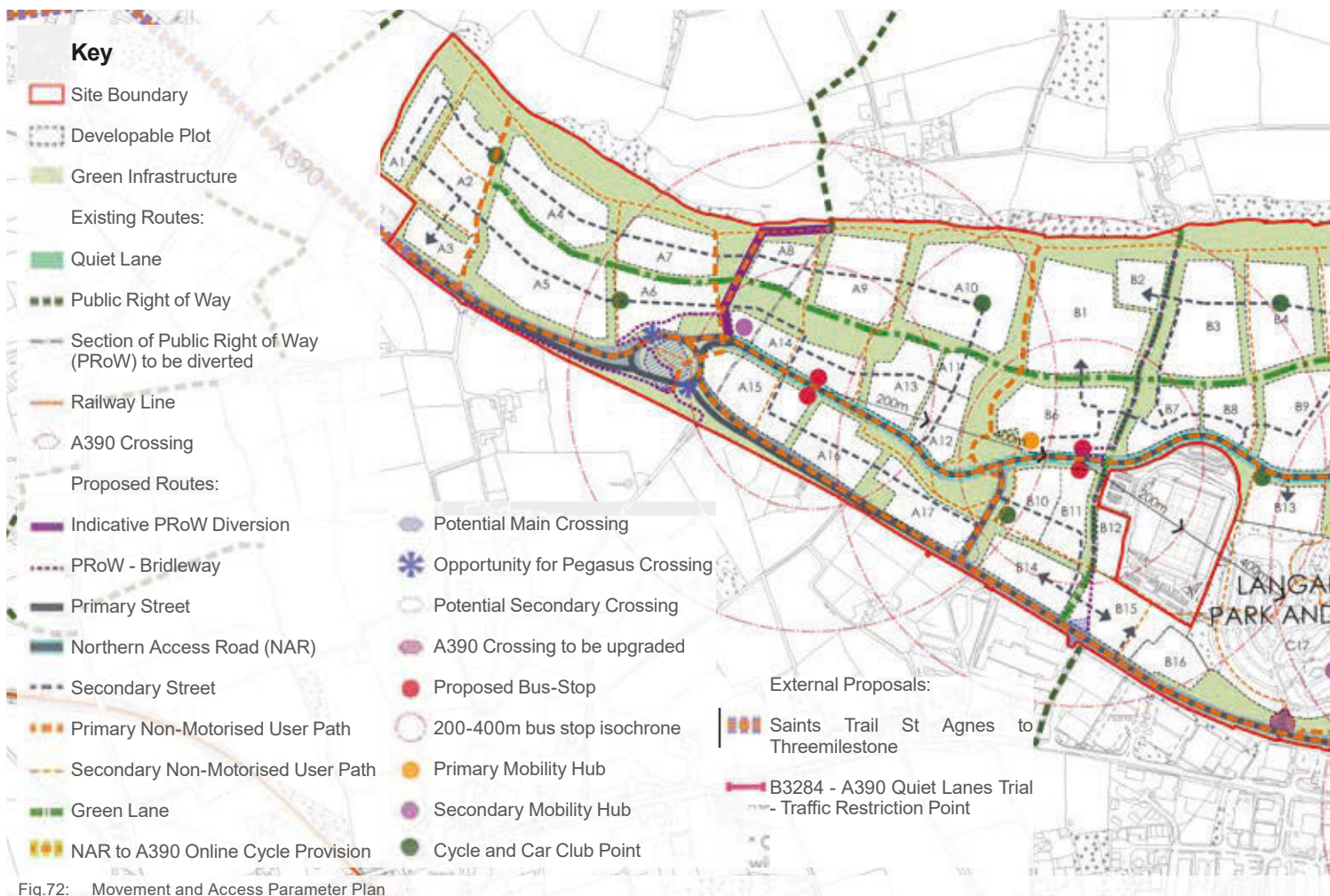
2.15 Promoting Sustainable Movement

To minimise transport impact the first approach that can be taken is to reduce the need to travel at all. Where the travel is necessary, use of public transport is recommended and the masterplan therefore accommodates the necessary links with existing infrastructure. A new bus route is proposed along the Northern Access Road (NAR), with bus stops located on either side for inbound and outbound journeys.

A landscape led development intends to encourage walking and cycling as primary modes of transport. This will promote healthy lifestyles and overall resident satisfaction. An increased number of routes leads to improved permeability when accessing the development and increased ease of movement across the site.

2.16 Strategic Movement

- E-Car and E-Bike Share Hubs implementation;
- Connections to existing A390;
- Park and Ride extension of 600 parking spaces;
- Reduction of parking provision;
- On street parking to provide visitor and shared parking;
- 20mph speed limit within the development;
- Utilise existing street network for walking, cycling routes and bridleways; and
- Improved bus service.



Public Transport

A new bus route is proposed along the Northern Access Road, with bus stops located on either side for inbound and outbound journeys. The bus provides an all weather alternative to the private vehicle and it is the intention to provide the highest frequency service possible so all users will experience as close to a 'turn up and go' service as possible. The proposed bus route passes the location of the proposed Park & Ride Extension facility in order to decrease car use as the main means of transport.

Walking / Cycling

The implementation of a wide network of non-motorised user paths within the development is a design response to facilitate users to move freely and easily cross the site. The masterplan utilises existing quiet lanes where possible to minimise development and disruption to the local ecology and environment. All new cycle provision, must now adhere to the latest 'Cycle Infrastructure Design - Local Transport Note 1/20'.

Park & Ride Extension

Located centrally within the masterplan, a 600 space Park and Ride extension of the already successful facility will help meet demand from city centre shoppers and commuters. It will offer additional off-street parking for residents outside normal operating hours and provide convenient parking and charging points for e-bikes, e-cars and community car schemes. The site area could also offer the option for generating sustainable energy via photovoltaic panels over parking bays.

Mobility Hubs / E-Car and E-Bike Hubs

Promotion of car sharing and use of cycling over single person vehicular use is ensured by provision of E-Car and E-Bike Share Hubs located within key arrival spaces of the development. Provision of electric cars and vans will allow access for people who may occasionally need to use a private vehicle where other modes are not appropriate.



2.17 Northern Access Road

The key new infrastructure enabling the development of the area comprises of the Northern Access Road (NAR). This new road will provide a route through the site connecting the A390 to the west, the Park & Ride and Trelliske Hospital to the east. The new boulevard's primary task is to connect and provide access to each one of the masterplan areas. The new corridor will also take a portion of the traffic from the A390, particularly vehicles accessing the Park and Ride and Trelliske Hospital.

The new NAR will encourage sustainable transport links to local jobs, education and services. This is achieved through developing a sense of space with high quality design including footways, cycle ways, bus provision and access to Langarth Park & Ride.

The primary NAR design principles are:

- Segregation of footways and cycleways from the main traffic lanes with landscaping;
- Favouring people and providing the appropriate transport capacity, through flexible and characterful design;
- Route that is easy to understand and navigate;
- Provision of route which is usable by all; and
- Sustainable Drainage System (SuDS) separate from the masterplan's drainage strategy.

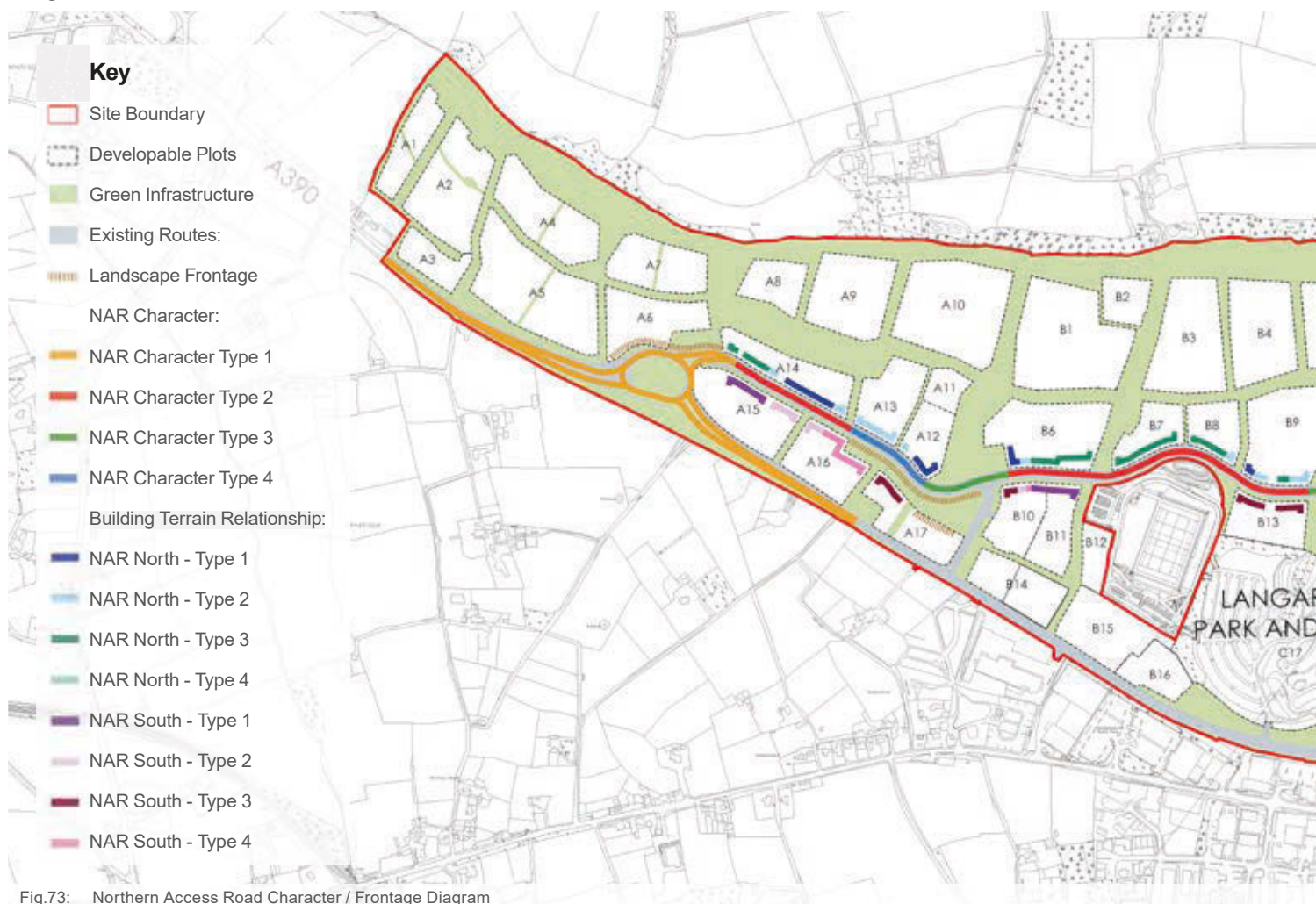
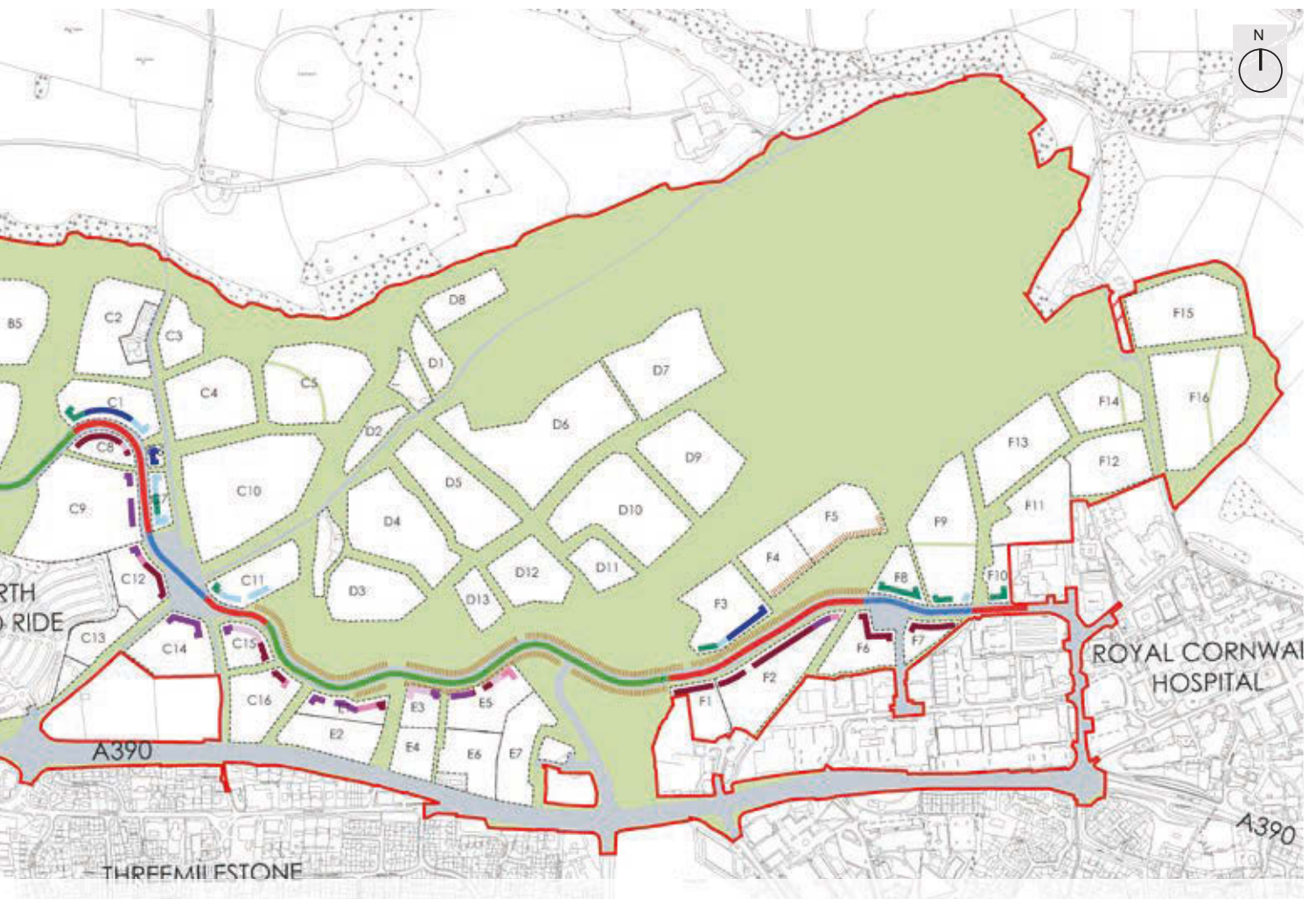


Fig.73: Northern Access Road Character / Frontage Diagram

Langarth Garden Village

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NAR Character

S4.1 NAR Character Tvpe 1

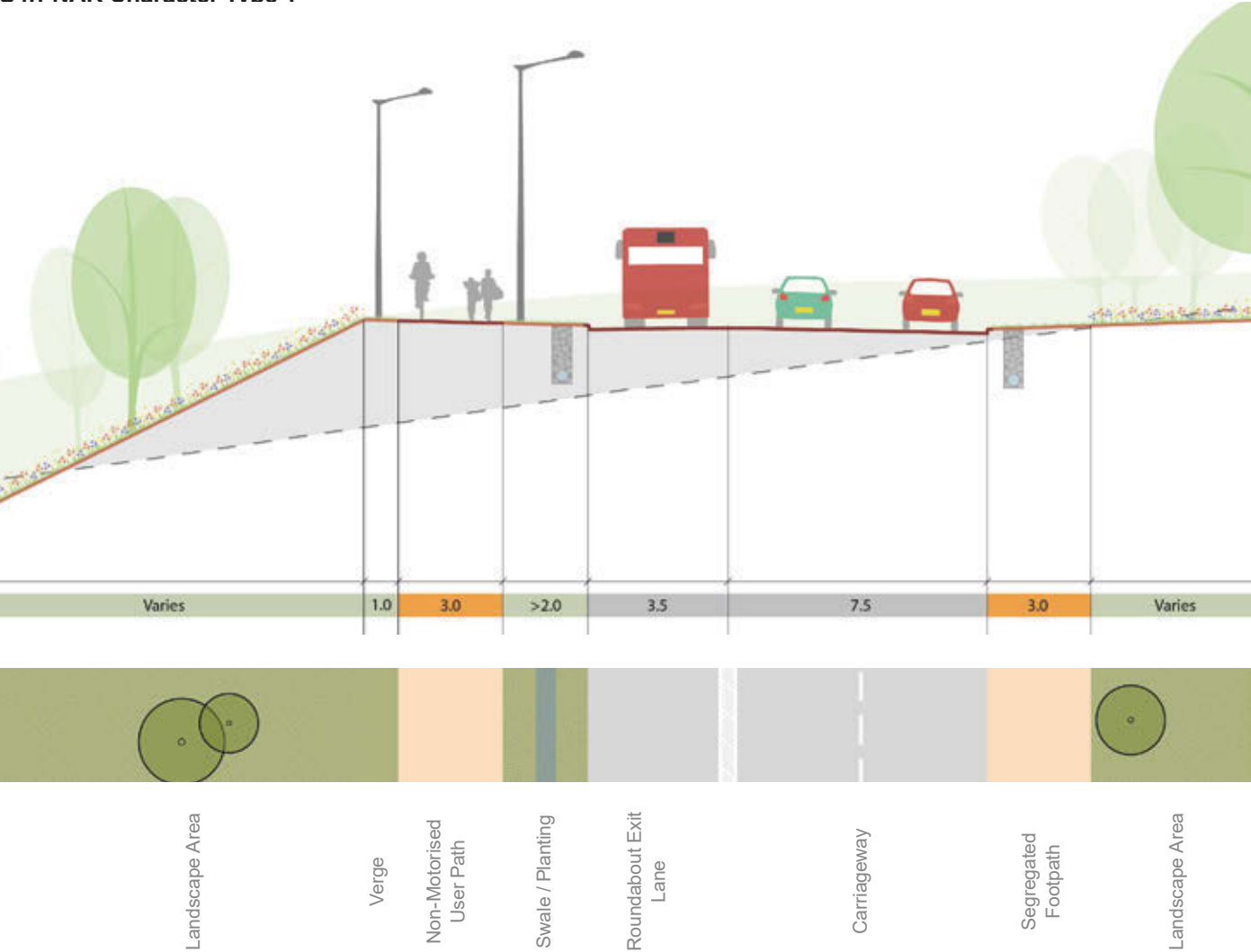


Fig.74: NAR Character Type 1 Section



- Style: Natural aesthetic in keeping with the local vernacular;
 - Trees: Large sized deciduous native species in random spaced groups;
 - Planting: Semi-natural planting with swathes of bulbs;
- Possible tree species: Alnus glutinosa, Betula pendula, Fagus sylvatica, Prunus avium, Quercus robur, etc;
 - Drainage: Swale with aquatic seeding; and
 - Highway edges: Amenity grassland.



