

Appendices

Langarth Garden Village Statement of Community Involvement

October 25th October 2020



Prepared by Rachael Gaunt
On behalf of Cornwall Council

Appendices

- Flyer for November 2019 public engagement events
- November 2019 public engagement boards





Langarth Garden Village

Growing futures and nurturing communities

Community Consultation Events

9th October, 2-7pm

St Agnes, Miners and Mechanics

10th October, 2-7pm

Highbertown, All Saints Church

11th October, 2-7pm

Threemilestone Community Centre

18th October, 2-7pm

Chacewater Village Hall

25th October, 2-7pm

Shortlanesend Village Hall

An opportunity to ask questions, pass on ideas and
voice your thoughts on the proposed
new Council led development at Langarth

Guidance and brief

The development of a masterplan is being shaped and led by a number of brief and guidance documents to help design a successful development and foster the creation of a vibrant community.

The brief

The brief of Cornwall Council is playing a vital role in terms of setting the vision for the masterplan. Close collaboration between all the parties involved therefore has to be assured, in order to generate coherent and innovative ideas. Cornwall Council have also identified a series of design initiatives in order to ensure Langarth meets the requirements of a garden village. The resulting masterplan should be carbon-neutral and integrating nature into the proposal will be key in its success.

Langarth Stakeholder Panel

The panel meets regularly to discuss the masterplan progress and give feedback and ideas to help shape the design. Representatives from the local Council, local businesses, community and faith groups, schools and hospitals are all invited to the panel.

Design Guidance

In addition to the brief a variety of policy and planning guidance is being taken into account, whilst generating design principles for the Design Framework Masterplan. These are as follows:

- Cornwall Local Plan
- Garden City Standards for the 21st Century
- NHS England's Healthy New Towns Guidance
- Healthy Streets Design Principles
- Cornwall Design Guide

“We have identified a series of design initiatives in order to ensure Langarth meets the requirements of a garden village. The resulting masterplan should be carbon-neutral and have minimal negative impact on the local ecosystems. Integrating nature into the proposal will be key in creating a successful garden village.”



LANGARTH DESIGN PRINCIPLES

www.cornwall.gov.uk/langarth

The site

The Langarth Garden Village is sited to the North of the A390, on the edge of the city of Truro and on the other side of the road to Threemilestone. The site slopes down towards the upper extents of the River Kenwyn, encapsulating the existing Langarth Park and Ride site and the proposed new stadium for Cornwall and Hendra sites. The site extends from the North-west edge of Truro Golf Club to West Langarth Farm.



Character areas

Character Areas identified build upon the connection with their immediate context. The names have been given based on the surrounding area and seek to influence the character of the zones. The character areas proposed are (from West to East):

- Rural / Gateway
- Sport / Wellness
- Community
- Research / Learning
- History / Cultural
- Health

Planning applications

There has been a number of previous planning applications submitted for the areas relating to the current masterplan boundary. Approved applications set a baseline in terms of the numbers of houses / uses / infrastructure consented.

Green Infrastructure

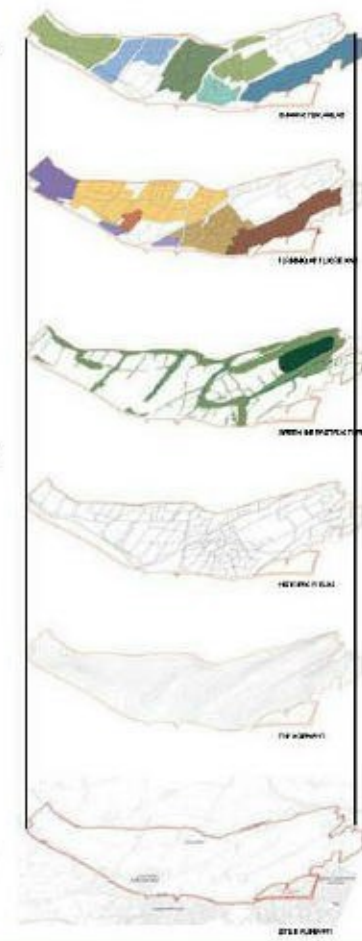
The existing green infrastructure in and around the site is recognised for its value and the contribution it could make to the character of the future development.

Historic Field Boundaries

Langarth is a shrunken medieval hamlet.

Topography

The masterplan will work with the existing topography and contours to create developments with a strong character. Two challenges will be how to adapt to the steep sided slopes and north facing valley side, as a southerly aspect is preferred for development.



www.cornwall.gov.uk/langarth

Landscape analysis

The masterplan team and key stakeholders have determined that the design of Langarth Garden Village should be landscape-led, seeking to enhance the existing landscape character. Key landscape features surrounding and within the site should be protected, whilst opportunities should be promoted to engage with this landscape.

Truro sits within a natural 'bowl' formed by the junction of the Rivers Allen and Kenwyn at their confluence with the Truro River.

The hills and ridges which surround Truro determine its setting and to the north, south and east have naturally limited the extent of built development. In contrast Highbury extends westwards from Truro along a narrow ridge line. The land form falls away steeply from the Highbury town to Threemilestone ridge north and southwards toward the Kenwyn and Tinnis river valleys. North of the hospital the land falls away particularly steeply. The river valleys structure the landscape and have influenced the urban form.

The steep slopes called the 'Highbury Pass' create an important landscape corridor between the Tinnis / Calenick and the Kenwyn Valleys. The masterplan area sits within both the 'Fal Riv, Truro and Falmouth' and 'Redruth, Camborne and Gwennap' Landscape Character Areas.



Landscape Contours



Main watercourses



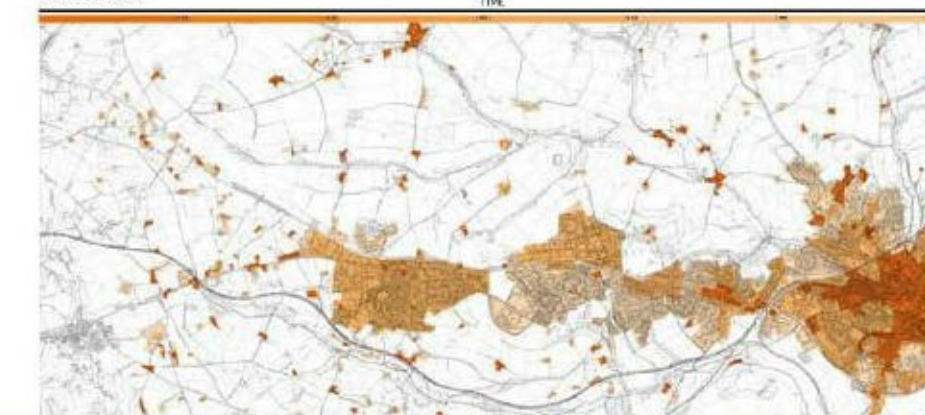
Main green infrastructure



Main settlements infrastructure

Historic background

Truro and Kenwyn are both historic places with ancient roots. Bronze Age settlements have been discovered in both the east of the city and in the Threemilestone area. Truro has grown and developed around the historic city centre in a nucleated fashion along the bowl valley slopes. The direction of growth towards Threemilestone has protected the 'bowl' but whilst there has been a clear vision of how the historic city should relate to its setting, there has not been a correspondingly clear vision for how this new urban entity should sit on the Highbury ridge. The evolution of the site in its context, and the expansion over time of both Truro, Highbury, Gloweth and Threemilestone, are depicted by the below plan, from 1878 to the current day.



www.cornwall.gov.uk/langarth

Landscape analysis (continued)