S4.2 NAR Character Type 2

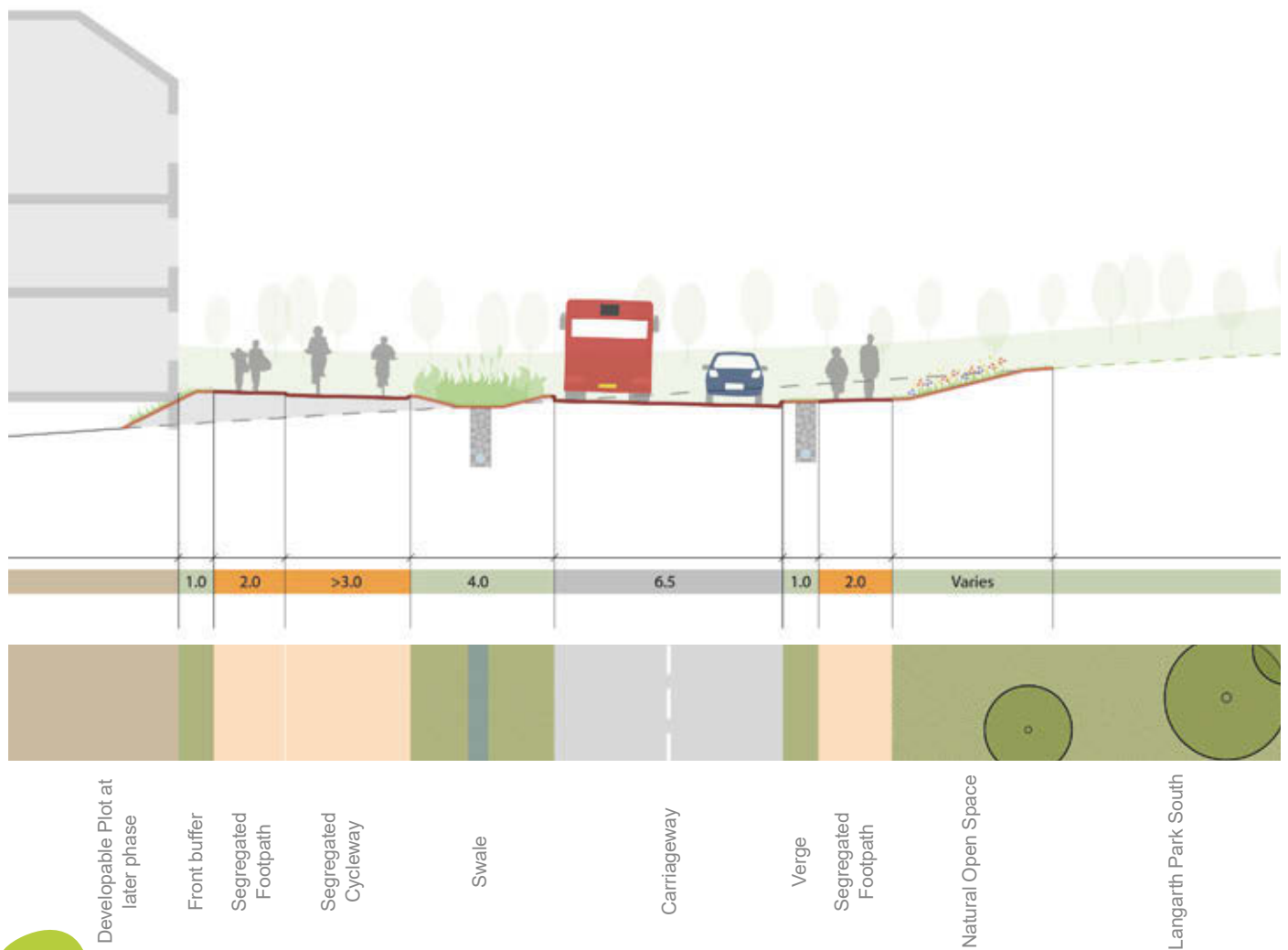


Fig.75: NAR Character Type 2 Section



- Style: Formal boulevard with natural ground cover;
- Trees: Medium sized deciduous species. Non native species due to proximity of future building frontages (i.e.. up to back of kerb);
- Avenue tree spacing: 10-14m;
- Planting: None;
- Possible tree species: Acer campetre 'Streetwise', Acer platanoidies 'Emerald Queen', Acer pseudoplatanus 'Negenia', Carpinus betulus 'Frans Fontaine', Pyrus calleryana 'Chanticleer', Quercus robur 'Fastigiata', etc;
- Drainage: Swale with aquatic seeding; and
- Highway edges: Amenity grassland.



NAR Character

S4.3 NAR Character Type 3

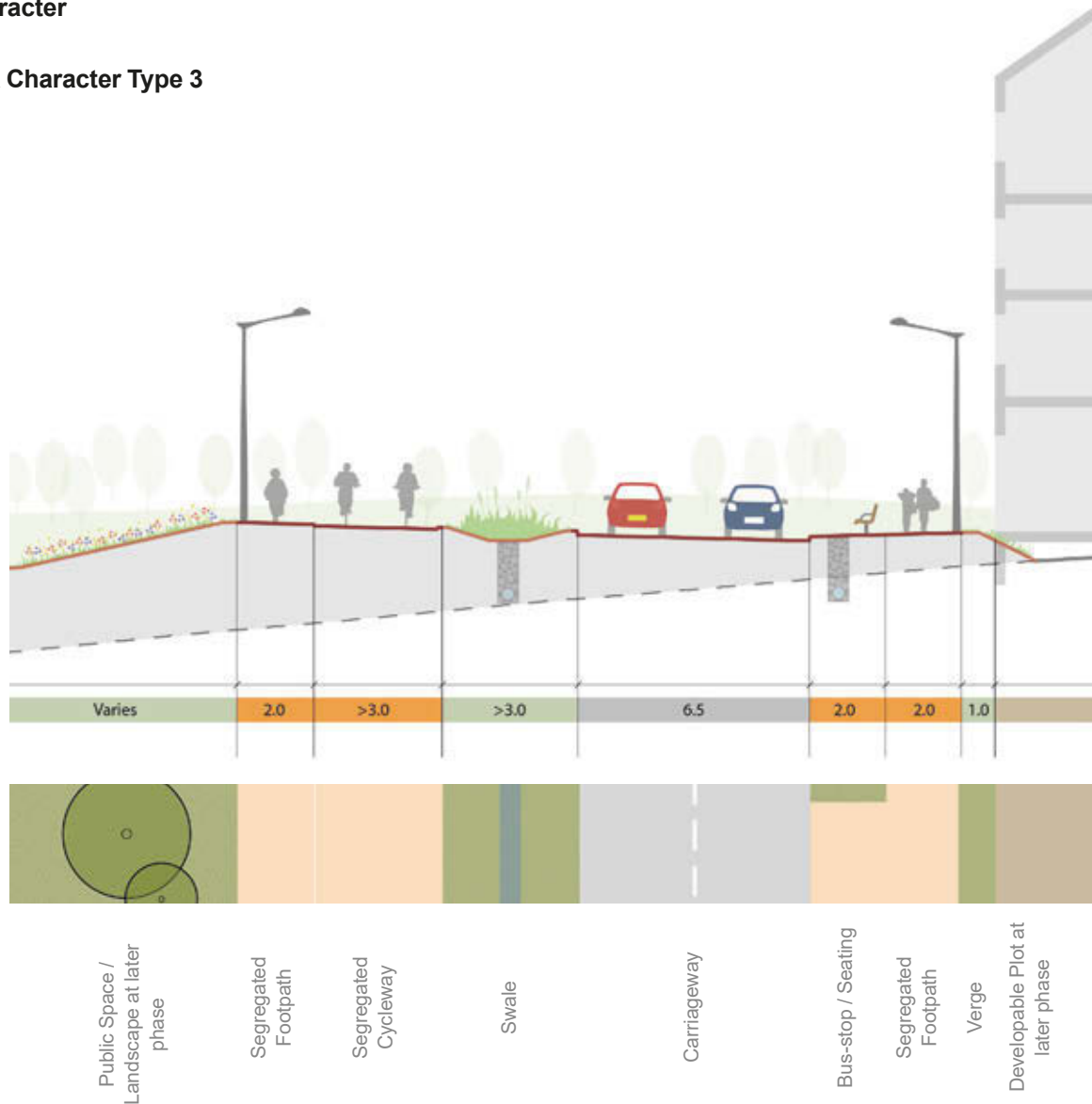


Fig.76: NAR Character Type 3 Section

- Style: Formal transition;
- Trees: Large sized deciduous and evergreen native species in triple row with increased spacings;
- Avenue tree spacing: 14-18m;
- Possible tree species: *Tilia cordata*, *Pinus sylvestris*, *Prunus avium*, *Acer pseudo-platanus*, *Quercus petraea*, *Fagus sylvatica*, etc;
- Planting: Semi-ornamental and rain garden planting at crossing points;
- Drainage: Rain garden and swale with aquatic seeding; and
- Highway edges: Amenity grassland.



S4.4 NAR Character Type 4

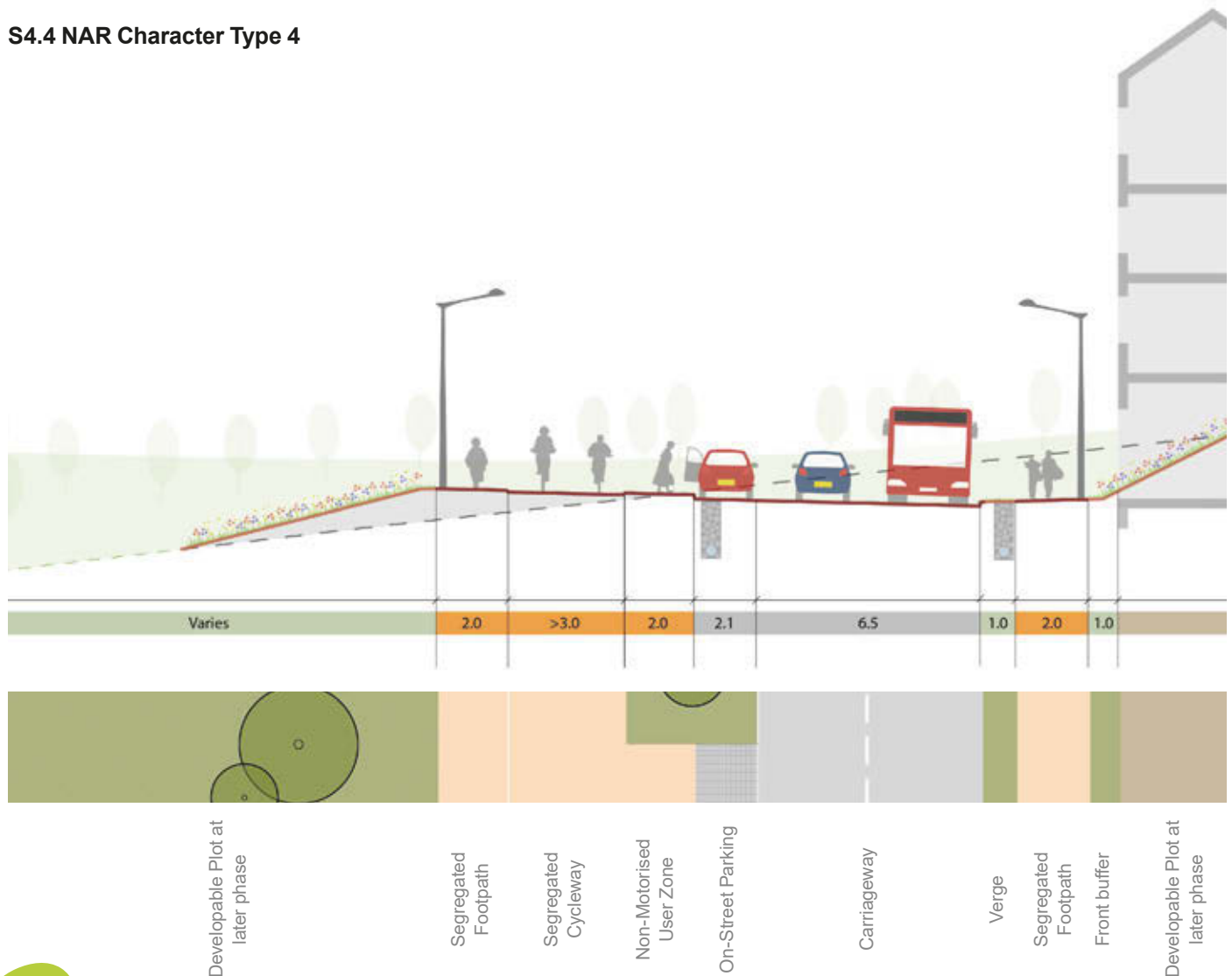


Fig.77: NAR Character Type 4 Section



- Style: Urban garden;
- Trees: Medium sized deciduous species in single row. Non native species due to proximity of future building frontages (i.e.. up to back of kerb);
- Avenue tree spacing: 7-10m;
- Planting: Ornamental and rain garden planting to central verge;
- Possible tree species: Acer campetre 'Streetwise', Carpinus betulus 'Frans Fontaine', Pyrus calleryana 'Chanticleer', Quercus robur 'Fastigiata', etc;
- Drainage: Rain garden swale; and
- Highway edges: Amenity grassland.

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Distinct sections of the Northern Access Road have been identified, creating variation along its 3km of length. The main factors to creating this variation are landscape and relation to building frontages. Due to the steep nature of the site, achieving active frontage in key areas has to be taken in early consideration of the design to ensure buildings, boundary treatments, front and back gardens work together in facilitating the creation of a vibrant and active corridor set in the vision.

NAR Terrain Relationship

South Edge - Street Lower

S1 - NAR South 1



- Applies to cases where changes in ground level are up to 0.75m and there is a requirement of active frontage to NAR;
- Buildings will be positioned so the ground floor plate is at pavement level;
- This may require small amount of cut to achieve level entrance, with an enclosed courtyard garden at the rear with retaining structures supporting the landscape;
- 1.0m zone of semi-private space with hard surface finish between the back of the pavement and the face of the building is required (for surface water drainage pipes to be installed); and
- Where mixed buildings are proposed, 3.0m zones of semi-private space could be incorporated to encourage external seating areas.

S2 - NAR South 2



- Applies to cases where changes in ground level are of around 1.5m and there is a requirement of active frontage to NAR;
- Buildings will be positioned so the ground floor plate is at pavement level;
- The buildings can be designed to be split level to allow level access to the rear;
- 1.0m zone of semi-private space with hard surface finish between the back of the pavement and the face of the building is required (for surface water drainage pipes to be installed); and
- Where mixed buildings are proposed, 3.0m zones of semi-private space could be incorporated to encourage external seating areas.

S3 - NAR South 3



- Applies to cases where changes in ground level are over 2.0m and there is a requirement of active frontage to NAR;
- Buildings will be positioned so the ground floor plate is at pavement level;
- This may require large amount of cut to achieve level entrance, with retaining structures supporting the landscape;
- The first floor could gain level access into the landscape at the rear through a bridge type structure with south facing aspect planted to soften the landscape;
- 1.0m zone of semi-private space with hard surface finish between the back of the pavement and the face of the building is required (for surface water drainage pipes to be installed); and
- Where mixed buildings are proposed, 3.0m zones of semi-private space could be incorporated to encourage external seating areas.

S4 - NAR South 4

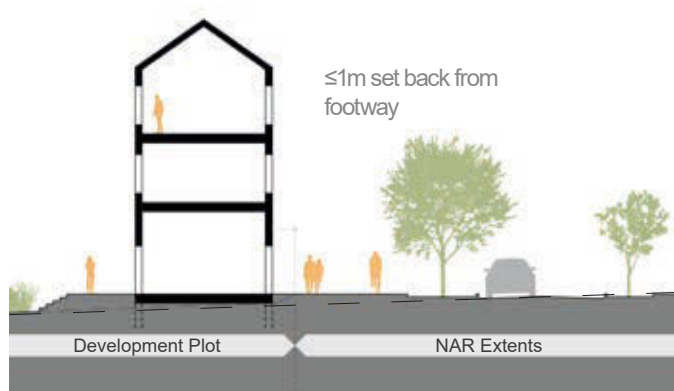


- Applies to cases where changes in ground level are over 0.75m and there is a requirement of active frontage to NAR;
- Buildings will be positioned so the principle entrance is accessed up a small flight of external steps or ramps to allow level access to the rear of the building at existing ground levels;
- 1.0m zone of semi-private space with hard surface finish between the back of the pavement and the face of the building is required, which would include space for steps and ramps; and
- Soft ground finishes to the semi-private space should be avoided due to north facing aspect, however introduction of planters would enable planting and vegetation to occur.

NAR Terrain Relationship

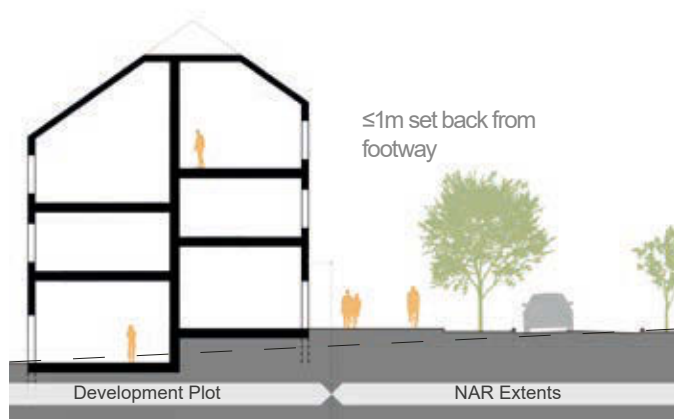
North Edge - Street Higher

N1 - NAR North 1



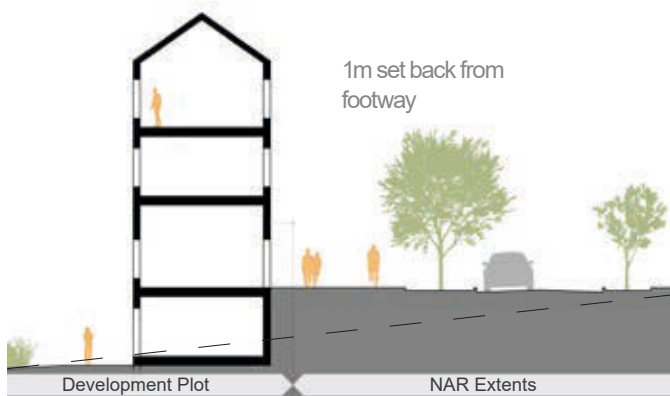
- Applies to cases where changes in ground level are up to 0.75m and there is a requirement of active frontage to NAR;
- Buildings will be positioned so the ground floor plate is at pavement level;
- This may require small amount of fill to achieve level entrance, with a raised section garden at the rear formed by landscape retaining structures;
- The building may require piled foundations designed in strict accordance with highway design regulations;
- A maximum 1.0m zone of semi-private space with hard surface finish between the back of the pavement and the face of the building; and
- Where mixed buildings are proposed, 3.0m zones of semi-private space to encourage external seating areas.

N2 - NAR North 2



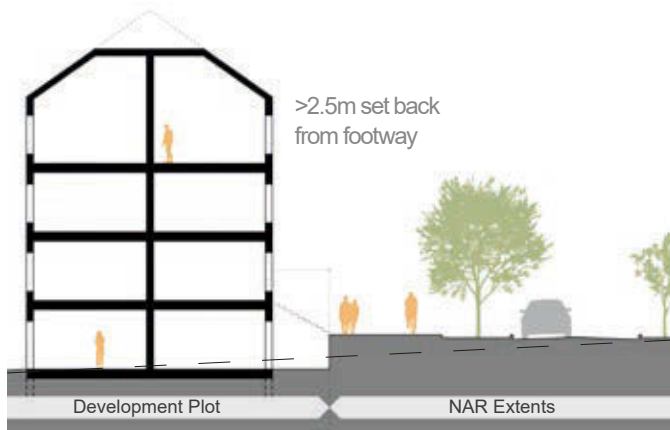
- Applies to cases where changes in ground level are greater than 0.75m and there is a requirement of active frontage to NAR;
- Buildings will be positioned so the entrance and part of ground floor plate is at pavement level;
- A split level building could be proposed to achieve a level entrance; split level will provide access to the garden at rear;
- The building may require piled foundations and retaining structures designed in strict accordance with highway design regulations;
- A maximum 1.0m zone of semi-private space between the back of the pavement and the face of the building which could be planted if south facing; and
- Where mixed buildings are proposed, 3.0m zones of semi-private space to encourage external seating areas.

N3 - NAR North 3



- Applies to cases where changes in ground level are greater than 2.0m and there is a requirement of active frontage to NAR;
- Buildings will be positioned so the entrance and part of ground floor plate is at pavement level;
- A lower ground floor would achieve level access into the existing ground levels;
- The building may require retaining structures to create a lower ground floor storey. Careful detailing is required to support both the highway and form the external wall of habitable space;
- Lower risk occupancies such as parking, recycling and waste, and equipment stores should be considered; and
- A maximum 1.0m zone of semi-private space between the back of the pavement and the face of the building which could be planted if south facing.

N4 - NAR North 4



- Applies to cases where a requirement of close frontage to NAR is present;
- Buildings will be positioned so the entrance and part of ground floor plate is raised above or below pavement;
- The entrance level or a lower ground floor could be accessed by a short flight of steps or ramps;
- The lower ground floor will provide level access into the garden at rear at existing ground levels;
- Building type may require retaining structures, designed with strict accordance with highway design regulations. In this arrangement retaining structures are disassociated from the building envelope; and
- A semi-private lowered courtyard of minimum of 2.6m between pavement edge and the building facade to improve lighting and ventilation of the lower ground floor.

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2.18 A390 Treatment

The existing A390 is set to undergo improvements, as part of the wider transport vision for Truro proposed by Cornwall Council. It is proposed to change the character of the road to have more of a street feel, integrated within Langarth Garden Village.

Additional crossing points will be provided, depending on the level of accessibility and connectivity required at each specific location. These will be signal controlled crossings, with some crossings also able to accommodate equestrians, or uncontrolled crossings.

In all cases the environment around the crossing points will bring about a significant reduction in vehicle speed and provide a high level of visibility for non-motorised users.

By changing the character of the A390 to a street feel, the speed limit of the road can be reduced and space provided for non-motorised users in an environment that is safe. A landscape buffer will be incorporated either within existing highways land or as part of the development frontage. This will ensure air quality improvements for future residents.

A new continuous non-motorised user path on the north side of the A390 will be provided, primarily contained within public maintained highways land. This will run between Threemilestone and Maiden Green junctions. It will provide cyclists with a safe and easily navigated route from east to west, and vice versa. The existing Saints Trails in the west will connect to said cycleways, allowing for connections between the cycle routes and into Truro city centre.



6m Planting

Where there are no direct non-motorised user routes the boundary of the A390 will be planted and landscaped to make the overall road space feel narrow and therefore more compatible with a reduced speed.

6m Planting + Frontage

Where there is development frontage, the landscaping of the street will facilitate activity adjacent to the A390 so that users will perceive a very different environment from the existing. It is envisaged that a combination of planting and harder landscaping would be required to bring about this change in environment.

4m Planting + Frontage

Where the overall corridor width is narrower the types of planting and landscaping required will need to be more prominent to reinforce the urban, lower speed environment.

7m Non-Motorised User Path with Planting + Frontage

Where the corridor width is wider and non-motorised user facilities along the A390 are proposed, minimum provision would be a shared cycleway / footway facility within available highway space. However, where possible the route should be converted to a fully segregated facility with the inclusion of development land.



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A390 Improvements and frontage

S7.1 West Langarth



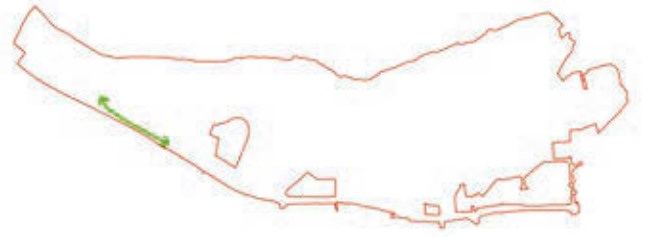
Fig.79: A390 Improvements Section - West Langarth



Fig.80: A390 Improvements Plan - West Langarth



- New segregated cyclepath part of the Saints Trail Scheme along the south of the A390;
- Shared cycle and footpath to be provided to the north of the A390 within Highways Land;
- Should allow for additional planting to separate the path from the carriageway;
- A minimum of 6m planting buffer to screen the development from the street; and
- Should allow for Cornish hedge boundary to back gardens.



S7.2 West Langarth to Interim Junction



Fig.81: A390 Improvements Section - West Langarth to Interim Junction



Fig.82: A390 Improvements Plan - West Langarth to Interim Junction



- Segregated cyclepath to be provided to the north of the A390 within Highways Land, 3m minimum width;
- A minimum of 6m planting buffer within the development boundary;
- A 2m footpath to be provided within the development boundary;
- Front gardens or side of houses fronting footpath to provide natural surveillance; and
- At least 50% of the properties to face towards the A390.

Langarth Garden Village

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S7.3 Interim Junction to Langarth Park and Ride

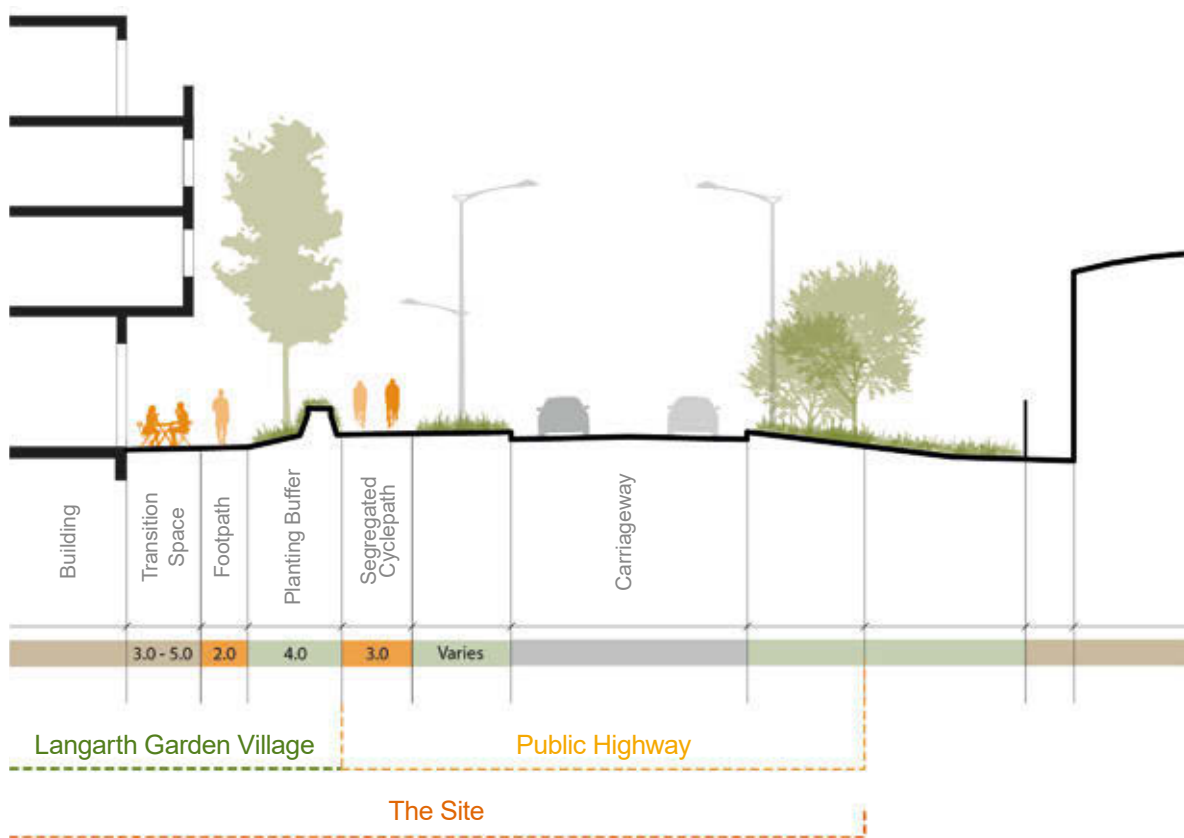


Fig.83: A390 Improvements Section - Interim Junction to Langarth Park and Ride

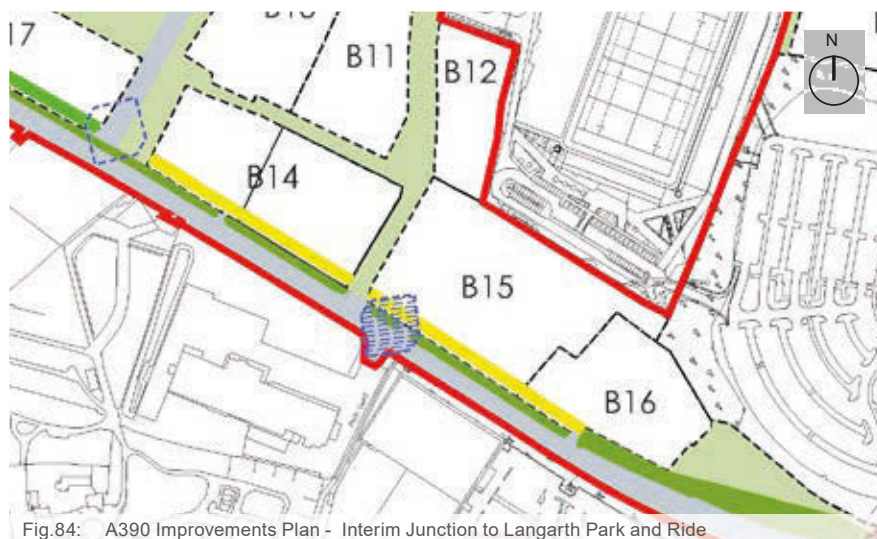


Fig.84: A390 Improvements Plan - Interim Junction to Langarth Park and Ride



- Footpath and outdoor south facing transition space to be provided within the development boundary;
- Minimum of 2m wide footpath;
- Minimum of 4m planting buffer;
- 3m segregated cyclepath to be provided within highways land;
- Active frontage to be provided as part of the development;
- Transition space to be 3 - 5m wide; and
- 70% of the buildings to front to the A390.



S7.4 Threemilestone to Maiden Green

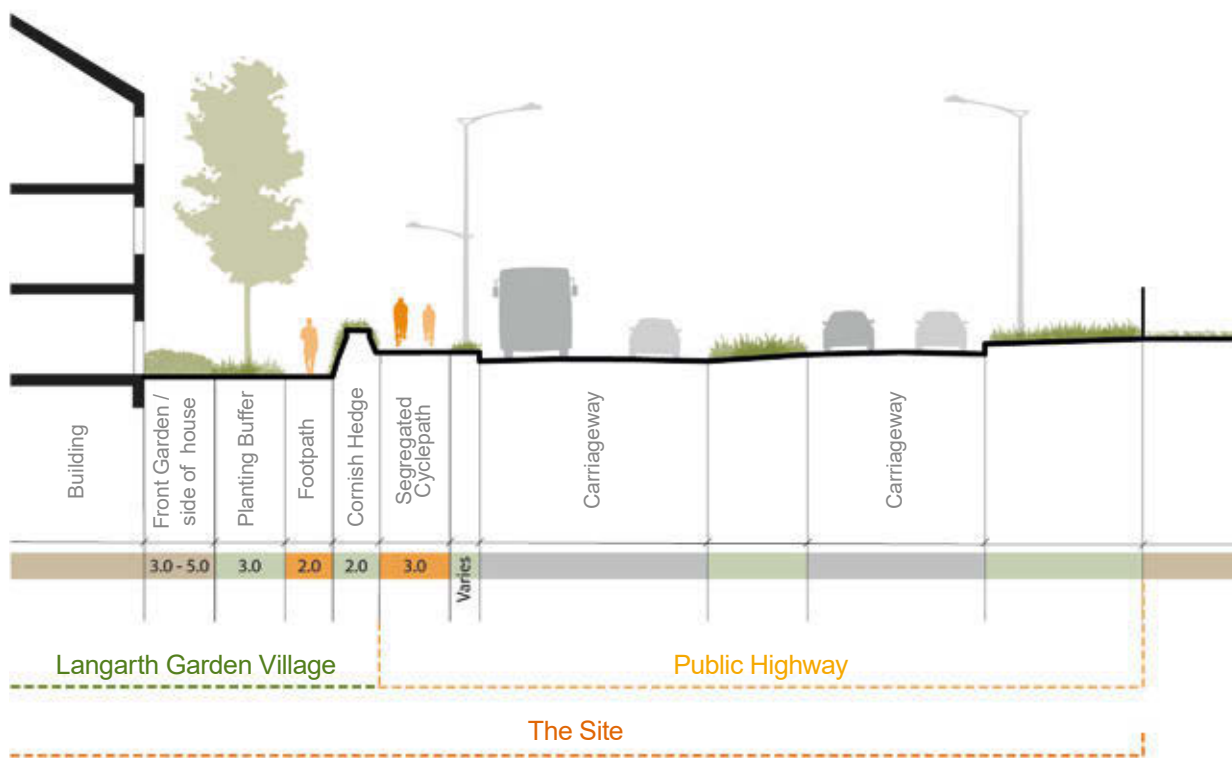


Fig.85: A390 Improvements Section - Threemilestone to Maiden Green



Fig.86: A390 Improvements Plan - Threemilestone to Maiden Green

- 3m segregated cyclepath to be provided within highways land;
- 2m footpath within the development boundary;
- New retaining Cornish hedge to separate the two paths with a minimum of 2m width;
- 3m planting buffer between front gardens and footpath;
- Residential buildings to provide frontage; and
- 70% of the buildings to front to the A390.

2.19 Street Hierarchy

A hierarchical strategy for streets has been developed in order to provide a connected movement network across the development and to allow for ease of access between neighbourhoods.

The detailed design of streets helps establish character across the entirety of the development as well as defining distinct neighbourhoods. The following section outlines how such streets should be designed in order retain the character of Langarth and provide safe and sustainable travel for all.

Primary Streets

Two key primary streets pass through the site. The Northern Access Road (NAR) connects West Langarth to the Hospital in the East. It connects the development centres and passes near the Park and Ride. The A390 runs along the southern edge of the site and is the main point of access for those entering Truro from the A30 to the West. These two streets are connected by avenue style links near to Langarth Park South, Willow Green and Penventinnie Square.

Refer to section 2.20 for further details on primary streets.

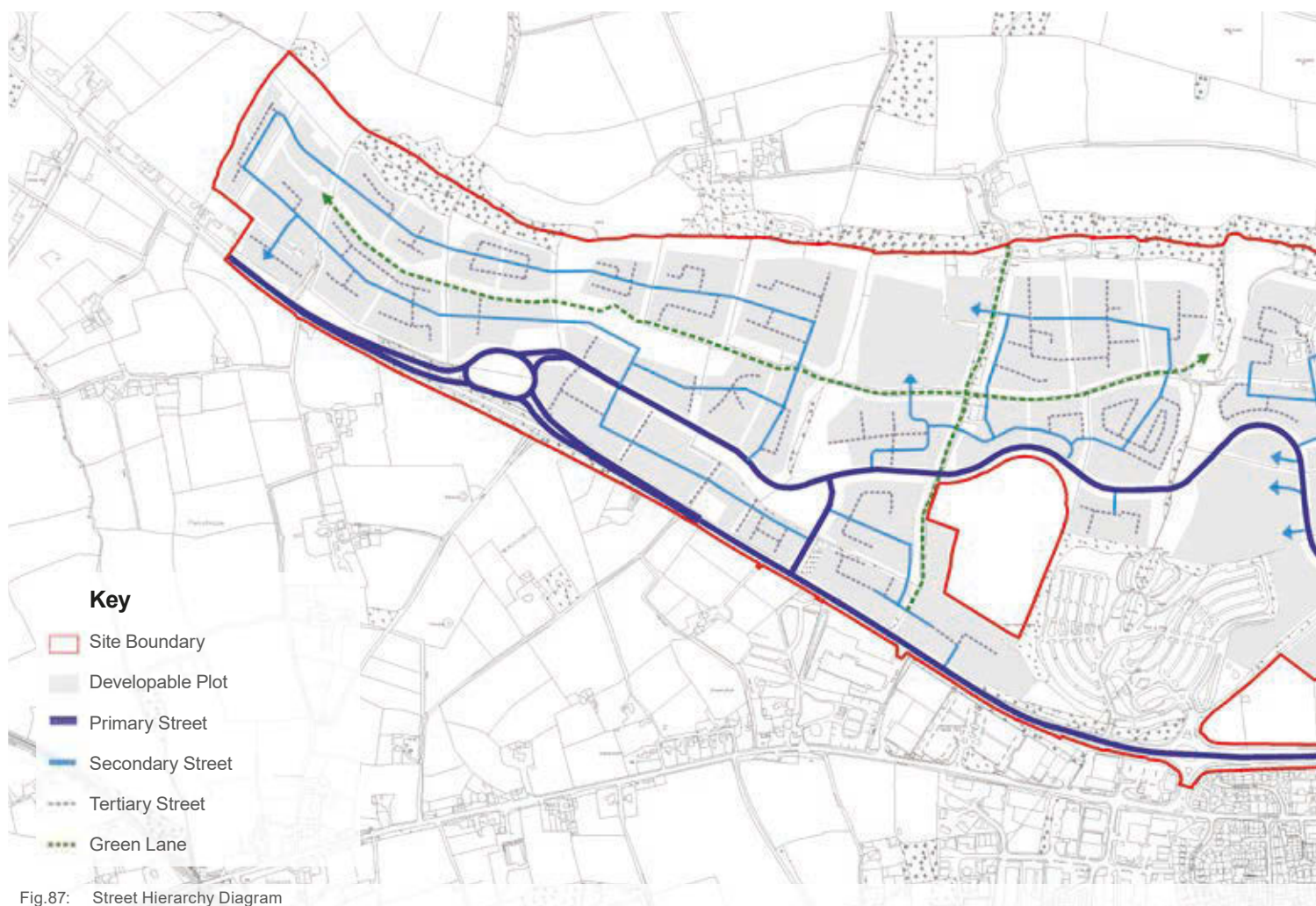


Fig.87: Street Hierarchy Diagram

Secondary Streets

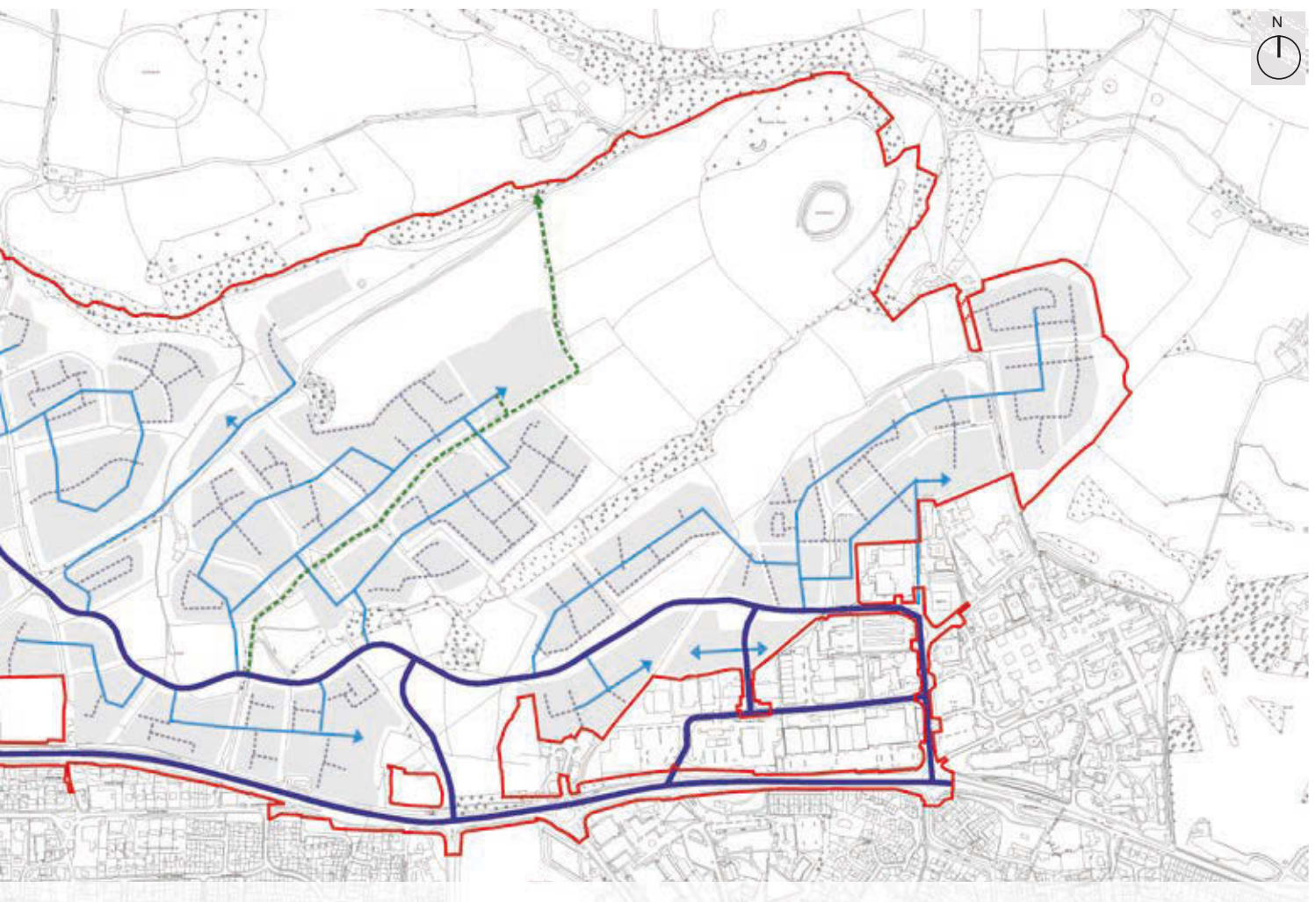
Secondary streets provide routes within the developable plots on a smaller scale than primary routes. Secondary streets are connected to the NAR via key access points to create loops within developments, thus allowing for vehicular and non-motorised user access within neighbourhoods. They are designed to work with the existing topography in order to facilitate development and minimise the amount of cut and fill required.