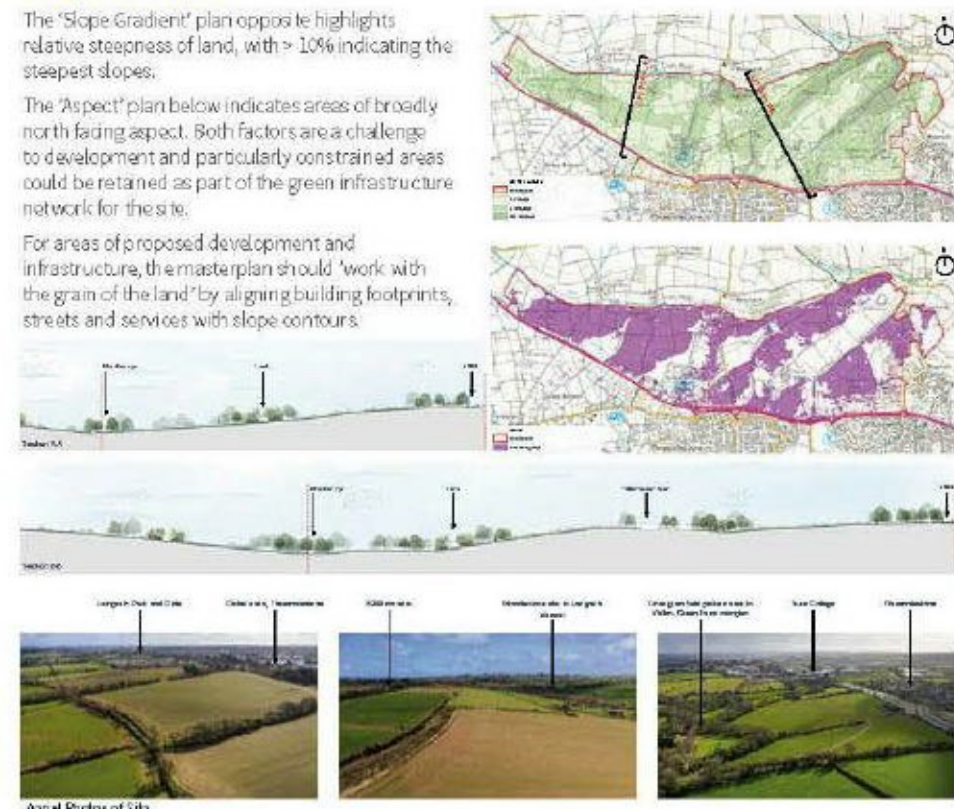
The complex arrangement of landform and vegetation around and within the site means that it is not generally visually prominent from viewpoints towards the site. This means that there is opportunity for any development proposals to be more carefully integrated into the landscape reducing adverse effects on views looking towards the site.

Slope analysis

The 'Slope Gradient' plan opposite highlights relative steepness of land, with > 10% indicating the steepest slopes.

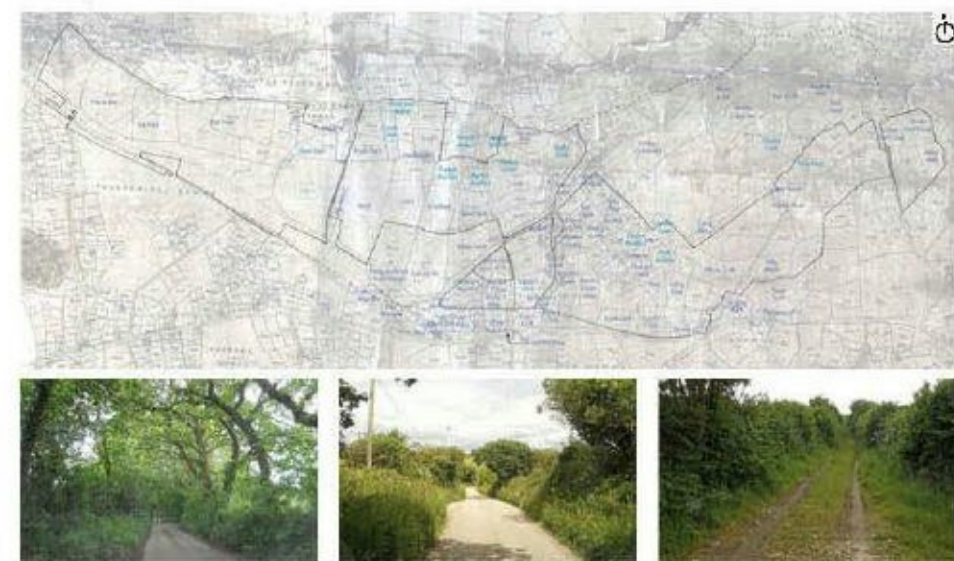
The 'Aspect' plan below indicates areas of broadly north facing aspect. Both factors are a challenge to development and particularly constrained areas could be retained as part of the green infrastructure network for the site.

For areas of proposed development and infrastructure, the masterplan should 'work with the grain of the land' by aligning building footprints, streets and services with slope contours.



Field and place names

The historic place names around the site form an important reference to the development of the masterplan, suggesting previous uses and characters of site areas that could be reinstated or reimagined as part of the masterplan.



Wide scale service analysis

Wide scale analysis of the area surrounding the site has been undertaken to understand the existing services provision in the local context. This will help guide the services that may be added to or enhanced either within, or potentially outside, the masterplan area.

The services analysis has included looking at the following services: Education, Health and Leisure.

Education

- Primary
- Secondary
- FE & HE
- Special



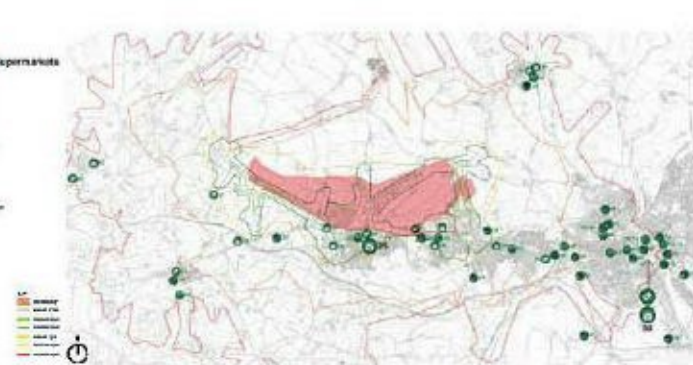
Health

- General Practitioner
- GP
- Pharmacy
- Dental
- Web



Leisure

- Sports
- Leisure
- Shopping
- Supermarkets
- Places of Worship
- Parks



Site constraints plan

Through undertaking detailed analysis of the site and its context, the key constraints to development have been mapped to indicate the extents of the site that may suit development, and the extents of the site where development would be unviable.



Topography

The slopes on the site are greater than 10%, with a high percentage of the area broadly facing north. Both factors are a challenge to development and particularly constrained areas could be retained as part of the green infrastructure network.

Green infrastructure

The Masterplan will need to consider the pattern of the existing hedgerow boundaries and the opportunity to inform the layout of the new development. The finer grained field pattern next to the Willow green farm complex is distinctive and the wooded boundaries offer a sense of enclosure and an 'immediate' setting for development.

Heritage features

The historic location of the Langarth Cross has been identified close to the existing park and ride and the treatment of this site is being carefully considered. Consideration is also being given as to how existing buildings are to be retained and integrated.

Utilities

One of the key constraints on the site will be the phasing of the delivery of the sites, where a detailed permissions come on line and how this impact on service provision. At present the implications of the site as a whole, in terms of capacity, are not clear for some undertakers. This will need clarification to understand the implications on off-site infrastructure.