Refer to section 2.21 for further details on secondary streets.

Tertiary Streets

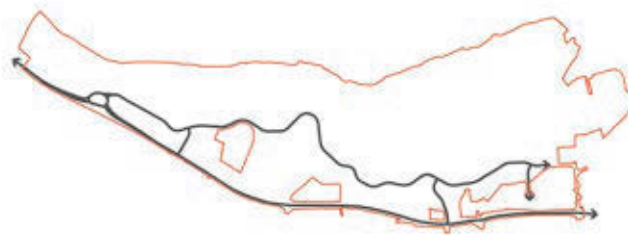
Tertiary streets give access to dwellings sited away from primary and secondary routes and provide a more intimate street setting for dwelling frontage. Some tertiary streets allow for vehicular access, some have reduced vehicular access in the style of a mews and others are purely accessible by non-motorised users. These streets are seen as a part of the detailed planning applications for specific plot designs.

Refer to section 2.22 for further details on tertiary streets.



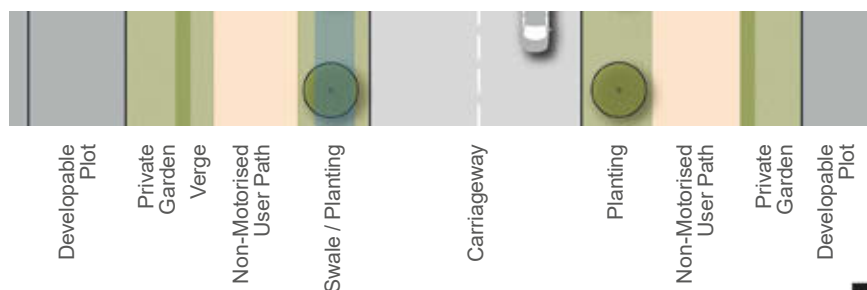
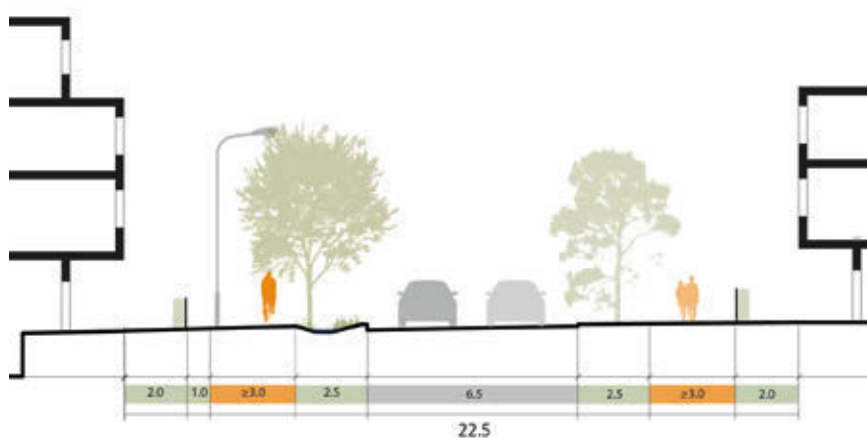
Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK

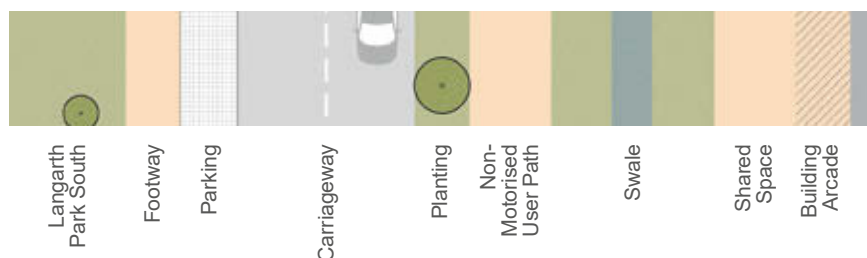
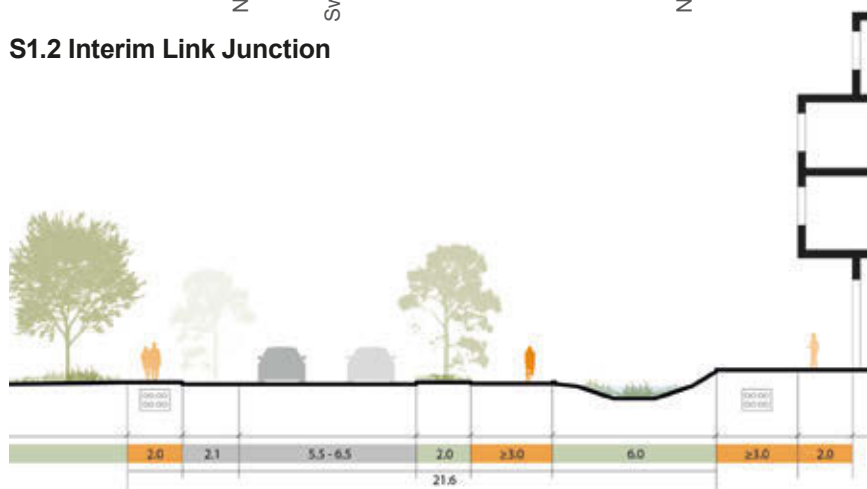


2.20 Primary Streets

S1.1 Typical Section



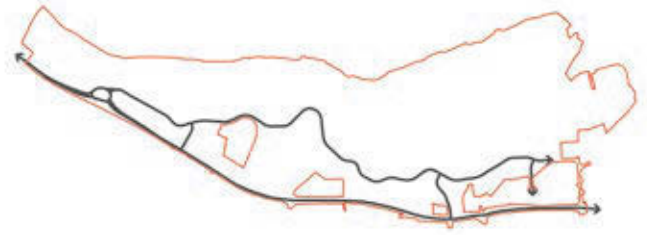
S1.2 Interim Link Junction



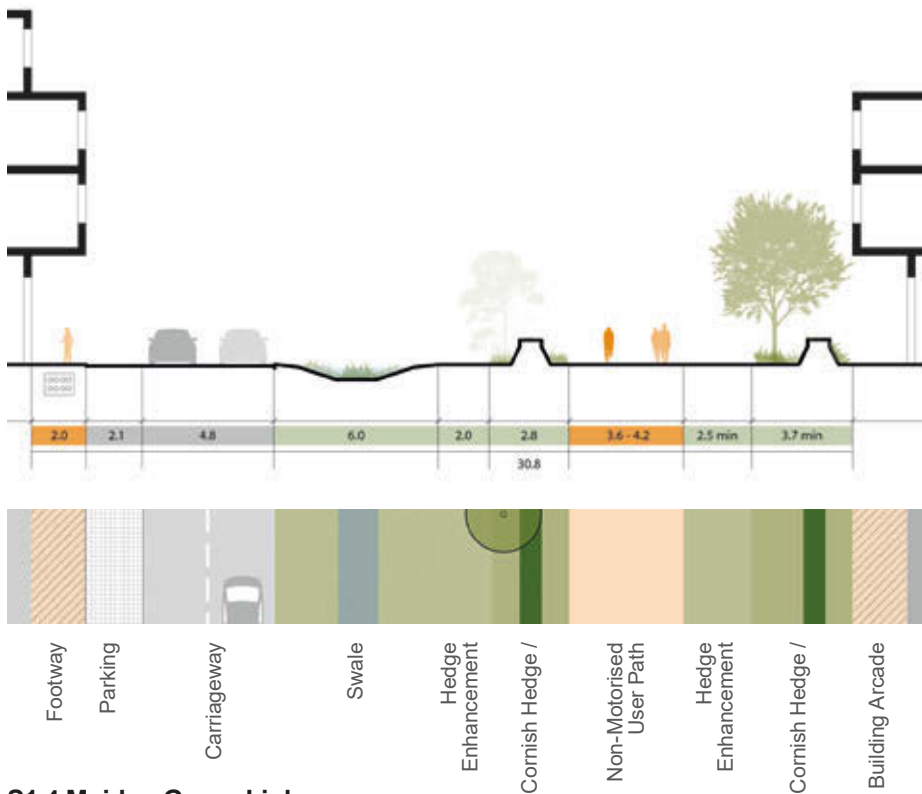
- Street design must follow national standards with reference to "The Manual for Streets" from the Department for Transport;
- Trees should always be provided when street enclosure ratio (street width/building height) is higher than 1:1;
- Conflict between cyclists and pedestrians should be avoided with adequate measures;
- Front gardens/defensible space depth may vary;
- Adequate vegetation should be provided, at an articulated rhythm with the buildings' façades;
- Adequate lighting must be provided, meeting both highways requirements and its urban, village or settlement edge grain context. Lighting pollution should be avoided, with particular attention paid to sensitive areas of the masterplan;
- Please refer to section 12.02 Cut and Fill Strategy for guidance on cut and fill on streets; and
- NMU paths widths are a subject to assessment of the traffic flows at the Reserved Matter Applications for each respective section of the masterplan. They have to be specified in accordance with 'Cycle Infrastructure Design - LTN 1/20'.

Langarth Garden Village

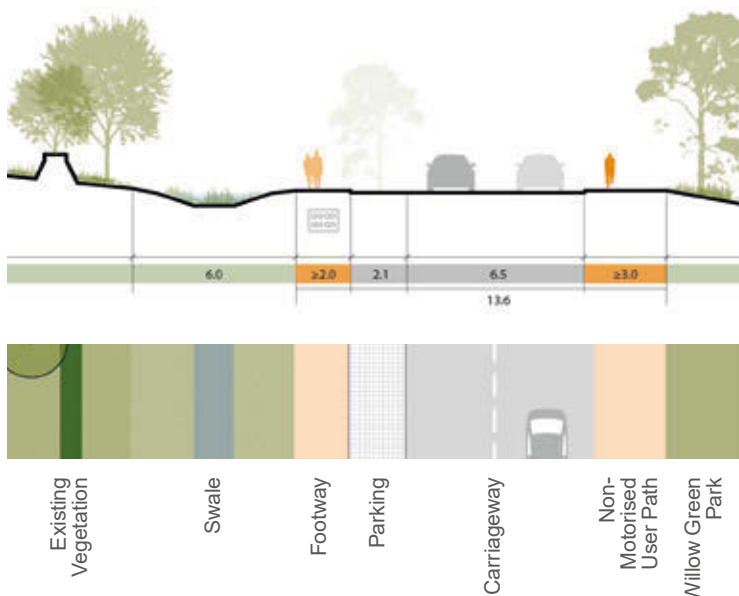
DESIGN CODE / SITE WIDE FRAMEWORK



S1.3 Avenue - Landscape Boulevard



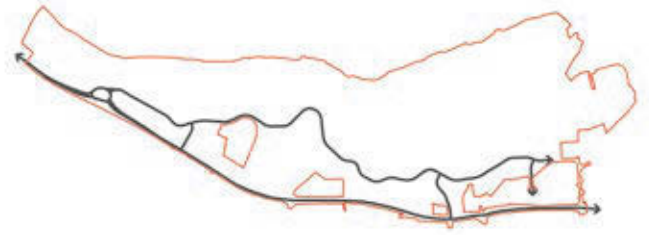
S1.4 Maiden Green Link



- Street design must follow national standards with reference to "The Manual for Streets" from the Department for Transport;
- Trees should always be provided when street enclosure ratio (street width/building height) is higher than 1:1;
- Conflict between cyclists and pedestrians should be avoided with adequate measures;
- Front gardens/defensible space depth may vary;
- Adequate vegetation should be provided, at an articulated rhythm with the buildings' façades;
- Adequate lighting must be provided, meeting both highways requirements and its urban, village or settlement edge grain context. Lighting pollution should be avoided, with particular attention paid to sensitive areas of the masterplan;
- Please refer to section 12.02 Cut and Fill Strategy for guidance on cut and fill on streets'; and
- NMU paths widths are a subject to assessment of the traffic flows at the Reserved Matter Applications for each respective section of the masterplan. They have to be specified in accordance with 'Cycle Infrastructure Design - LTN 1/20'.

Langarth Garden Village

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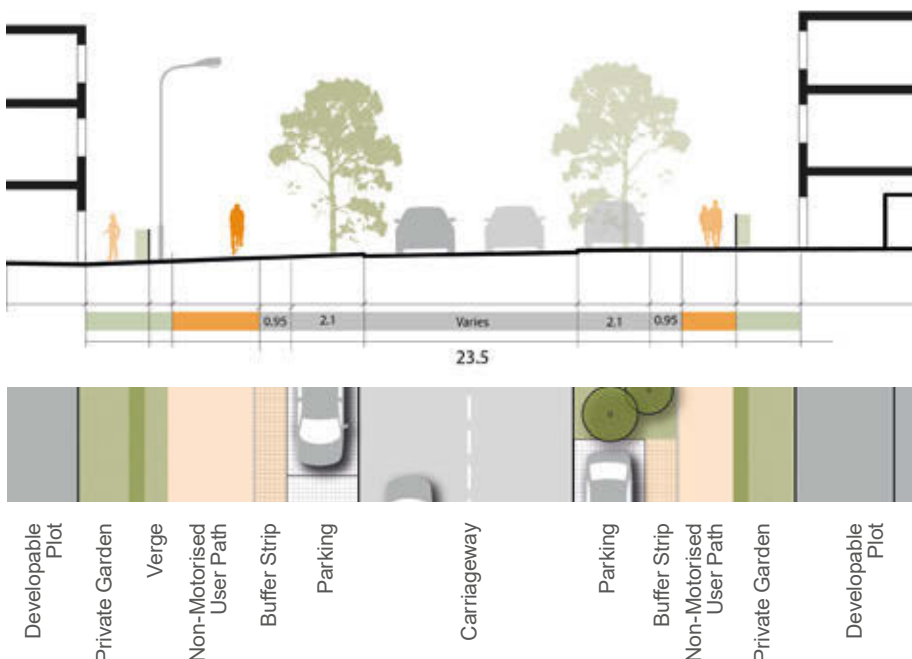


S1.5 Integrating Swales



- Street design must follow national standards with reference to "The Manual for Streets" from the Department for Transport;
- Trees should always be provided when street enclosure ratio (street width/building height) is higher than 1:1;
- Conflict between cyclists and pedestrians should be avoided with adequate measures;
- Parking can be accommodated in one or both sides of the street. For additional guidance on parking, please refer to the technical section;
- Car parking spaces should be combined with landscape in a way to minimize car visual dominance in the streetscape;
- Adequate lighting must be provided, meeting both highways requirements and its urban, village or settlement edge grain context. Lighting pollution should be avoided, with particular attention paid to sensitive areas of the masterplan; and
- Please refer to section 12.02 Cut and Fill Strategy for guidance on cut and fill on streets.

S1.6 Accommodating Public Parking



- Primary Mobility Hub
- Secondary Mobility Hub
- Cycle and Car Club Point



S1.7 Mobility Hubs / E-Car and E-Bike Hubs

Langarth Garden Village provides a number of Mobility Hubs that offer a range of different and connected transport modes in a single location with additional community facilities that further enhance the use of the space.

Three tiers of Mobility Hub are proposed for LGV.

Primary Mobility Hubs

These are the largest of the hubs and are typically located at or very close to bus stops. They also incorporate bike / e-bike hire, charging and parking, community car club vehicles and electric vehicle charging points.

The wider community facilities are likely to incorporate seating and community space, travel and community information boards, parcel collection points, a small cafe or similar and a community WiFi hub.

Primary mobility hubs are also proposed within Truro and Threemilestone - further details are available in Wider Movement Strategy drawing.

Secondary Mobility Hubs

Typically these are located at key points of community activity away from bus stops. They provide bike / e-bike hire and charging and parking, community car club vehicles and electric vehicle charging points.

Wider community facilities are likely to incorporate seating and community space, travel and community information boards, and a community WiFi hub.

Cycle and Car Club Points

These are located throughout the development to ensure that all residents / occupants have, within a 100m walk access to bike / e-bike hire and bike parking along with community car club vehicles and electric vehicle charging.

Wider community facilities may incorporate seating, information boards and a community WiFi hub.



Fig.88: Mobility Hubs precedent image



Fig.89: Mobility Hubs precedent image

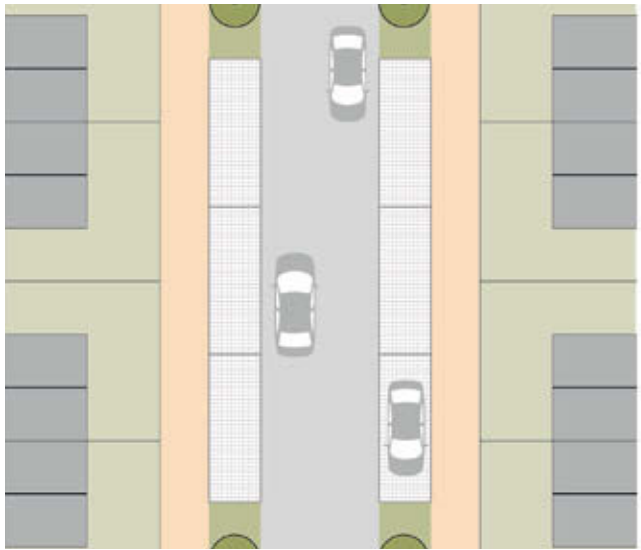


Fig.90: Mini hub precedent image - Bremen, Germany



2.21 Secondary Streets

S2.1 Typical Secondary Street



Dwelling

Private Garden

Footway

Parking

Carriageway

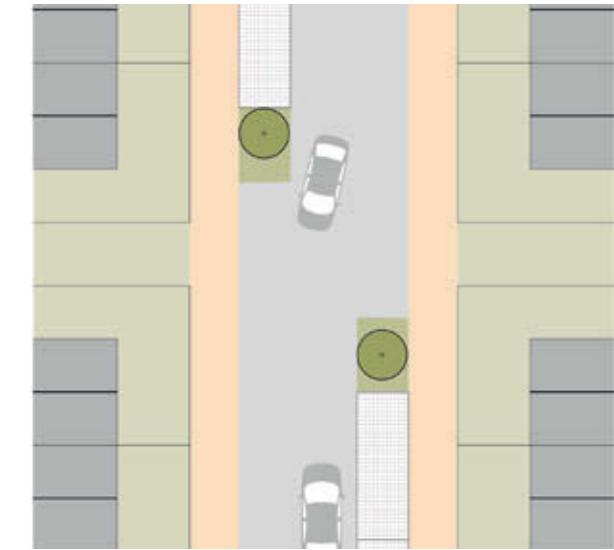
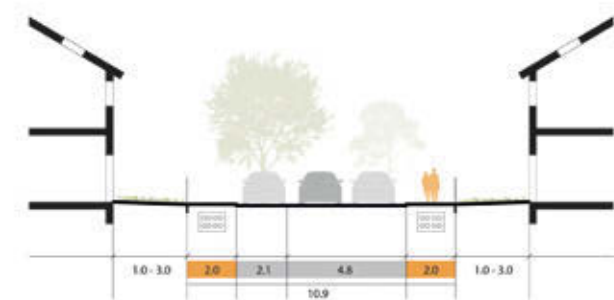
Parking

Footway

Private Garden

Dwelling

S2.2 Reduced On-Street Parking



Dwelling

Private Garden

Footway

Parking

Carriageway

Footway

Private Garden

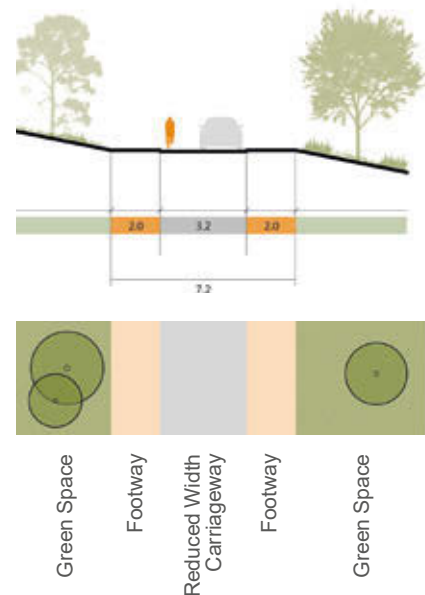
Dwelling



S2.3 132kv Underground Cables Strip Incorporated



S2.4 Green Space Crossing



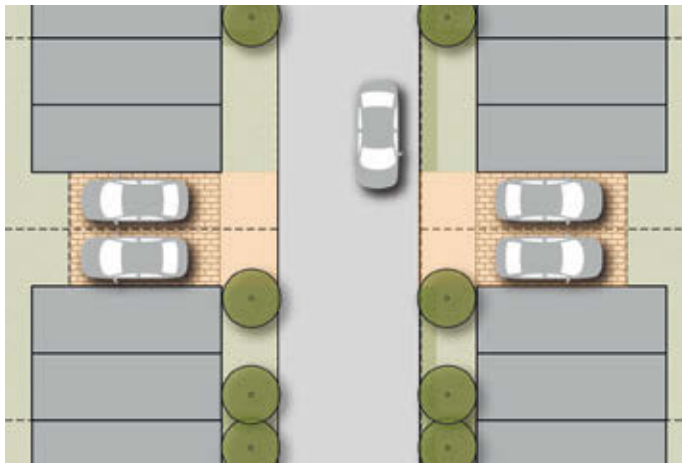
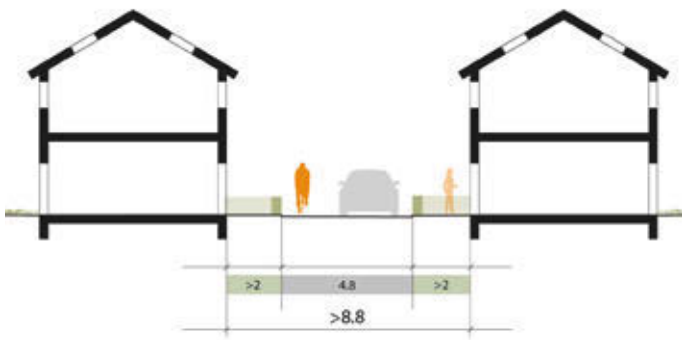
- Street design must follow national standards with reference to “The Manual for Streets” from the Department for Transport;
- Trees must always be provided when street enclosure ratio (street width/building height) is higher than 1:1;
- The indicated typical sections will have, on some occasions to accommodate SuDS. Please refer to section 14.03 SuDS & Drainage;
- Please refer to section 12.02 Cut and Fill Strategy for guidance on cut and fill on streets.
- Surface choice should be appropriate to street typical section, area grain and materiality of the surrounding build form; and
- S2.5 Governs Lane & S2.6 Penventinnie Lane are included in sub chapters 2.14 and 2.13 respectively.



Fig.91: Gweal Pawl Shared surface with defensible space example

2.22 Tertiary Streets

S3.1 Vehicular Access



Dwelling

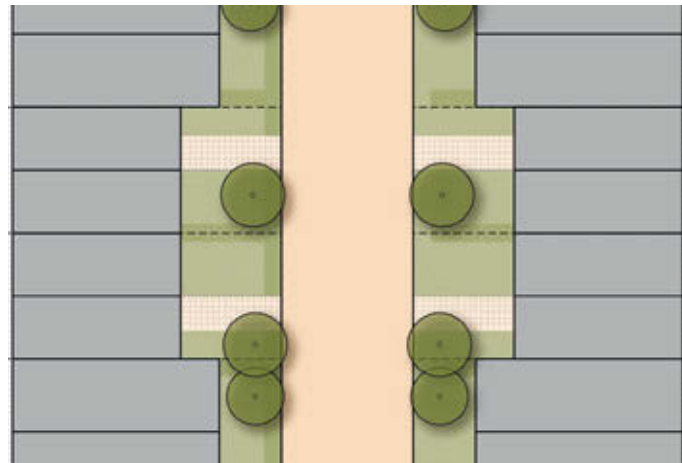
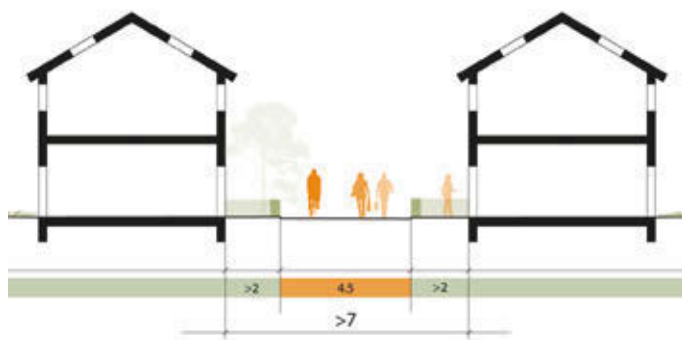
Private Garden

Shared Surface

Private Garden

Dwelling

S3.2 Pedestrian and Cycling Only



Dwelling

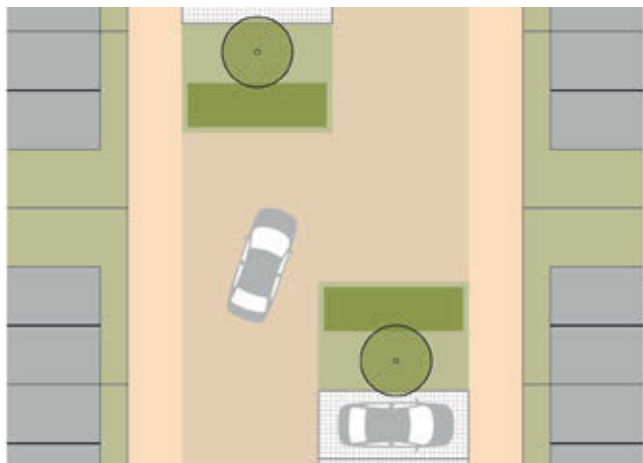
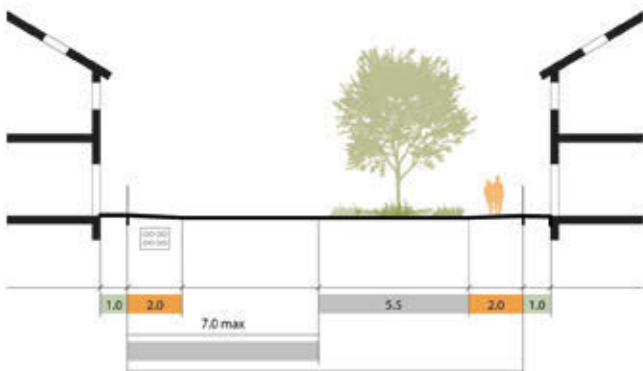
Private Garden

Non-Motorised User Path

Private Garden

Dwelling

S3.3 Mews



Dwelling
Private Garden
Shared Footway
Shared Surface
(Low Speed Environment)
Parking / Planting
Shared Footway
Private Garden
Dwelling



- Street design must follow national standards with reference to “The Manual for Streets” from the Department for Transport;
- Trees must always be provided when street enclosure ratio (street width/building height) is higher than 1:1;
- Street design must be led by pedestrian and cycle functions;
- Surface choice should be appropriate to street typical section, area grain and materiality of the surrounding build form.



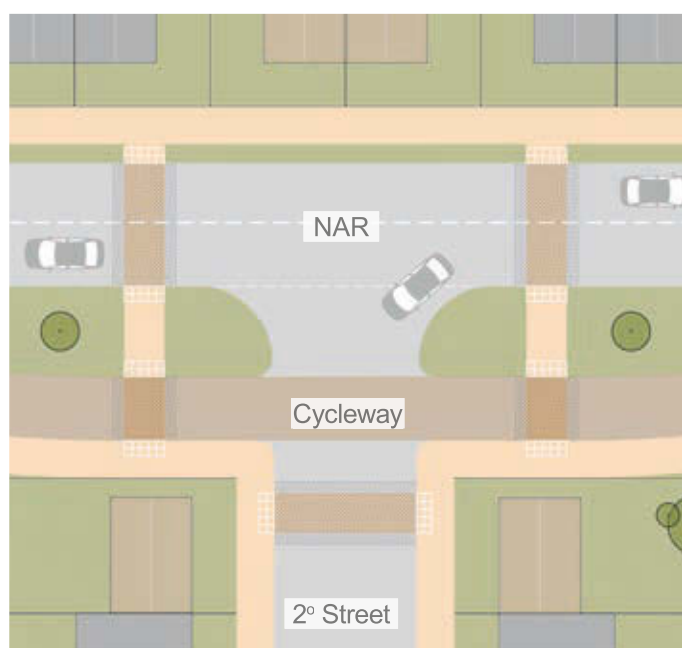
Fig.92: Gweal Pawl Shared surface with defensible space example

Langarth Garden Village

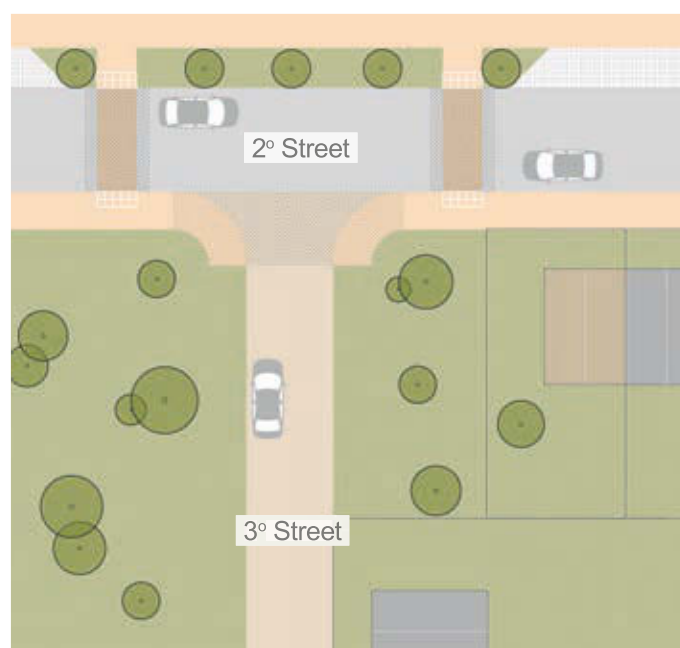
DESIGN CODE / SITE WIDE FRAMEWORK

2.23 Junctions

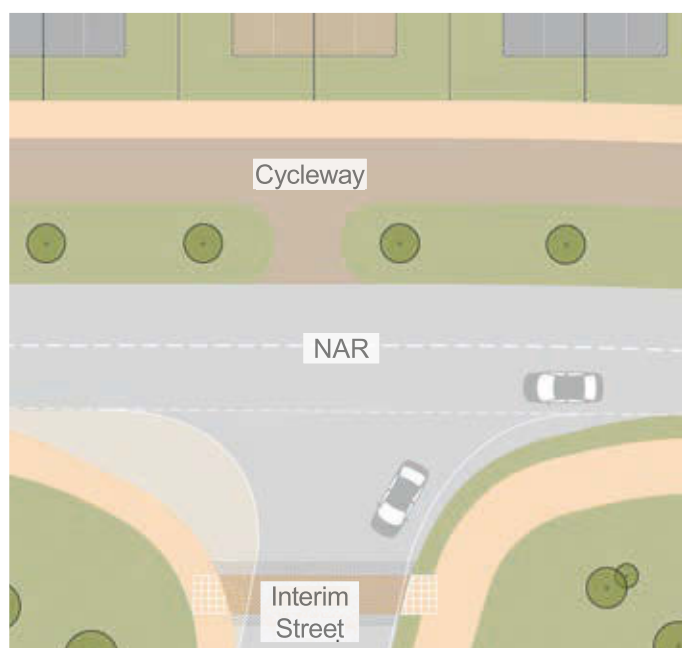
NAR to Secondary Street



Secondary Street to Tertiary Street



NAR to Interim Street



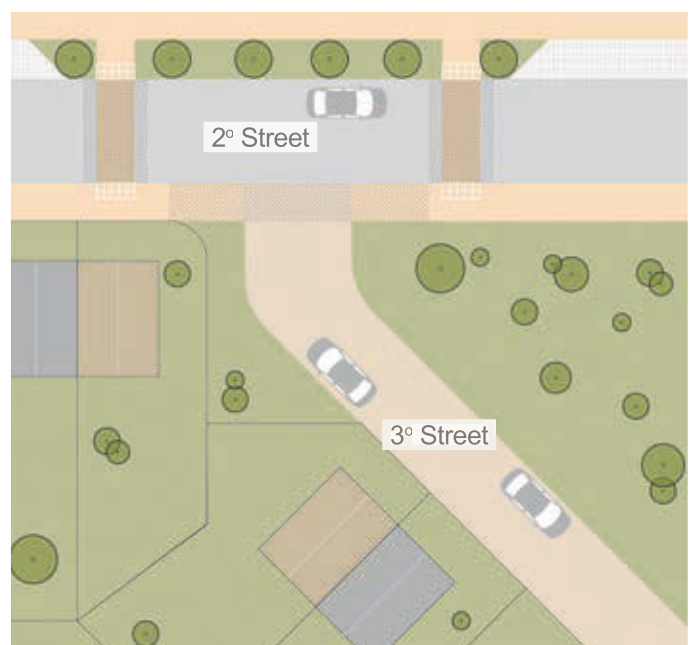
Secondary Street to Cornish Row



Secondary Street to Green Lane



On Steep Terrain



Secondary Street to Mews



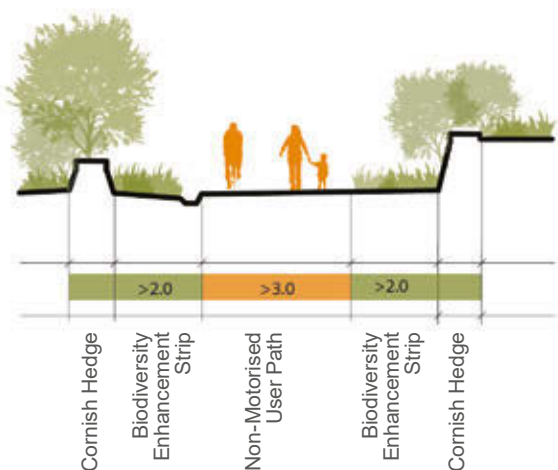
- Priority must be given to pedestrians and cyclists at all junctions;
- Crossings should be uncontrolled;
- Non-motorised user crossings should be conveniently placed to allow for direct access along desire lines;
- Crossings to include tactile paving or stainless steel tactile studs inserted in paving;
- The number of approach lanes to a junction should be kept to a minimum;
- Feature building / artwork positioned on junction corners as wayfinding device; and
- Surface choice should be appropriate to street typical section, area grain and materiality of the surrounding build form.