Flood zone

The site lies largely within Flood Zone 1, low risk. The reports conclude that the main flood risk arises from the development proposals direct, which left unmanaged would provide a significant uplift in run-off and flood risk to areas downstream of the site.

Access and movement

A very limited number of pedestrian access points create a movement and access constraint to the site. Lack of pedestrian crossings along the A390, combined with the high level of traffic along the route means that potential improvements would need to be looked at.

Existing proposals on site

There are number of proposals on site, which are considered to be implemented by the planning authority. Those proposals will have to be incorporated within reason in the overall masterplan design.

Site Opportunities Plan

The detailed analysis of the site and its context has highlighted opportunities that already exist. Utilising these opportunities would help create a characterful and sustainable development.



A number of site specific opportunities have been identified by project stakeholders which the masterplan team are exploring. Langarth Garden Village is targeting a carbon neutral development and the opportunities list outlines ways in which this could be implemented throughout the design.

Environmental/ carbon neutral development

- Challenge the land take of the development by increasing density, to maintain the diverse green spaces and ecology.
- Use of renewable energy sources such as geothermal energy, ground source heat pumps and photovoltaic cells.
- Highly insulated and naturally lit buildings to minimise energy use and help reduce fuel poverty.
- Sustainable Urban Drainage systems to minimise the impact on the wider environment.
- Existing hedgerows are being retained and enhanced to create distinctive character and improve natural habitats.
- Maintain views towards key landscape and heritage features.
- Formation of wetland areas to improve biodiversity and create valuable learning environments.

Sustainable transport

- Prioritise walking and cycling to promote an active lifestyle through reduced dependence upon cars.
- Create a new cycle route along the Kaseyn River linking the site and Threemilestone to Truro.
- Challenge private car parking numbers to promote sustainable transport modes.
- E-car and e-bike share/ clubschemes to help reduce traffic numbers.
- New railway platform at Threemilestone being explored to help serve business parks, communities and stadium.
- Safer crossings on the A390 to existing communities and facilities to promote active links.

Modern living

- Human scaled neighbourhoods are being proposed to promote walking and cycling.
- Public spaces should be overlooked by mixed use buildings for constant surveillance.
- Distinctive settlements within the landscape that relate to topography.
- Alternative sewage plant to reduce energy use.

Community

- Mixed used neighbourhood centres to provide an active hub for new and existing communities.
- Local food production in allotments and community orchards.
- Housing for all ages to create a diverse community.
- Early delivery of schools employment space and retail to create a self-contained community reducing the need to travel.
- Formal and informal play areas.

Healthy and active lifestyles

- Socially sustainable green spaces that are inclusive.
- Using green spaces for joint activities to allow for natural community interaction.
- Indoor and outdoor facilities that have a year round appeal to create an adventurous destination.
- Specialist accommodation such as sheltered and extra care to support existing health facilities.

Local economy

- Improve cycle network to promote Truro as an active holiday destination.
- Improve transport links to existing business parks and Innovation Centre to encourage growth.
- Maintain part of productive land to help support local cafes.
- Development character areas sized to help suit Cornish developers.
- Flexible live-work homes to allow small businesses to grow.

Site Opportunities Plan (continued)

As well as implementing a network of safe and pleasant footpaths and cycleways in the future Langarth Garden Village area, in 2020 Cornwall Council will be implementing a number of initiatives and trials to improve bus travel in Cornwall.

The results of these upcoming trials and initiatives will help inform the future public transport infrastructure that will serve Langarth and beyond.

Langarth and Public Transport

Walking, cycling and the use of public transport should be promoted over private car use in order to reduce emissions whilst also promoting a healthy and active lifestyle.

Northern Access Road

The new proposed access road to serve the development will connect between the A390 West of Threemilestone and the Trelliske Industrial Estate and Hospital. The new road is proposed to provide a relief effect to traffic on the A390 which is expected to be in excess of 10k (similar to the impact of school holidays), subject to detailed traffic modelling.

Langarth Avenue will have a speed limit of 20mph and a segregated two-way cycleway with priority over side roads on both sides of the road.

A390 Improvements

A dedicated transport team is looking at potential road, cycleway and pedestrian improvements along the A390 road to facilitate better connectivity between the North and South areas of Truro. These improvements include new and safe pedestrian crossings, the incorporation of bus lanes and cycle lanes as well as incorporating new planting to improve biodiversity.



Park and Ride

As well as an increase in the number of car parking spaces there are plans for the Park and Ride daily operating hours to extend as of April 2020. The ambition is for services to run between 06:00am and 22:00pm Monday to Sunday. This detail is still subject to Cornwall Council Cabinet approval.

One Cornwall Transport

One Cornwall Transport is an initiative to improve public transport in Cornwall. It is recognised that for people to use their cars less, improvements need to be made to the public transport infrastructure.

£1 bus ticket trial

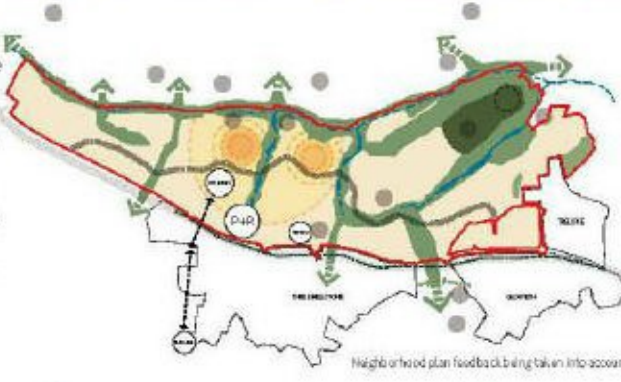
As part of the One Cornwall Transport Initiative, from May 2020, Cornwall Council will begin trialing a £1 day ticket for unlimited travel on buses around Cornwall in a single day.

Masterplan options

Three scenarios have been identified as a result of a parameter matrix, which uses topography, green and blue infrastructure, number of nodes, design principles, constraints and opportunities to establish series of key transitions.

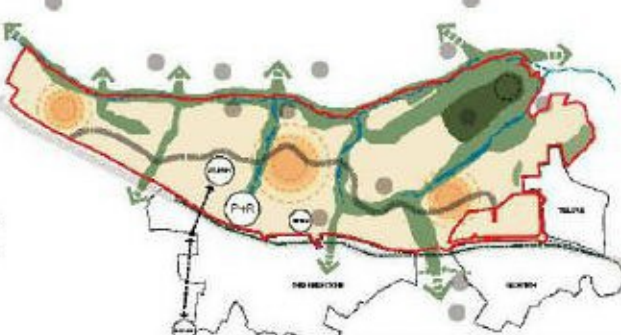
Scenario 01

The first option aims to minimise the footprint of the new development with a strong semi-urban extension of the proposed developments near the new stadium and the Hendra site. This enables the retention of a significant amount of the landscape, allowing the green element of the overall masterplan to be optimised. The new development will be defined by a strong edge towards the landscape and will have two local centres/ village squares.



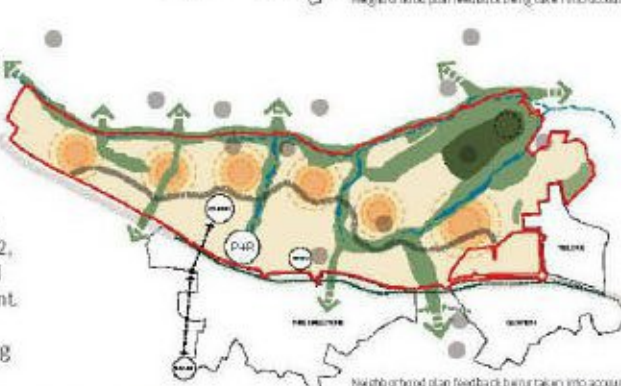
Scenario 02

Like the first scenario, this option maintains some of the physical connection with the proposed developments around the stadium and Hendra. However, some of the development density will be relocated in order to create two new village centres to the West and East. These new village centres will have a close connection with the green infrastructure.



Scenario 03

The third Scenario will be developed as five smaller settlements, with an emphasis on more low density settlement clusters. These new settlements will have their own strong identity, surrounded by the landscape of the valleys. Expanding on the three centres from scenario 02, this scenario includes two additional clusters around the new park element. In this Masterplan scenario the new development is contained by a strong new landscape character.



Next steps

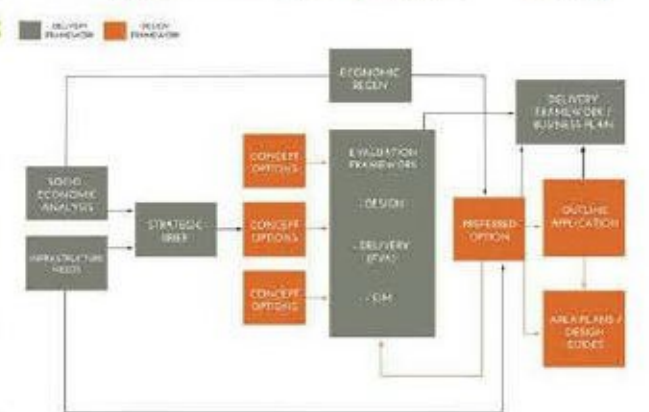
The masterplan team are working to a Project Programme, which builds the tasks upon RIBA workstages and their requirements. This programme seeks to submit an outline planning permission for the masterplan in April 2020.

STAGE	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
Masterplan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Outline Planning Permission											
Full Planning Permission											
Construction											
Occupancy											

The Design Framework and the Delivery Framework

The Design Framework is the masterplan which will outline how the vision and design principles will look in spatial terms, through the layout of the various land uses across the site.

The Delivery Framework will ensure that the Design Framework meets the Council's objectives for development at Langarth, and that the proposals are affordable, commercially viable and deliverable.



EIA scoping

An Environmental Impact Assessment (EIA) is being undertaken alongside the masterplan. This systematic and holistic process will ensure that the masterplan proposals consider and mitigate any potential negative impacts on areas such as ecology, biodiversity and heritage.

Through understanding these impacts, the masterplanning team will also be able to identify and take full advantage of any opportunities to make improvements and net gains through the development. This could include, for example, improving the quality, variety and resilience of trees and vegetation, or securing habitats for native species within the site.

The EIA is currently at the scoping stage and a number of surveys are underway, which will help provide a comprehensive picture on environmental aspects for Langarth.



Appendices

- Flyer for March 2020 public engagement events
- March 2020 public engagement boards





**CORNWALL
COUNCIL**
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Langarth Garden Village

Growing futures, nurturing communities

Have your say on the draft Masterplan

Hightown Truro Golf Club

Monday 2 March • 2pm to 7pm

Shortanesend Village Hall

Tuesday 3 March • 2pm to 7pm

St Agnes Miners and Mechanics Hall

Wednesday 4 March • 2pm to 7pm

Chacewater Village Hall

Thursday 5 March • 2pm to 7pm

Threemilestone Community Centre

Friday 6 March • 2pm to 7pm

Truro Farmers Market Lemon Quay

Saturday 7 March • all day

Consultation events

📍 For more information about Langarth Garden Village, visit www.cornwall.gov.uk/langarth



Dynnargh - Welcome

Langarth Garden Village is an ambitious Cornwall Council led project. We want to create a distinctive community at Langarth on the edge of the city of Truro where people will live, work and thrive.

The vision

Langarth will be a vibrant, connected, well planned community for between 8,000 and 10,000 residents. It will have local character, strong services and integrated and accessible transport and green spaces. Langarth has Garden Village status. Nature will be a key part of the design with green spaces and thoughtfully designed neighbourhoods.

Our involvement means high quality, well designed homes which are affordable for local people. Schools, health and play

facilities built at the start of the scheme rather than at the end. We want to create a sustainable bus service and cycle paths and walkways. This will connect homes within the Garden Village and out into neighbouring communities and places of work.

This is a community for all. It works during the day and the night, where people can get together with their family and friends. Langarth is a place where people will live, work and thrive.

“Nature will be a key part of the design with green spaces and thoughtfully designed neighbourhoods”



www.cornwall.gov.uk/langarth

The story so far

The Langarth development has a long and complex history. This resulted in the granting of planning permissions to many private sector developers.

Some local people have raised concerns about the:

- quality of the proposed development
- impact on existing traffic.

Others worry about increased pressures on local schools and health services.

We want to ensure that all new development is of the best quality that it can be. In January 2019 Cornwall Councillors took the decision to intervene. £159 million was allocated to support the development of a masterplan and key infrastructure for the whole site.

Since then we have been working with representatives of the local community

and key partners to develop plans for the new community. We want to provide high quality homes for residents, workers and visitors. At least 35% of the new homes will be affordable. There will be homes for older people and those with special needs, as well as key workers, students, and good quality Council owned market rented homes.

The scheme includes education, health, cultural and leisure facilities and flexible workspaces. These will be set in open and walkable green landscapes with trees, walking and cycle ways.

“Langarth offers an exciting opportunity to create a new community, which is resilient, adaptable and fit for future living. We are working with the wider community and key delivery partners to shape this.”

Langarth Garden Village masterplan team

The team has been assembled to provide a wide spectrum of expertise to allow thinking on all aspects of the Langarth Garden Village design. This includes:

Architecture and Urban Design: AHR, CF Moller, PBWC
Landscape: TEP Planning: Atlantic APC
Civil Design: WSP
Project Management: Arcadis, InnerCircle



www.cornwall.gov.uk/langarth

Brief and guidance

The development of a masterplan has been shaped and led by initial community and stakeholder engagement, together with wide ranging best practice guidance.

The brief

The brief of Cornwall Council is playing a vital role in terms of setting the vision for the masterplan. Close collaboration between all the parties involved therefore has to be assured, in order to generate coherent and innovative ideas.

Cornwall Council have also identified a series of design initiatives in order to ensure Langarth meets the requirements of a garden village. The resulting masterplan should be carbon-neutral and integrating nature into the proposal will be key in its success.

Langarth Stakeholder Panel

The Stakeholder Panel was set up in early 2019 to represent the interests of the local community. This followed Cornwall Council's decision to become involved in the Langarth scheme. The panel meets regularly to discuss the masterplan progress and give feedback and ideas to help shape the design. Representatives from the local Council, local businesses, community and faith groups, schools and hospitals are all invited to the panel.

Further information on the stakeholder panel and minutes from stakeholder meetings can be found at:

www.cornwall.gov.uk/environment-and-planning/planning/langarth-garden-village/langarth-stakeholder-panel

“We have identified a series of design initiatives in order to ensure Langarth meets the requirements of a garden village. The resulting masterplan should be carbon neutral and have minimal negative impact on the local ecosystems. Integrating nature into the proposal will be key in creating a successful garden village.”



LANGARTH DESIGN PRINCIPLES

www.cornwall.gov.uk/langarth

Langarth design principles

Ten design principles have been agreed by Cornwall Council and the Masterplanning project team to guide the project and help ensure that key ideas and focuses are upheld throughout the project.