Langarth Garden Village

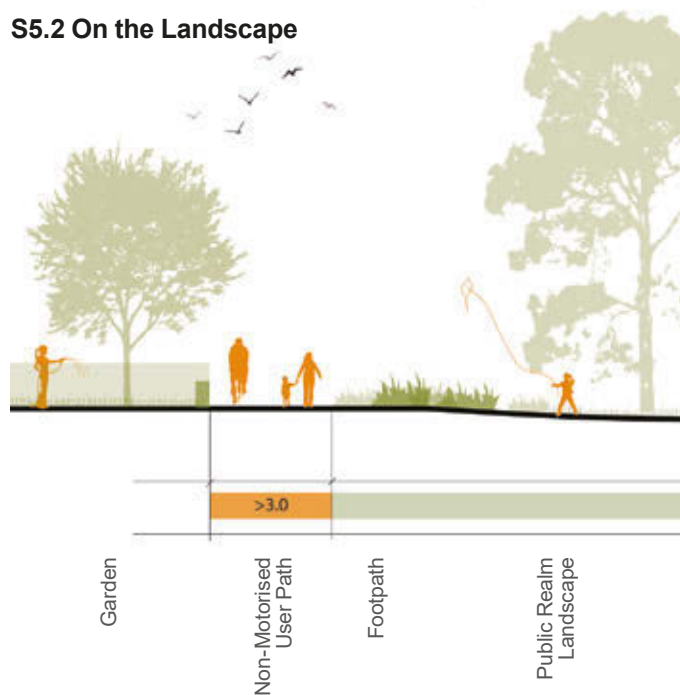
DESIGN CODE / SITE WIDE FRAMEWORK

2.24 Primary Non-Motorised User (NMU) Paths

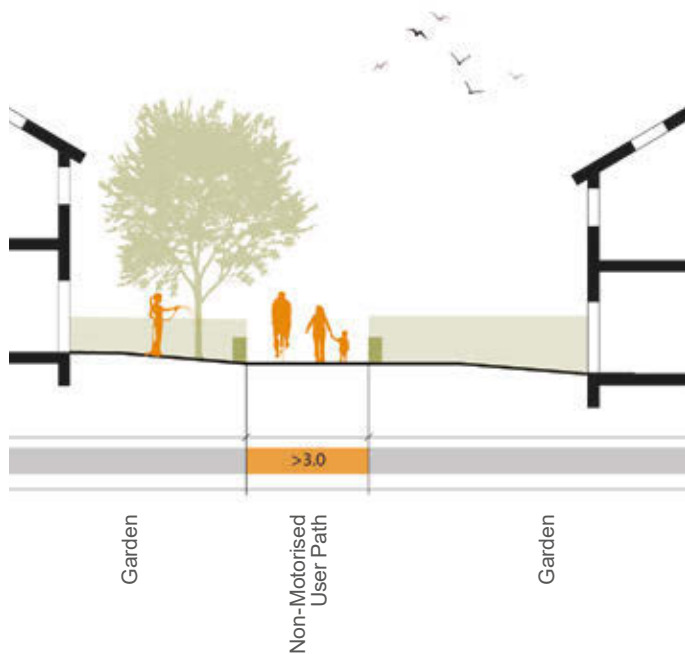
S5.1 On the Quiet Lanes



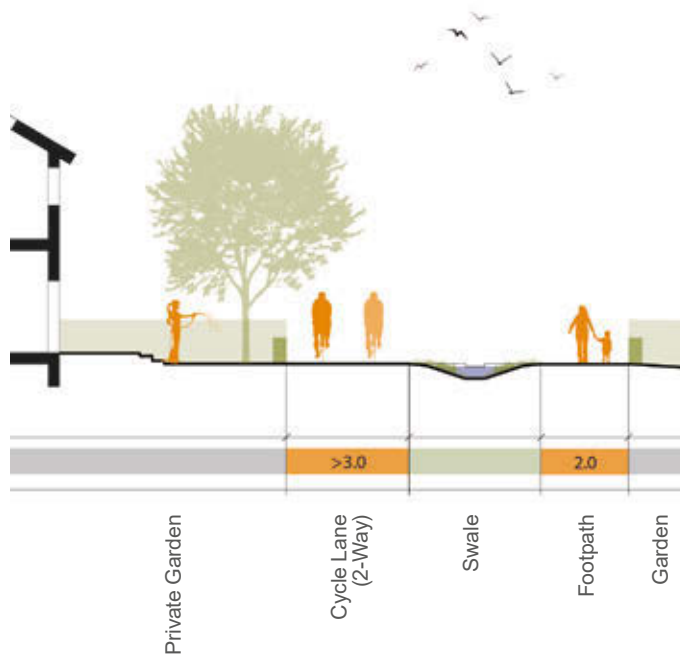
S5.2 On the Landscape



S5.3 Between Plots



S5.4 Between Plots (Along Swales)

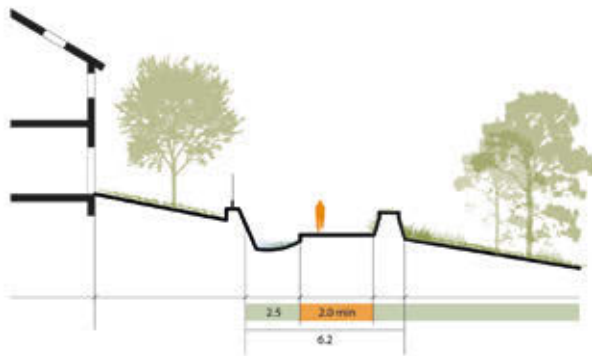


Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK

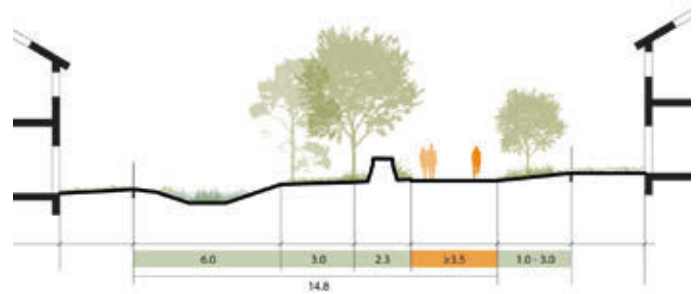


S5.5 Cornish Row



Dwelling
Garden
Swale
Non-Motorised
User Path
Cornish Hedge
Private Garden /
Public Open Space

S5.6 Green Lane



Dwelling
Garden
Swale
Hedge Enhancement
Cornish Hedge
Non-Motorised
User Path
Existing Vegetation
Garden
Dwelling



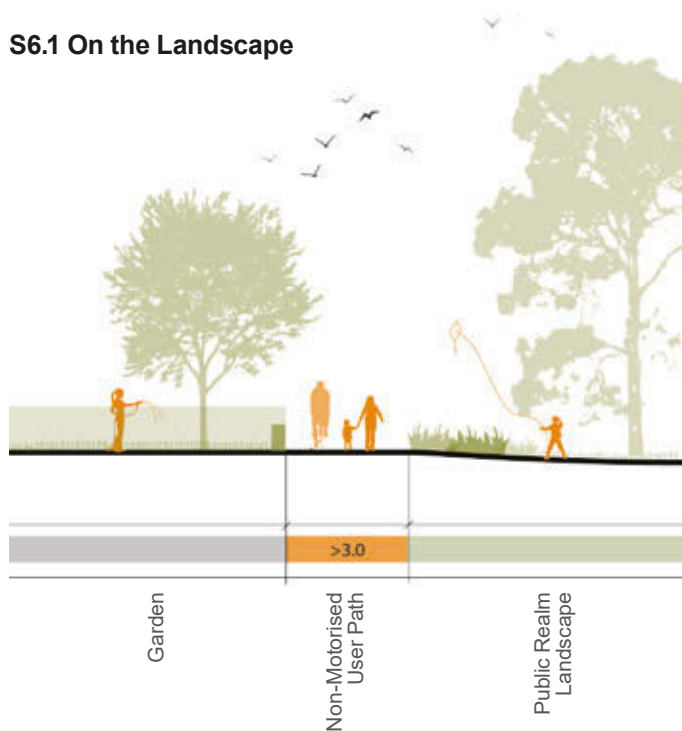
- Street design must follow national standards with reference to "The Manual for Streets" from the Department for Transport;
- Primary NMU paths must be minimum 3.0m wide, unless on a Cornish Row (min 2.0m);
- Appropriate boundary treatment must be provided between NMU paths and private gardens;
- For primary non-motorised user paths on primary streets, please refer to section 2.20 Primary Streets;
- Appropriate pavements must be selected, adequate to the context of the different routes;
- Design of non-motorised user paths must seek to minimize visibility and speed issues between users;
- All NMU should be overlooked from the neighbouring properties and where possible properties should front toward them; and
- NMU paths widths are a subject to assessment of the traffic flows at the Reserved Matter Applications for each respective section of the masterplan. They have to be specified in accordance with 'Cycle Infrastructure Design - LTN 1/20'.

Langarth Garden Village

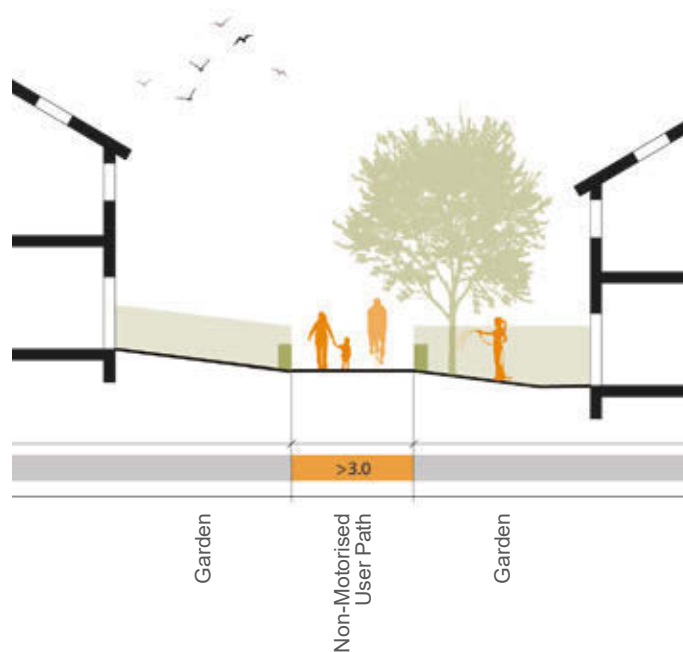
DESIGN CODE / SITE WIDE FRAMEWORK

2.25 Secondary Non-Motorised User (NMU) Paths

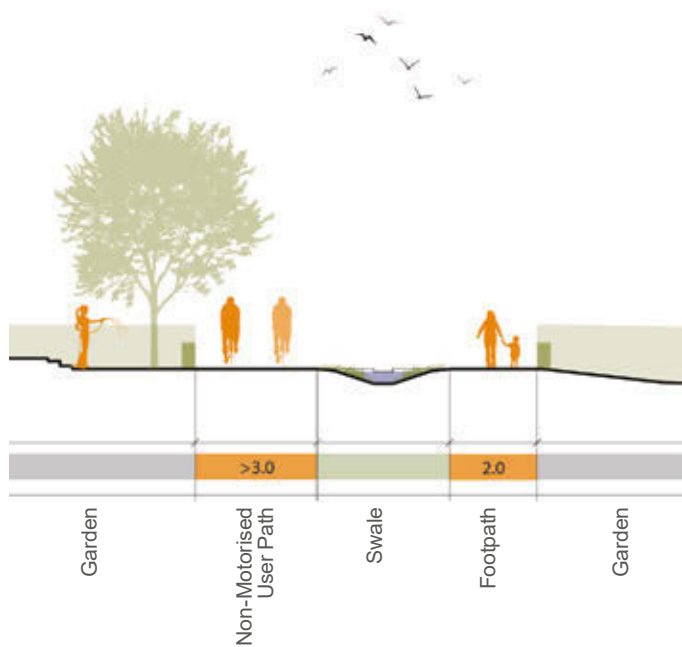
S6.1 On the Landscape



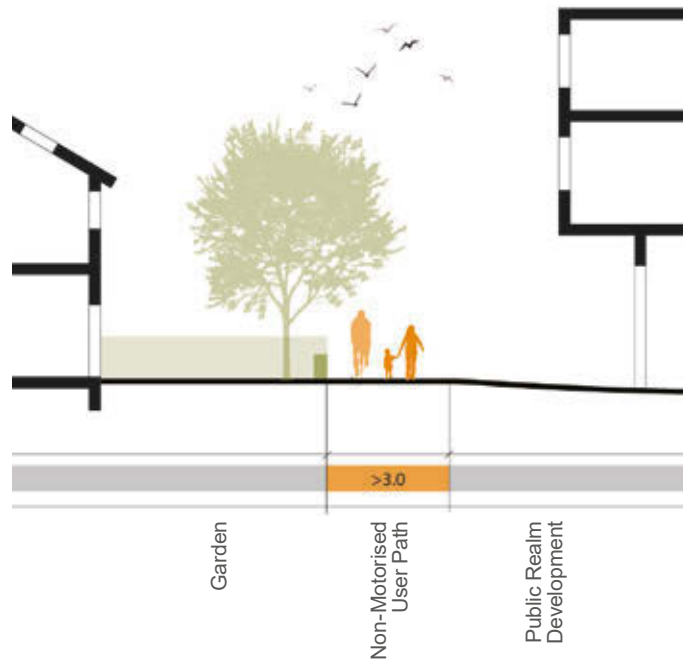
S6.2 Between Plots



S6.3 Between Plots (Along Swales)



S6.4 In Public Realm



Langarth Garden Village

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Fig.93: NMU Path Precedent Image



Fig.95: NMU Path Precedent Image



Fig.94: NMU Path Precedent Image



Fig.96: NMU Path Precedent Image



- Street design must follow national standards with reference to "The Manual for Streets" from the Department for Transport;
- Secondary NMU paths must be 3.0m wide, unless in the public realm (min 2.0m - max 3.0m);
- Appropriate boundary treatment must be provided between secondary NMU paths and private gardens;
- Appropriate pavements must be selected, adequate to the context of the different routes;
- Design of non-motorised user paths must seek to minimize conflict between different users with attention to route hierarchy, context and intensity of users; and
- NMU paths widths are a subject to assessment of the traffic flows at the Reserved Matter Applications for each respective section of the masterplan. They have to be specified in accordance with 'Cycle Infrastructure Design - LTN 1/20'.

COMMUNITY

2.26 Community Infrastructure Plan

The infrastructure of the masterplan puts community as an integral element of the design with a variety of different uses designated for residents and visitors:

Parks, amenity and civic spaces (Type 1), public access sport facilities (Type 3), children (Type 4) and teen provision (Type 5), as well as allotments (Type 6), which can be used for food production on site.

The masterplan designates five local centres, providing hubs of community activity with character differing from centre to centre. The NAR passes through or along these arrival spaces, allowing for a connected series of neighbourhood centres.

The ancillary Stadium for Cornwall area accommodates a significant amount for leisure, commercial and office uses to complement future activities around the Stadium. Additional leisure plots (B11, B12) have been sited adjacent to the Stadium to promote a mix of activity along the footpath / cycleway when approaching from the south.

The existing Langarth Park and Ride facility is to be extended with an additional 600 parking spaces added. Access is provided from the NAR and from Langarth Square. The extension will also feature E-Bike / E-Car sharing hubs to provide alternative transport upon arrival.

Design of the public open space as to include distinctive zones. such as: quiet and contemplation, activity, play, etc.



Fig.97: Community Infrastructure Diagram

Langarth Garden Village

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| | A Uses | | B Uses | | Community Uses | |
|------------------------------|----------------|-----------|----------------|-----------|----------------|-----------|
| | % of Total Use | GIA (sqm) | % of Total Use | GIA (sqm) | % of Total Use | GIA (sqm) |
| Centre 1 | 5.0% | 130 | 15.4% | 200 | 10.4% | 250 |
| Centre 2 | 20.0% | 520 | 23.1% | 300 | 16.7% | 400 |
| Centre 3 | 25.0% | 650 | 23.1% | 300 | 20.8% | 500 |
| Centre 4 | 10.0% | 260 | 15.4% | 200 | 18.8% | 450 |
| Centre 5 | 20.0% | 520 | 23.1% | 300 | 20.8% | 500 |
| Elsewhere outside the centre | 20.0% | 520 | 0.0% | 0 | 12.5% | 300 |
| Total | 100% | 2,600 | 100% | 1,300 | 100% | 2,400 |





- The Local Centre is located at an intersection of multiple routes, which can be vehicular, cycle or pedestrian;
- Easy access by public transport is required;
- An element of public space enables interaction of the community, through generation of space for varied uses (market, seating, areas of play, etc); and
- Buildings offer a mixture of uses, therefore generates a vibrant and lively public realm and activity throughout the day.

2.27 Local Centre Assembly

Two examples have been explored in terms of the assembly of the centre, which can be located either within the neighbourhood areas or between them as a landscaped open space.

Density and relationship of public spaces has been investigated in order to showcase all possible scenarios which are seen to enhance permeability and user intuitive approach to how the space should feel and read.

Commercial / mixed-use units are always located so that they are directly accessible from the public realm, with an opportunity for external seating areas, which will further increase legibility of the public realm.

Higher Density Centre Assembly Example

1. Formal arrangement of the central public space through use of hard and soft landscaping;
2. Public transport forms integral part of the design of the public open space;
3. Mixed use / commercial units to spill onto public open space to enable community interaction;
4. Multiple uses likely to combine within the same public footprint to allow for flexible working opportunities;
5. Employment building to create a corner active frontage;
6. Residential units located above commercial use; and
7. Outdoor commercial spaces to allow for permeable pedestrian movement.

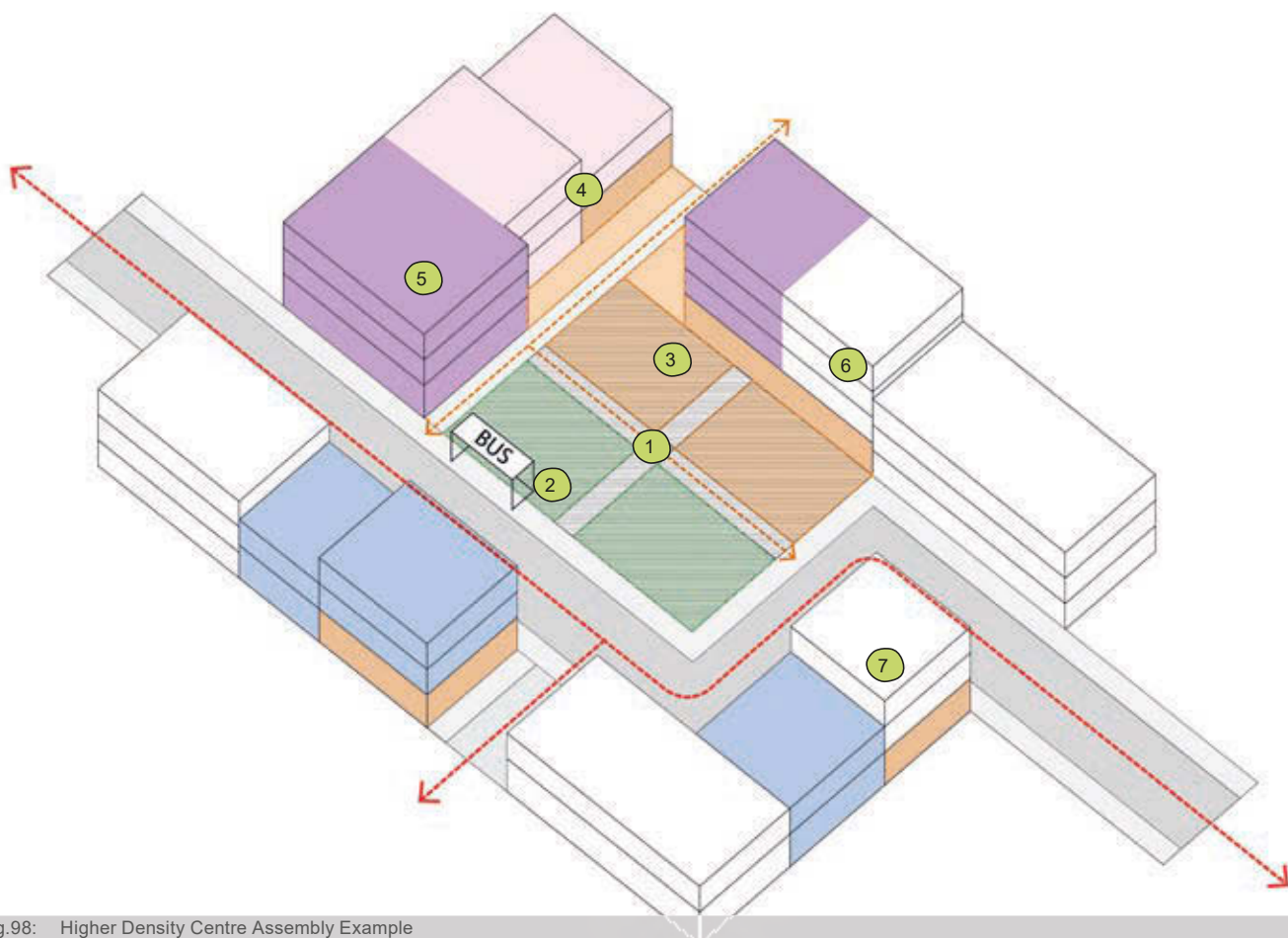


Fig.98: Higher Density Centre Assembly Example

Combination of different uses within one building footprint is encouraged, as it will allow for generation of a collaborative environment and will further enhance business opportunities for its inhabitants.