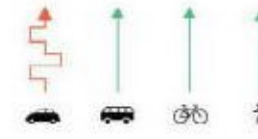
1 Work with and enhance the quality of life for existing communities

- New and existing facilities must complement each other;
- Create good quality public realm and landscape connecting with surrounding communities;
- Integrate planned development with existing settlements;
- Enhance opportunities by the proximity to existing and proposed facilities.



2 Making it easy and possible to get around on foot, bike and public transport, both within Langarth and into surrounding communities

- Human-scaled neighbourhoods, walkable and cycle friendly streets;
- Links and improvements to public transport;
- Inclusive design;
- Maximise active travel;
- Future proofed for new modes of transport;
- Putting people before cars.



3 Help instil a strong sense of community

- Build a community suitable for a range of residents, workers and visitors;
- Deliver great social infrastructure that fosters a strong sense of community;
- Creating opportunities for people to interact;
- Connect, involve and empower people and communities;
- Encourage sense of self-worth.



4 Creating a place that builds upon and celebrates this unique environment

- Distinctive settlements within the landscape;
- Make typologies bespoke to the natural setting;
- Utilise local materials and craftsmanship;
- Reflects the uniqueness of Cornwall;
- Be innovative and do things in a better way;
- Designing for art and culture.



5 Create a hard working landscape that not just looks beautiful, but is productive and functional

- Utilising and protecting existing natural qualities;
- Enhancing existing significant landscape features;
- Integrated as part of the countryside;
- Encourage productive landscape;
- Multi-functional blue and green infrastructure.



Langarth design principles

6 Promote healthy and active lifestyles and a sense of wellbeing

- A healthy and inclusive environment;
- Inspire and enable healthy eating;
- High-quality and engaging amenity spaces;
- Dynamic play-space responding to existing landscape features;
- Places to stop and rest;
- Foster health in homes and buildings.



7 Designing for climate change resilience

- Working with nature, not against it;
- Holistic approach to maximising biodiversity gain;
- Minimising land take and environmental footprint;
- Promote use of local materials and resources;
- Maximise use of renewable energy;
- Utilise sustainable drainage systems;
- Low maintenance, high-quality and future-proof housing and landscape.



8 Offer a mix of homes meeting the varying needs of residents

- Deliver dwellings to meet a wide range of needs;
- Affordable quality homes;
- Integrated mixed tenure for a whole life housing;
- Adaptable planning;
- A range of typologies: self built, live-work, key worker housing, co-living, student accommodation, communal living, retirement homes, extra care, pathway homes, assisted living, intergenerational housing.



9 Creating jobs and enhancing existing employment opportunities

- Create synergies with surrounding employment;
- Design for work-life balance;
- Create enterprise and growth for the local economy;
- Diversify economic sectors;
- Promote a sustainable local economy to retain local talent.



10 A vision that is deliverable

- A holistic approach reflecting solid evidence based research;
- A future-proofed and adaptable framework;
- Underpinned by comprehensive community consultation;
- Exemplar and unique;
- Market friendly and profitable;
- Compliant to statutory requirements;
- Economically viable.



The site

The Langarth Garden Village is sited to the North of the A390, on the edge of the city of Truro and on the other side of the road to Threemilestone. The site slopes down towards the upper extents of the River Kenwyn, encapsulating the existing Langarth Park and Ride site and the proposed new stadium for Cornwall and Hendra sites. The site extends from the North-west edge of Truro Golf Club to West Langarth Farm.



Character areas

Character Areas identified build upon the connection with their immediate context. The names have been given based on the surrounding area and seek to influence the character of the zone.



Planning applications

A number of previous planning applications have been submitted for the areas relating to the current masterplan boundary. Approved applications set a baseline in terms of the numbers of houses / uses / infrastructure consented.



There are number of proposals on site, which are considered to be implemented by the planning authority which will have to be incorporated, within reason, in the overall masterplan design.

Green infrastructure

Areas of existing green infrastructure, including Cornish hedges, mature trees and areas of established ecological value, are recognised for their value and the contribution they can make to the character of the future development.



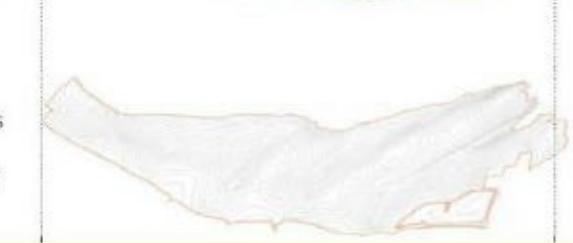
Historic field boundaries

The historic field pattern is unique to the site and is retained wherever possible. Historic place names form an important reference to the development of the masterplan, suggesting previous uses and characters of site areas that could be reinstated or reimaged as part of the masterplan.



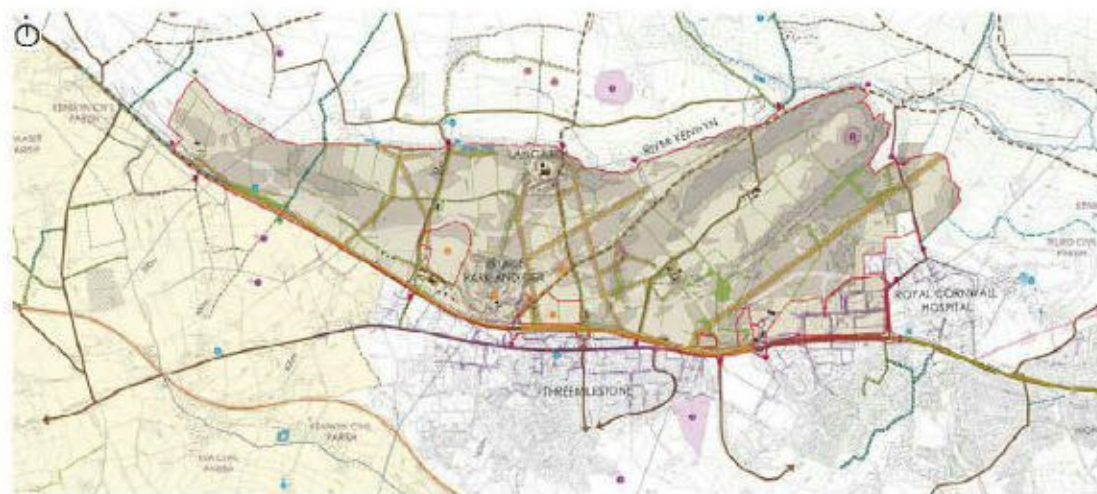
Existing landscape

The masterplan will work with the existing topography and contours to create developments with a strong character. Two challenges will be how to adapt to the steep sided slopes and north facing valley side.



Site constraints

Through undertaking detailed analysis of the site and its context, the key constraints to development have been mapped to indicate the extents of the site that will suit development, and the extents of the site where development would be unviable.



Existing landscape

Some slopes on the site are greater than 10%, with a high percentage of the area broadly facing north. Both factors have restricted development in certain areas and particularly constrained areas have been retained as part of the green infrastructure network.



Green infrastructure

The Masterplan has considered the pattern of the existing hedgerow boundaries which have informed the layout of the new development. The finer grained field pattern next to the Willow Green Farm complex is distinctive and the wooded boundaries offer a sense of enclosure and an 'immediate' setting for development.



Heritage features

The historic location of the Langarth Cross has been identified close to the existing park and ride and this site has been carefully considered. Consideration has also been given as to how existing buildings are to be retained and integrated.