Key

| | |
|--|--|
| Mixed Use (Ground Floor) | Public Open Space |
| Use within Public Realm | Natural Open Space |
| Commercial / Office | Vehicular Movement |
| Employment | Non-Motorised Movement |
| Community | |

1. Informal arrangement of the central public space;
2. Community building to offer external space for activities to occur;
3. Public transport forms integral part of the design of the public open space;
4. Live / work units to allow for external space use;
5. Low density residential units to be set back from other uses;
6. Employment buildings to create an active corner frontage;
7. Commercial units can be accommodated within low density / residential style buildings; and
8. Uses split between different buildings to allow for a less dense development to occur.

Lower Density Centre Assembly Example

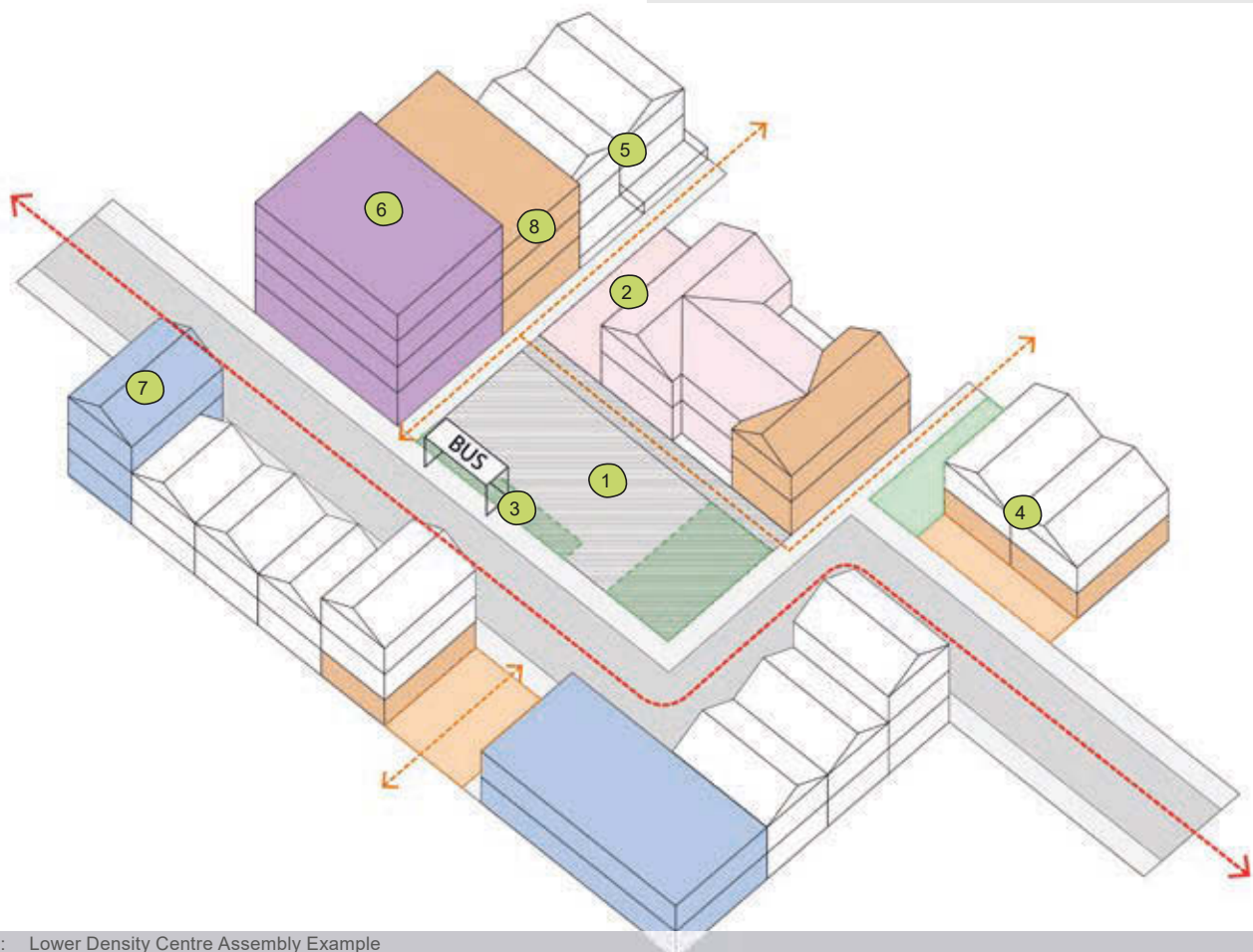


Fig.99: Lower Density Centre Assembly Example

Langarth Garden Village

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The following public spaces have been included in the Community section of this Design Code as they create key opportunities and amenities for community interaction. Other public spaces and parks are described in the Green Infrastructure section.

2.28 Langarth Park South



The southern portion of Langarth Park features a central level area to be reserved for an informal sports pitch linked to an events space immediately to the south. Avenue tree planting to the perimeter of the event space creates a sense of enclosure. Further tree planting is planted on the southern edge of the Northern Access Road and the avenue to the east, bringing more definition to the park.

A network of footpaths linked to pedestrian crossings will provide easy access to the park from the Northern Access Road and adjacent development plots. Tree planting along the network of footpaths will help bring definition and enclosure to the park.

This area accommodates active frontages with amenities, shops and other facilities in a mixed-use environment that provides surveillance and activity through the day.

Design of the public open space as to include distinctive zones. such as: quiet and contemplation, activity, play, social gatherings etc.



Fig.100: Langarth Park South Precedent Image



Fig.101: Langarth Park South Precedent Image



Fig.102: Langarth Park South Precedent Image

- | | |
|-----------------------------------|--------------------------|
| ① Northern Access Road | ⑦ Hardstanding Plaza |
| ② Infiltration Basin | ⑧ Primary Link Street |
| ③ Park Access | ⑨ Residential Access |
| ④ Primary Non-Motorised User Path | ⑩ Hedge |
| ⑤ Avenue Tree Planting | ⑪ Swale |
| ⑥ Informal Grass Sports Pitch | ⑫ Quiet Space |
| | ■ ■ Development Frontage |

Langarth Garden Village

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Fig.103: Plan Langarth Park South

Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK

2.29 Langarth Square



The concept for Langarth Square is based on the historic medieval cross streets and traditional market squares, often seen at the heart of Cornish towns and villages. The square is defined by the existing topography and responds positively to the steeply sloping environment, creating a series of intimate terraced spaces formed by the changes in level and facilitating direct movement corridors along the quiet lanes that intersect the space.

The quiet lanes provide connections with the wider Garden Village to the north, south, northeast and southwest. These routes will be important movement corridors for non-motorised users and will provide access to local facilities. Each route provides a transition from the rural lanes to the urban character of the square. Formal trees and ornamental planting are used to define these linear routes, reflecting existing lines of trees and traditional Cornish hedges. Avenue tree planting will also be proposed along the NAR to contribute to visual amenity and a sense of enclosure.

The square includes focal features and public art that reflect the traditional Cornish cross that was once located at the cross streets. Other features such as water features and lighting have been considered to create a strong sense of place and define vistas along the Northern Access Road. These would be reinforced further through the choice of street furniture, surfacing, planting and lighting in order to strengthen character and identity. Design of the public open space as to include distinctive zones. such as: quiet and contemplation, activity, play, social gatherings etc.

- | | |
|------------------------|-------------------------------------|
| ① Northern Access Road | ⑦ Raised Planter |
| ② Quiet Lane | ⑧ Mixed Use Development |
| ③ Feature Artwork | ⑨ Stepped Access |
| ④ South Facing Terrace | ⑩ Access to Park and Ride Extension |
| ⑤ Avenue Tree Planting | ⑫ Quiet Space |
| ⑥ Terraced Seating | ■ ■ Development Frontage |



Fig.104: Langarth Square Precedent Image



Fig.105: Langarth Square Precedent Image



Fig.106: Langarth Square Precedent Image

Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK



Fig.107: Plan Langarth Square

Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK

2.30 Willow Green Park West



Willow Green Park forms a linear park benefiting from a mature landscape structure encompassing some of the existing fields and field boundaries south of the former Willow Green farm. The well established field boundaries would be retained wherever possible. The central location of the park would make it easily accessible with a prominent position fronting onto the Northern Access Road.

Unlike other parts of Langarth, most of the park is sited on relatively level ground and will benefit from the established setting. The fields would be transformed into a series of spaces that would accommodate a range of facilities from play, informal sport and outdoor sport and connected by footpaths and cycleways.

The spaces would also host a number of infiltration basins and while their primary function would be to provide sustainable drainage, the depressions could also provide opportunities for play and habitat to encourage biodiversity. At the westernmost space land slopes towards an existing wooded watercourse. Appropriate tree and shrub species should be planted to sections of the perimeter of the infiltration basins to help define the space.

A children's equipped play facility (NEAP) would adapt to the landform near the infiltration basins. Development to the north of the NEAP would provide natural surveillance. Design of the public open space as to include distinctive zones. such as: quiet and contemplation, activity, play, social gatherings etc.

- | | |
|---|------------------------|
| ① Northern Access Road | ⑥ Amenity Grassland |
| ② Infiltration Basin | ⑦ Wet Meadow Grassland |
| ③ NAR Infiltration Basin | ⑧ Park Entrance |
| ④ Primary Non-Motorised User Path | ⑨ Hedge |
| ⑤ Neighbourhood Equipped Play Area (NEAP) | ⑩ Swale |
| | ⑪ Quiet Space |
| | ■ Development Frontage |



Fig.108: Willow Green Park West Precedent Image



Fig.109: Willow Green Park West Precedent Image



Fig.110: Willow Green Park West Precedent Image

Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK



Fig.111: Plan Willow Green Park West

Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK

2.31 Penventinnie Square



The site for Penventinnie Square is at the southern edge of the Penventinnie valley, it forms the easternmost arrival space of the Garden Village, accommodates the NAR and reinforces links with Penventinnie Park immediately to the north west. The square serves users of the nearby Royal Cornwall Hospital and Treliske employment area and residents and visitors to the Garden Village.

With the diverse mix of uses in the locale, the square acts as an important meeting place with a sense of vitality supported by the active ground floor uses. The space is able to provide a range of activities, from places to meet and sit. To more communal events like markets and performances.

The concept for the public space is based on a traditional cross streets and market square, typically seen at the heart of Cornish towns and villages. These typically provide a multi-functional space defined by features such as a traditional Cornish cross, monuments or other features.

Avenue tree planting will also be proposed along the NAR to contribute to visual amenity and a sense of enclosure. The square also accommodates street trees to help articulate the space and direct views towards Penventinnie Park.

This area accommodates active frontages with amenities, shops and other facilities in a mixed-use environment that provides surveillance and activity through the day to the park to the south.

Design of the public open space as to include distinctive zones. such as: quiet and contemplation, activity, play, social gatherings etc.

- | | |
|----------------------------------|-------------------------------|
| ① Northern Access Road | ⑥ Stepped Access |
| ② Primary Link Street | ⑦ Informal Stepped Seating |
| ③ Crossing | ⑧ Outdoor Seating |
| ④ Feature Artwork | ⑨ Shop Frontage / Circulation |
| ⑤ Water Feature Terraced Seating | ⑩ Mixed Use Development |
| | ■ Development Frontage |



Fig.112: Penventinnie Square Precedent Image



Fig.113: Penventinnie Square Precedent Image

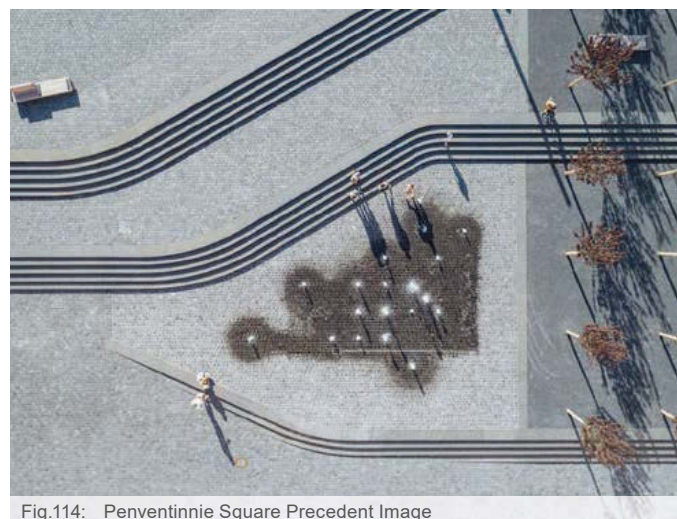


Fig.114: Penventinnie Square Precedent Image

Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK

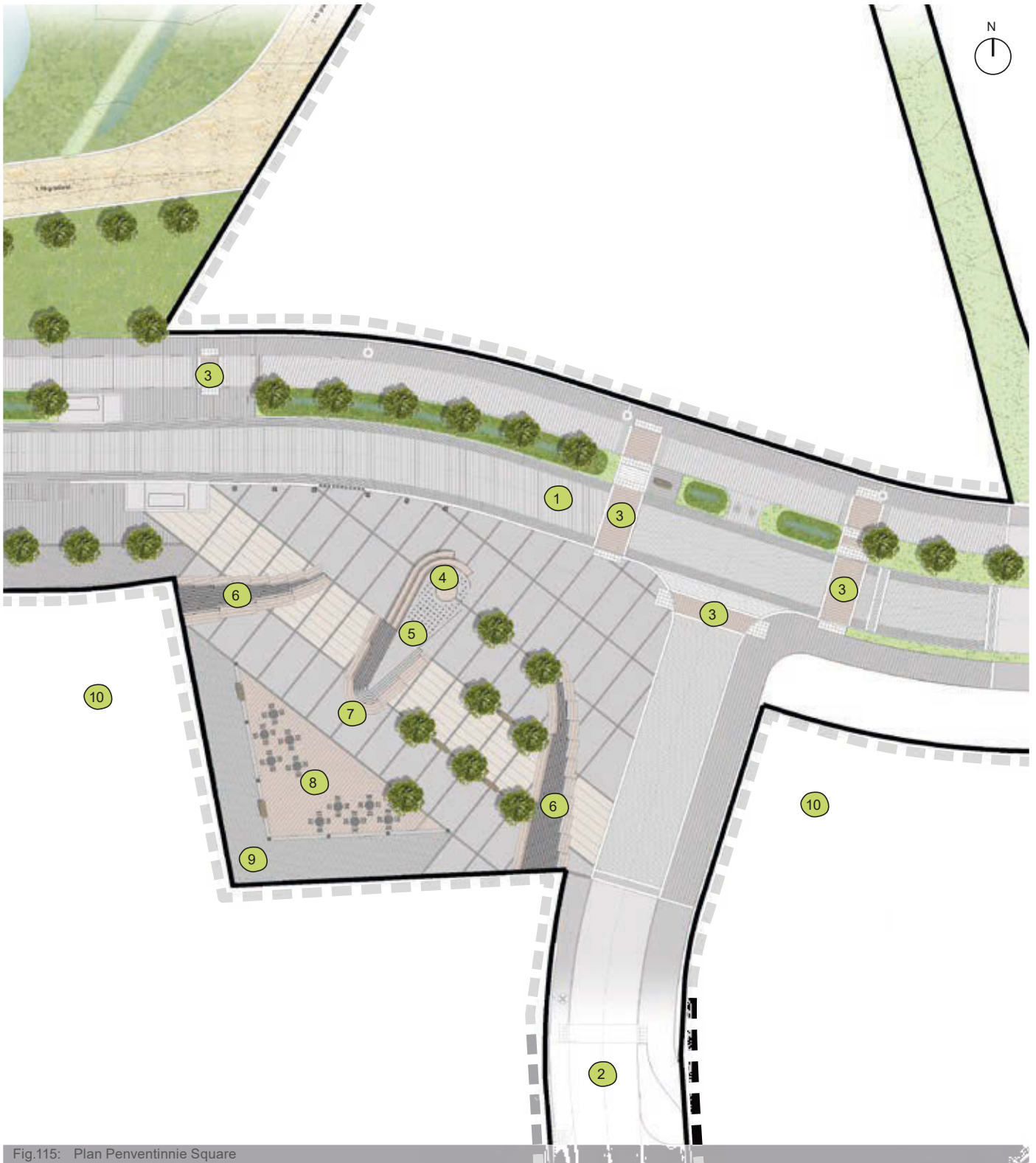


Fig.115: Plan Penventinnie Square

Langarth Garden Village

DESIGN CODE / SITE WIDE FRAMEWORK

2.32 Schools



Two primary school sites are proposed as part of the development. The first, and larger of the two, is a three form entry school in a central location within the West Langarth neighbourhood. This school site lies near to the Bosvisack corridor and will have a capacity of up to 675 pupils.

The second school site sits within the Govers neighbourhood (plot D7), near the proposed Govers Round SANGs and new forest. This will be a two form entry primary school with capacity of up to 465 pupils.

The proximity of both schools to extensive areas of park and nature provide the opportunity for outdoor learning. The central location within the development and proximity to other community facilities promotes generational interaction and further extra curricular opportunities.

Additional SuDS attenuation will be required under the play field on plot B1 at detailed planning application stage.



Fig.116: School Precedent Images



Fig.117: School Sites - Land Use Plan Extracts



2.33 Allotments / Orchards



Allotments and orchards provide the opportunity for residents without their own garden or sufficient space to grow their own food, whilst also promoting a healthy lifestyle and social interaction.

The Open Space Standards require that allotments should have a minimum size of 2,500m² with a catchment area of 800m. Two allotment sites are proposed, in the east and in the west.

Smaller sized allotments within the Green Infrastructure network as well as Communal Gardens and a Community Farm (plot D14) are proposed as part of the Community Infrastructure Strategy. They create a landscape which is not only beautiful but also performative.

Micro allotments are to be provided within developable plots in order to promote sustainable productivity on a smaller scale and easy access to areas for growing food. For every 1000 units, 0,5ha of micro allotments is recommended by the National Allotment Society.



Fig.118: Orchard Precedent Image



Fig.119: Community Garden Precedent Image



Fig.120: Community Farm Site - Landscape Plan Extract



Fig.121: Allotments / Community Farm Precedent Images

2.34 Play

Play provision at Langarth is located on easily accessible outdoor sites forming part of the wider green infrastructure network. The distribution of play provision ensures that residents are within the recommended 600m catchment and they are well placed in relation to public spaces as well as residential development.

Play areas are to be situated in park and amenity space or natural space as follows:

- Four neighbourhood equipped areas for play (NEAP), with a minimum size 500m² (see example for Langarth Park North); and
- Two destination equipped areas for play, with minimum size 700m² (see example for Penventinnie Park).

The NEAP's and destination play areas would comply with Cornwall Council's Open Space Strategy for Larger Towns in Cornwall (2014) and the Council's play area specification with a minimum size of 500m² and 700m² respectively. They would have appropriate buffer zones to separate activity areas from residential dwellings, while accommodating natural surveillance.

Playable space: In addition all residential development would be no further than 330m from at least one type of open space suitable for children's informal play.

Teen provision at Langarth will be located on outdoor sites, forming part of the wider green infrastructure network, that are easily accessible particularly by bicycle. The distribution of ensures that residents are within the recommended 800m catchment and they are well placed in relation to arrival spaces (local centres) as well as residential development.

Teen provision would be situated in park and amenity space or natural space as follows:

- One multi-use games area (MUGA), with a minimum size 800m²;
- Two separately located satellite area (BMX track and skate park), each with a minimum size of 500m² (see example for Langarth Park North); and
- The skate park should also include some beginner facilities. This would require a smoothly surfaced 3.0m wide concrete path extending on level ground and a modest slope.