Utilities

One of the key constraints on the site will be the phasing of the delivery of the sites, where detailed permissions come on-line and how service provision needs to adapt to accommodate any additional capacity. At present the implications of the site as a whole, in terms of capacity, are under investigation to ensure that the necessary adjustments are made in accordance with delivery. This means ensuring drainage, power and telecommunications with sufficient capacity to meet future demand, including the potential for home working are provided as part of the development.



Flood zone

Reports concluded that the main flood risk arises from the development proposals direct, which left unmanaged would provide a significant uplift in run-off and flood risk to areas downstream of the site. This has been carefully managed through the design of a site wide sustainable drainage strategy.



Access and movement

The limited number of pedestrian access points created a movement and access constraint to the site. A series of new access points and road crossings are proposed to maximise pedestrian and cycle movement.

Site opportunities plan

The existing site and context offer many opportunities to create sustainable future places, including close access to the existing village centre of Threemilestone, nearby employment opportunities and fantastic vistas and landscape connections.



A number of site specific opportunities were identified by project stakeholders which the masterplan team have explored. Langarth Garden Village is targeting a carbon neutral development and the opportunities list outlines ways in which this could be implemented throughout the detailed design.

Environmental / carbon neutral development

- Local centres created with higher density reducing development pressure on existing ecology and supporting new accessible green spaces.
- Use of renewable energy sources such as geothermal energy, ground source heat pumps and photovoltaic cells.
- Highly insulated and naturally lit buildings to minimise energy use and help reduce fuel poverty.
- Sustainable Urban Drainage systems to minimise the impact on the wider environment.
- Existing hedgerows are being retained and enhanced to create distinctive character and improve natural habitats.
- Maintain views towards key landscape and heritage features.
- Creation of wetland areas to improve biodiversity and make valuable learning environments.

Local economy

- Improve cycle network to promote Truro as an active holiday destination.
- Improve transport links to existing business parks and industrial estates, and RCHT to encourage growth.
- Maintain part of productive land to help support local cafes.
- Development character areas sized to help suit Cornish developers.
- Flexible live-work homes to allow small businesses to grow.
- Deliver employment space and service retail to create a self contained community reducing the need to travel.

Sustainable transport

- Prioritise walking and cycling to promote an active lifestyle through reduced dependence upon cars.
- Create a new cycle route along the Kenwyn River linking the site and Threemilestone to Truro.
- Challenge private car parking numbers to promote sustainable transport modes.
- E-car and e-bike share / club schemes to help reduce traffic numbers.
- Safer crossings on the A390 to existing communities and facilities to promote active links.

Modern living

- Human scaled neighbourhoods are being proposed to promote walking and cycling.
- Public spaces should be overlooked by mixed use buildings for constant surveillance to help improve safety.
- Distinctive settlements within the landscape that relate to topography.

Community

- Mixed used neighbourhood centres to provide an active hub for new and existing communities.
- Local food production in allotments and community orchards.
- Housing for all ages to create a diverse community.
- Work with existing schools and deliver the first new primary school early in the development.
- Formal and informal play areas.

Health and active lifestyles

- Socially sustainable green spaces that are inclusive.
- Provide health care facilities to meet the needs of future residents
- Using green spaces for joint activities to allow for natural community interaction.
- Indoor and outdoor facilities that have a year round appeal to create an adventurous destination.
- Specialist accommodation such as sheltered and extra care to support existing health facilities.

Travel and transport

As well as implementing a network of safe and pleasant footpaths and cycleways in the future Langarth Garden Village, Cornwall Council will be implementing a number of initiatives and trials to improve public transport and cycle routes in Cornwall.



The Northern Access Road (NAR) is proposed as the principal route serving the Masterplan area. It will connect between the A390 West of Threemilestone and the Treleas Industrial Estate and Hospital.

The NAR will enable the Council to reduce traffic volumes on the A390. The vehicle speeds on the NAR will be limited to 20mph. There will be segregated cycle and pedestrian provision with priority given to cyclists at junctions. We aim to keep cycle paths and footways separated from the carriageway and will promote tree planting and greener routes.

With green space and local centres readily accessible to all homes, pedestrian and cycle routes have been developed to serve and connect all parts of the development. In many cases the green space acts as landscape corridors, linking individual homes to wider communities, the different communities to the overall site and the site to the surrounding areas.



A390 Improvements

We will make changes to the A390 for cyclists and pedestrians to improve north/south connectivity. We will also seek to improve cyclist and pedestrian facilities along the route of the A390.

One Cornwall Transport

One Cornwall Transport is an initiative to improve public transport in Cornwall. It is recognised that for people to use their cars less, improvements need to be made to the public transport infrastructure.

Park and Ride

As well as an increase in the number of car parking spaces there are plans for the Park and Ride daily operating hours to extend as of April 2020. The ambition is for services to run between 6am and 8pm Monday to Sunday. This detail is still subject to Cornwall Council Cabinet approval.

Integrated drainage

Verges offer opportunities for sustainable drainage features such as swales, culverts and infiltration basins, which would be integrated into the wider green space strategy forming a distinctive and ecology rich landscape character

Road character

Local centres will provide distinct changes in road character and assist in promoting a lower speed environment. Where the road passes through squares, a shared surface approach is proposed to support pedestrian use.

Public transport

Bus stops are proposed at regular intervals along the NAR and in each local centre to create well connected communities.



The Saints Trails cycle routes

To promote wider usage by foot and bicycle a Designated Funds bid was made by Highways England to provide a network of walking, cycling and equestrian routes in mid-Cornwall. This bid enhances the A30 Carland Cross to Chiverton Cross highway improvement currently being delivered by Highways England. One of the routes will link St Agnes to Threemilestone and provide enhanced connectivity for commuters travelling into Truro and for leisure journeys to the north coast.

Masterplan options

The masterplanning team developed three options, and assessed each option against the 10 Langarth design principles. In each option centres are located along the main road through the site and the overall density is identical in each. Option 3, with five smaller local centres was selected as the most appropriate response to the context and brief.

Option 1 - One large Local Centre

Creates a densely developed single local centre closely linked to the new Stadium and Hendra sites. All community facilities and services would be located in this central space.



Strengths:

A single centre adjacent to a higher density development can support a wide mix of uses and make for a more viable centre with greater vitality. One centre may be more easily delivered.

Weaknesses:

Significant parts of the site and surrounding communities are not within a 5 or 10 minute walk of the centre, reducing accessibility of key services and facilities.

Option 2 - Three smaller Local Centres

Creates three local centres spread across the site with a densely developed centre close to the stadium. Community facilities and services would be shared between the three local centres.



Strengths:

The creation of one urban centre and two village centres will create a clear hierarchy which can be reflected in the function and uses of each.

Weaknesses:

The village centre at the west is located to the periphery of the site and does not have a large catchment from either the new development or the existing population.

Option 3 - Five small Local Centres

Creates five less densely developed local centres spread across the site. Community facilities and services would be spread between the five centres.



Strengths:

A greater number of centres allows for more flexibility in terms of use and character, and a greater number of centres means more of the population are within the catchment of a centre.

Weaknesses:

Some community facilities are not located near to areas of higher density development and so not maximising accessibility.

Opportunities:

The creation of a vibrant multi-function centre using the potential of higher density housing in close proximity, plus other uses such as the stadium.

Threats:

With parts of the site outside the walking catchment of the centre the reliance on car use could be greater, undermining the sustainable transport strategy.

Opportunities:

The creation of two village centres allow each to develop their own character and mix of uses to complement each other and the surrounding community.

Threats:

Some facilities are not close to proposed centres or higher density areas of development which could potentially undermine their viability.