Fig.122: Children Play Provision Precedent Image



Fig.123: Children Equipped Play Space Precedent Image



Fig.124: Informal Play Provision Precedent Image

2.35 Art / Culture

Culture and creativity are engrained in the vision for Langarth Garden Village in order to reflect the area's existing natural character and Cornish heritage.

The provision of art in the public realm is important in developing a sense of place and belonging, whilst also aiding with residents and visitors collective wellbeing. Artistic and cultural experiences will help promote creativity within the community and provide a platform for local artists and creatives to exhibit their work.

There are opportunities for artwork within the public realm throughout the site. A new Langarth Cross is to be sited within Langarth Square, marking the historical location of a previous cross. The Truro Milestone by the West Langarth Gateway is also to be relocated.

Detailed Art / Culture strategy needs to be provided at the Reserved Matters stage planning applications.

Public Art Strategy

Key design principles for public art within Langarth:

- Commission local artists;
- Artwork to create a visually stimulating environment;
- Permanent and temporary works;
- Reflecting local Cornish character through installations;
- Variety of works such as: sculptures; digital art; performance art; landscaping etc.;
- Explore opportunities to use artwork for wayfinding;
- Artwork to reflect the identity of neighbourhoods; and
- Art and culture encouraged within the community to promote social interactions.



Fig.125: Open Air Theatre Precedent Image



Fig.126: Cornish Cross Sculpture, Saltash. Artist Simon Thomas



PART B

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PART B CHARACTER

THE BRAKE NEIGHBOURHOOD

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3.01 The Brake Neighbourhood

The Brake Neighbourhood is the closest to the existing countryside areas to the North and West. There is an opportunity here to reflect that countryside character and create a distinctive neighbourhood through generously sized houses with larger private gardens.

The Brake Neighbourhood provides a transition from the more compact West Langarth Neighbourhood and the settlement's countryside edge to the north west. Along this edge, lower density development overlooks areas of managed wetland and woodland. The residential grain gradually tightens in the areas closer to the NAR and A390 with Village and Urban areas.



Fig.127: View Towards Bosvisack Scheduled Monument



Fig.128: Village Common Precedent Image

Topography and Natural Features

The Brake extends along north facing slopes, with the Bosvisack Corridor in the valley bottom containing important habitats such as broadleaved and wet woodland. The topography and undulating landform provides the neighbourhood with distinctive views across the valley. The existing landscape features such as Cornish hedges and former agricultural ditches are to be retained where feasible.

Cultural Heritage Assets

Evidence of the medieval open field system is still present and the fields are enclosed by Cornish hedges. The open field system included smaller strip fields with a mix of arable land, orchards and pasture and there is opportunity to make reference to this rich history. The green lane (refer to section 2.14) utilises the existing heritage route to provide a landscaped travel route that connects the neighbourhood with Langarth Park.

Aspects, Views and Vistas

The opposite Design Framework Plan highlights key views from the Village Common across the wider valley and towards the Bosvisack Scheduled Monument. Any new development must be designed to ensure these views are protected and lower level development to the North will allow for views over the roofscape towards the countryside.

Public Open Spaces

The main public open space amenity, The Village Common (refer to section 2.07), lies in the central part of the neighbourhood towards the Bosvisack Corridor, with potential for community facilities and employment uses clustered around it and natural elements such as orchards, food growing, community buildings and shared play features contained within.

Local Centres

Mixed use and employment provision is contained within the local centre located by the West Langarth Gateway arrival space. Primary non-motorised user paths connect the centre from North to South and the NAR primary street passes close by. This centre creates activity at the western entrance to the Garden Village and provides development frontage to the West Langarth Gateway and A390.

Langarth Garden Village

DESIGN CODE / THE BRAKE

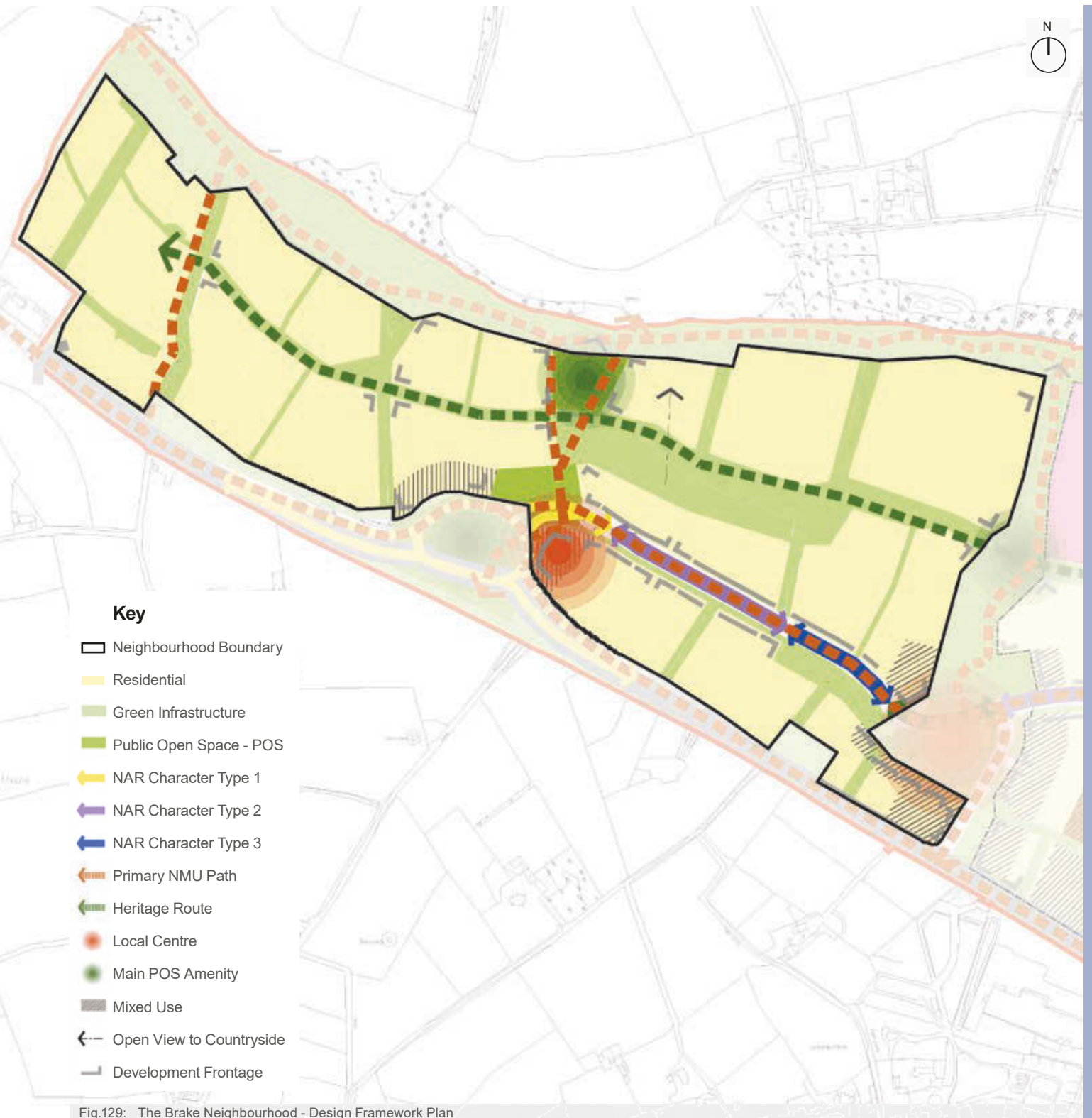


Fig.129: The Brake Neighbourhood - Design Framework Plan

Langarth Garden Village

DESIGN CODE / THE BRAKE

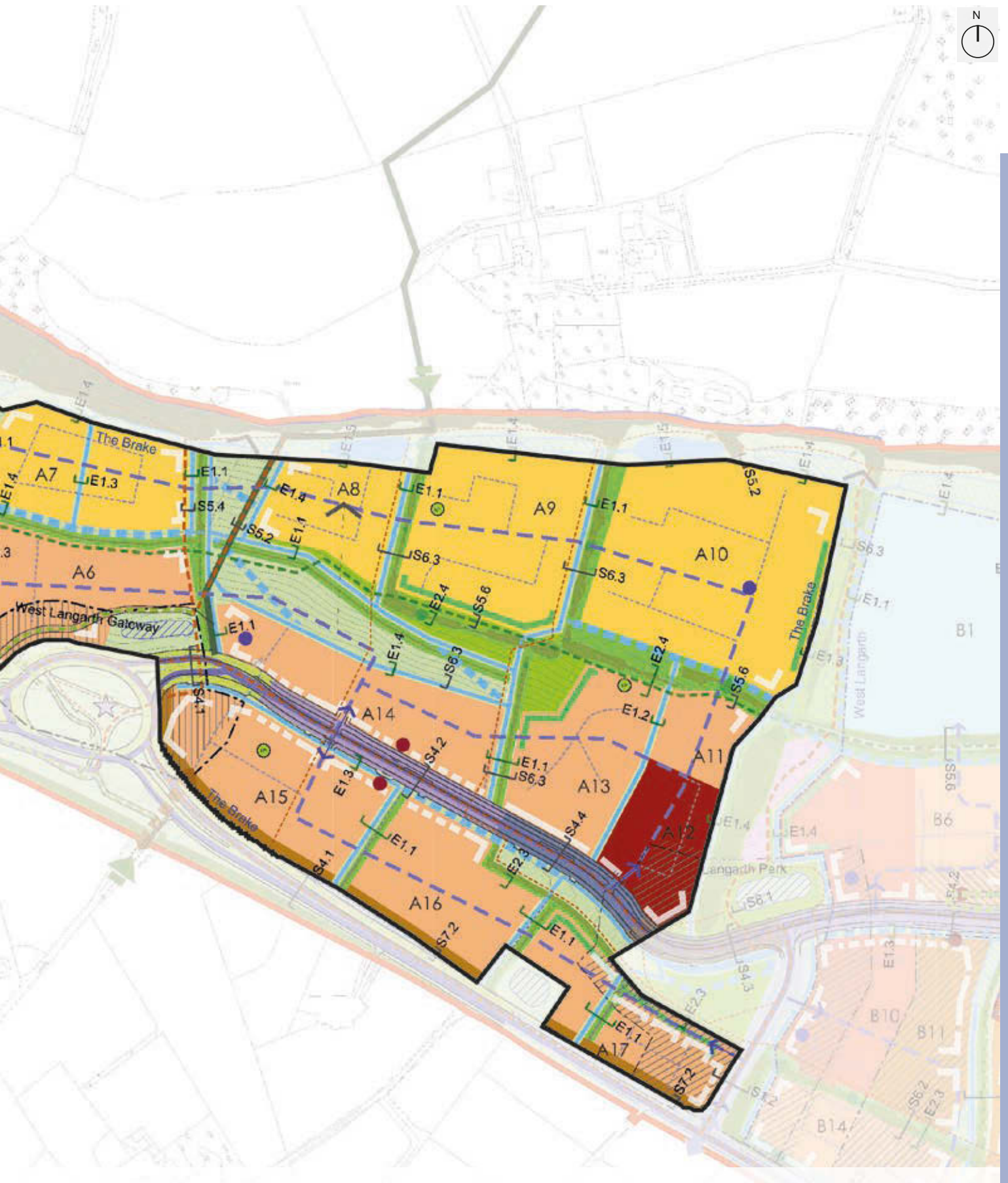
3.02 Regulatory Plan

Key

- Neighbourhood Boundary
- Park, Amenity & Civic Space
- Natural Open Space
- Hedge
- Hedge Enhancement
- Retained Tree
- Local Play Space
- Swale
- Narrow Swale
- Infiltration Basin
- NAR Infiltration Basin
- NAR Wetpond
- Residential - Lowest Density
- Residential - Medium - Low Density
- Residential - Medium Density
- Residential - Highest Density
- Mixed Use
- Open View to Countryside
- Edge Conditions
- Development Frontage
- Public Open Space Frontage
- Street Hierarchy
- Primary Street - Fixed
- Access Point - Fixed
- Secondary Street - Indicative
- Tertiary Street - Indicative
- Primary NMU Path - Indicative
- Secondary NMU Path - Indicative
- Green Lane
- Public Right of Way
- NAR Character Type 1
- NAR Character Type 2
- NAR Character Type 3
- NAR Character Type 4
- A390 - West Langarth
- A390 - West Langarth to Interim Junction
- Bus Stop - Indicative
- E-Car & E-Bike Hare Hub - Indicative



Fig.130: The Brake Neighbourhood - Regulatory Plan







3.03 Parameters

Densities

The lowest and medium-low densities are sited towards the western and northern edges of the site to aid in the transition from development to the existing countryside surroundings. Medium-high density development provides frontage along the primary streets and at the West Langarth Gateway. A high density plot (A12) by Langarth Park allows for the provision of extra care / student accommodation.

For further information regarding densities refer to the parameter plans (step 1).

Key

-  Neighbourhood Boundary
-  Lowest Density: up to 35 dph
-  Medium-Low Density: up to 40 dph
-  Medium Density: up to 50 dph
-  Medium-High Density: up to 60 dph
-  High Density: up to 140 dph
-  Non-Residential / Retained Plot

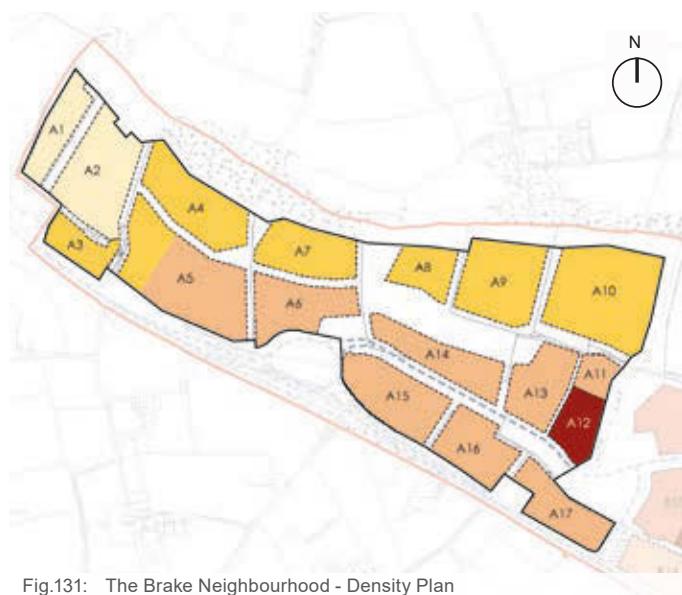


Fig.131: The Brake Neighbourhood - Density Plan

Building Heights

Low level development is sited along the lowest areas of the neighbourhood to allow for views to open countryside from higher levels and a reduced impact on the surroundings. 3 storey buildings are provided along the NAR, A390 and towards the arrival space to provide active frontage to the primary streets. 4 storey mixed use and employment areas are sited around Langarth Park in the West to provide enclosure, visual security and a dynamic streetscape.

For further information regarding building heights refer to the parameter plans (step 1).

Key








-  Neighbourhood Boundary
-  Up to 2.5 Storey* (Up to 11m)
-  Up to 3 Storey** (Up to 13m)
-  Up to 4 Storey** (Up to 17m)
-  Plot where no change proposed
-  * Extra +2m in height for main school buildings
-  ** Extra +2m in height for mixed use and employment areas



Fig.132: The Brake Neighbourhood - Building Heights Plan

Residential Grains

Settlement edge grains are situated along the western and northern boundaries to soften the transition between the development and the existing countryside. Village grains are proposed along the NAR and surrounding the central open space to create a more defined development edge along the primary street and around the landscape. Three urban grain plots lie between the NAR and the A390 to help further define the NAR street edge and provide building frontage to the A390.

For further information regarding residential grains refer to section 9 of this Design Code.

Key

-  Neighbourhood Boundary
-  Developable Plot
-  Settlement Edge - Clusters Grain
-  Settlement Edge - Hillside Grain
-  Village Grain
-  Urban Grain



Fig.133: The Brake Neighbourhood - Residential Grain Plan

Street Hierarchy

The section western section of the NAR is the primary street that provides access to this neighbourhood. It separates the neighbourhood in two sections north and south. North of the NAR one main secondary street loops all parcels providing good connectivity throughout the area, this street adapts to the topography and has several deflection points along the route breaking up the rectilinearity, tertiary streets and mews provide access to all plots. The area south of the NAR is acceded via cross road junction and has a rectilinear layout to fit the urban grain.

For further information regarding street hierarchy refer to section 2.19 of this Design Code.

Key

-  Neighbourhood Boundary
-  Developable Plot
-  Primary Street
-  Secondary Street
-  Tertiary Street
-  Green Lane



Fig.134: The Brake Neighbourhood - Street Hierarchy Plan

3.04 Summary Table

The opposite table outlines the applicable treatments within The Brake Neighbourhood and the below precedent images provide visual examples of how the appropriate character could be achieved. For further information refer to the pages of this Design Code indicated within the summary table.



Fig.135: The Brake Neighbourhood - Precedent Images

| Type | | Ref. | Description | Page |
|--------------------------|---------------------|------|--|------|
| Streets | Primary Streets | S1.1 | Typical Section | 76 |
| | Secondary Streets | S2.1 | Typical Secondary Street | 80 |
| | | S2.2 | Reduced On-Street Parking | 80 |
| | | S2.3 | 132kv Underground Cables Strip Incorporated | 81 |
| | | S2.4 | Green Space Crossing | 81 |
| | Tertiary Streets | S3.1 | Vehicular Access | 82 |
| | | S3.2 | Pedestrian & Cycling Only | 82 |
| | | S3.3 | Mews | 83 |
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| | | S4.2 | NAR Character Type 2 | 61 |
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| | | S6.1 | On the Landscape | 88 |
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| Edge Conditions | SuDS | E1.1 | Swale Along Boundary Facing hedge | 285 |
| | | E1.2 | Swale in the Public Realm with Crossing | 285 |
| | | E1.3 | Infiltration Trench Along Path Facing Hedge | 285 |
| | | E1.4 | Attenuation / Detention Basin Along Path | 285 |
| | | E1.5 | Wetpond Along Path | 285 |
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| | | E2.4 | Cornish Hedge by Street / Cycleway / Footway | 51 |
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| | | P1.2 | Perpendicular Parking | 234 |
| | | P1.3 | Echelon Parking 60° | 234 |
| | | P1.4 | Echelon Parking 45° | 234 |
| | Communal Parking | P2.1 | In Landscape | 230 |
| | | P2.2 | Courtyards | 230 |
| Plot Boundary | Boundary Treatment | A | Post and Wire Planted - with native shrubs | 204 |
| | | B | Planted with Low Walls | 204 |
| | | C | Railings with Planting | 204 |

Fig.136: The Brake Neighbourhood - Summary Table

3.05 Materials Palette

The Brake neighbourhood is predominantly a Settlement Edge grain. Primary materials are to be mixed across the Settlement Edge and Village grains with one single material dominant in each area. Secondary materials can be used across Settlement Edge and village grains, again with a dominant secondary material in each area. No more than 2 or 3 materials to be mixed per building.

Settlement edge buildings draw from a more traditional material palette from the surrounding area. Colours are informed by traditional light granite stone and pale render. An example of a proposed buildings within The Brake Neighbourhood can be found opposite.

Tones

Granite Grey

Dark Slate Grey

Contrast

Texture and Materiality

Primary:

Smooth, textured and tumbled brick within tone range; render.

Timber cladding; shingles; stone.

Roofing:

Standing seam metal roof; slate effect clay tiles; natural slate; green roof.

Contrast:

Shingles; render.