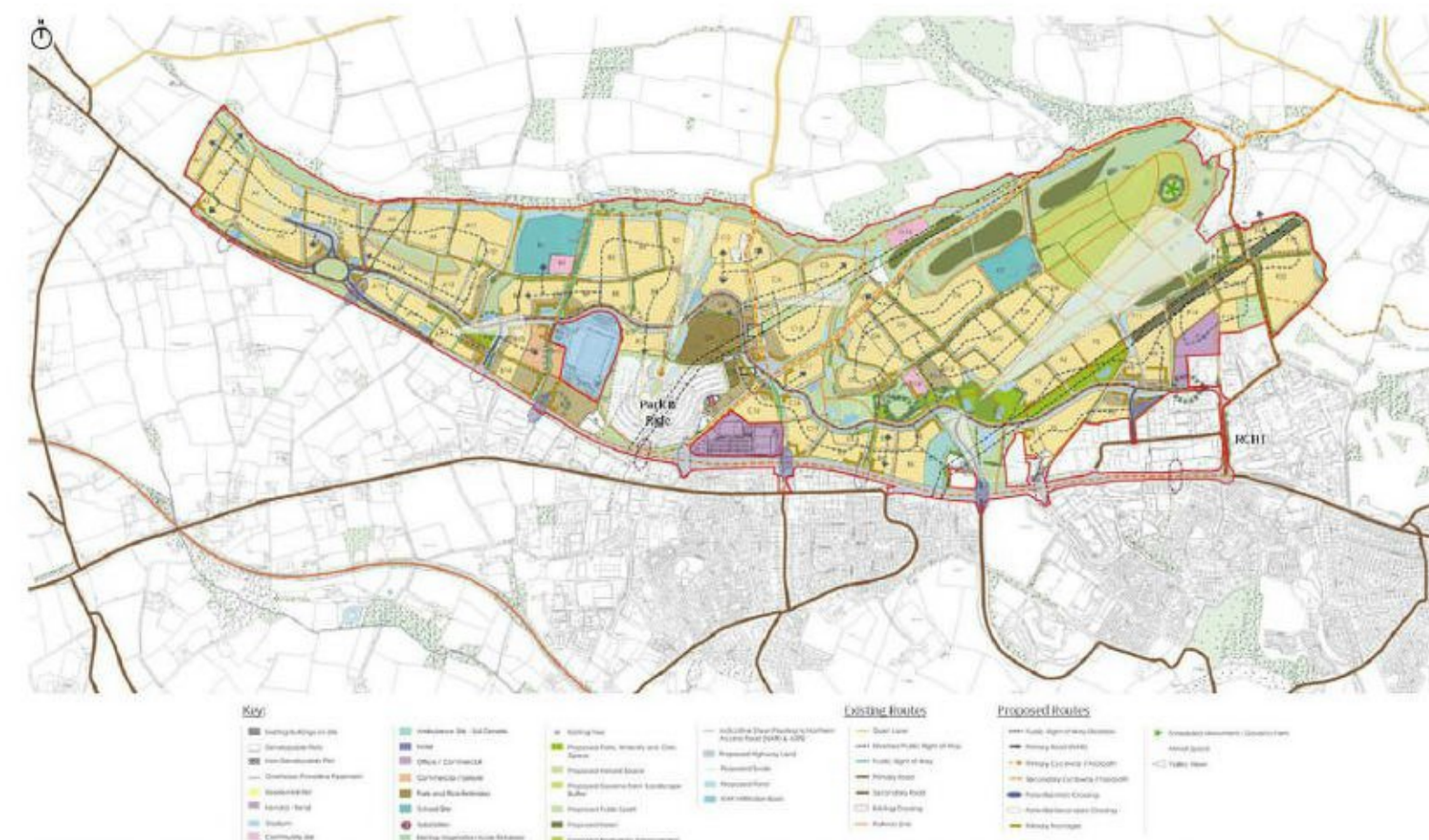
Emerging masterplan

Further to the scoring and evaluation of the three options, work has continued on developing the options, taking the best and most appropriate elements from each, so as to enable the project team to identify a preferred or emerging masterplan.

The emerging masterplan has been led by the character of the existing landscape, retaining as much green space within the site as possible while delivering a viable overall development density. The design takes the different constraints of the site into account and incorporates key infrastructure features, including drainage. The layout is designed to maximise access to green space and promote the use of sustainable transport methods for residents and visitors.

Pedestrian and cycle links into Threemilestone and the surrounding communities are created and enhanced. 50 hectares of new forest are proposed, along with parks, public sport areas, and green civic and amenity spaces. A large area of green space is proposed as a natural grassland landscape, to 'buffer' the Govers round scheduled monument.

Having considered the character of each area within the landscape, the masterplan suggests an overall housing figure of 3500 homes, 1225 of which (35%) will be affordable. The local centres where higher levels of density are proposed would include community halls, mixed use buildings, extra care facilities, local services and hotels. The proposed layout also includes two primary schools and a new extension to the existing Langarth Park and Ride facility.



Landscape led approach

"Parameter plans" have been prepared to regulate the key features of the masterplan as it is developed in the future. These plans present the design information contained within the overall masterplan and help describe how the proposals have been shaped.

Landscape

The Masterplan works with the existing landscape to enhance its features wherever possible. We want to ensure that everyone has easy access to green space within the development. We have designed a variety of inter-connected public green spaces throughout the masterplan to meet the needs of a range of users. These new green spaces link to existing green corridors outside the masterplan area to enhance the wider ecological network. The proposals incorporate new areas of formal and informal play, large areas of forest, new recreational routes for cyclists, pedestrians, dog walkers and horseriders, enhanced publicly accessible green spaces along the watercourses, as well as wetlands, allotments and grasslands.



Sustainable drainage

The impact of the development on the existing water courses and drainage systems has required detailed consideration to ensure that the development does not increase the flood risk of the surrounding area. A sustainable drainage strategy is proposed with visible surface features such as swales and ponds. These will enhance biodiversity and help create a distinctive landscape character throughout the development. The current strategy for the SUDs includes locating them next to existing green routes and corridors.



Biodiversity

We want to ensure that the development increases the biodiversity of the site. Working with Cornwall Council's Environmental Growth Strategy the masterplan is looking to deliver a minimum 10% increase, with an ambition of achieving a 20% increase in biodiversity. This means maintaining our habitat rich Cornish hedges where possible, and providing buffers to enhance their biodiversity. 27.4 hectares of existing vegetation will be retained within the development, with 6 hectares of new forest proposed around Govers farm. We are also looking to provide green roofs on houses, schools and community buildings to further enhance biodiversity.



Movement and transport

The masterplan is promoting sustainable methods of transport throughout the site. This means limiting the use of private cars and providing improved public transport to help ease congestion. A fully integrated access and movement strategy has been designed to help ensure that residents remain well connected through cycling, walking and public transport.

Pedestrian and cycle routes

With green space and local centres readily accessible to all homes, pedestrian and cycle routes have been developed to serve and connect all parts of the development. In many cases the green space acts as landscape corridors, linking individual homes to wider communities, the different communities to the overall site and the site to the surrounding areas.



Public transport

The Northern Access Road (NAR) is the primary access route through the masterplan area and acts as the main vehicular movement corridor, with public transport linking between local centres and the wider area. Bus stops are proposed in each local centre to serve the population of each community. Links would be made to the Langarth Park and Ride, RCHT and Truro to ensure a fully integrated public transport service is achieved. Electric car share clubs and electric bike share clubs are proposed adjacent to each local centre to provide centralised transport hubs and reduce the dependence upon private cars.



Vehicular movement

Access to each local centre throughout the Masterplan Area is provided by the NAR, which serves as the primary route for vehicles. Secondary routes provide access to the neighbourhoods surrounding each local centre, with tertiary routes serving individual development plots. Access to each development plot has been provided as part of the site wide waste strategy and for emergency vehicle access. Pedestrian and cycle routes are segregated from the highway and prioritised throughout the development, with straight crossings at key locations.



Form and layout

The appropriate use, scale and density of elements within the proposed masterplan have been carefully balanced to ensure that they reflect the constraints and character of the site and relate to the existing neighbouring communities. These define how the new development will be shaped, creating a unique character to each area in the masterplan.

Land use

While the majority of the development will provide a mix of housing, the local centres will also include public and mixed use buildings and flexible workspace opportunities. The two new primary schools will be located within the landscape to help promote outdoor learning. Extra care facilities are located adjacent to larger green spaces and close to primary schools to promote intergenerational care and social interaction.



Density

The density of the development will increase around the community centres and close to key public transport routes to help create thriving local centres, facilitating accessibility and minimising resident travel. Higher density development is located around the local centres and focal points along the A390. Density is reduced to the north of the site and western and eastern ends to reflect a more rural character and a transition to the existing landscape.



Building heights

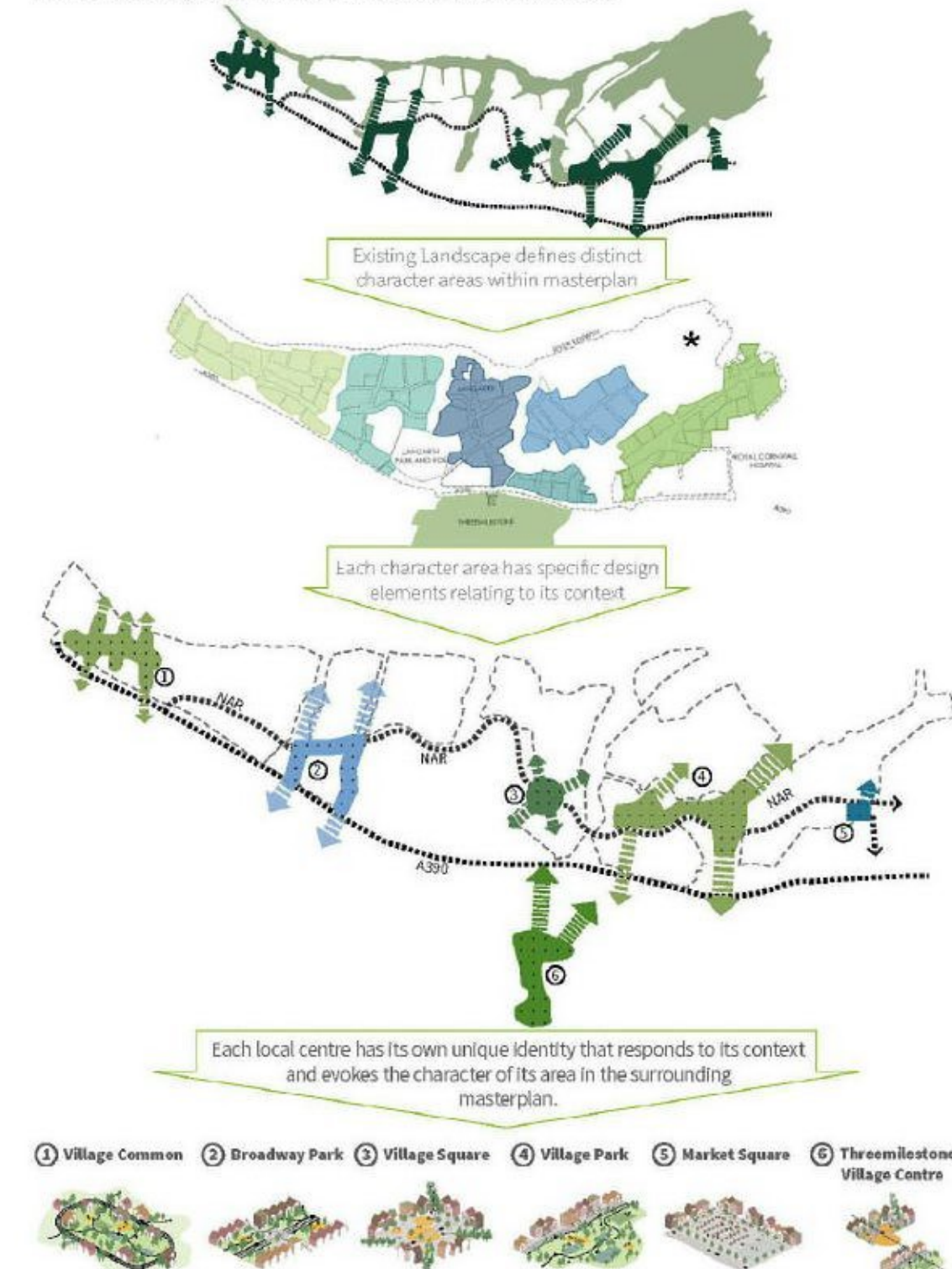
Like density levels, increasing the height of buildings around communities can help create a thriving local area and minimise the need to travel. Where the proposed development sits close to sensitive areas, building heights will be reduced to minimise the impact of development. In some areas, however, building heights are increased, despite a low density, to maximise green space and improve views between buildings.



Nurturing Communities

The masterplan landscape naturally splits the development into character areas that link to each of the five new local centres. The existing village centre of Threemilestone is recognised as a vital community hub and options to improve the sense of place and range of facilities within the village form part of the proposals.

Each of the six local centres will provide neighbourhood facilities for both existing and future residents. Each local centre has its own unique identity that responds to its context and evokes the character of its area in the surrounding masterplan. These are intended to create accessible and thriving local centres surrounded by flexible and adaptable buildings to house multiple mixed uses. They will vary in size, character and nature across the site with different roles depending upon the character of the immediate area.



Local Centres

① Village Common

The Village Common will have a rural character, with low density housing arranged as modern interpretations of farmstead clusters within the landscape. Community spaces are strategically located within the Village Common to act as a focal point for the local residents and wider community. Key views into the surrounding landscape are maintained, and walking and cycling links into the natural park along the Kenwyn River valley are created. Buildings that front onto the common have a rural character and could hold community uses and workspace, as well as small cafes.



② Broadway Park

The Broadway Park forms a series of generous and interconnected green corridors spanning over a Northeast facing hill. A natural valley provides views and walking and cycling links down into Kenwyn Valley. Edges of the Broadway Park are clearly defined by buildings, with gateways into the park emphasised by stronger frontages with a formal character. Able to hold larger events for the community, the Broadway Park is envisaged as an active public space surrounded by vibrant facilities, utilising the added footfall of people arriving to the stadium and primary school.



③ Village Square

The Village Square is clearly defined by existing hedgerows and mature trees forming a ring around the edge of the square. The arrangement of buildings and stepped public spaces on the sloping site provides informal meeting spaces with views into the surrounding landscape. Stronger frontages form gateways at the entry points of the square. Connections to the quiet lanes and NAR provides easy movement for cyclists and pedestrians to help ensure activity within the square. The formal square typology brings opportunities for multiple diverse building uses and services to create a livable and social public square with urban vitality.



Local Centres

④ Village Park

The Village Park spreads over a series of natural ridges and valleys creating the opportunity for a range of landscapes. A series of well defined block buildings define the edge of the park, with stronger frontages forming gateways at the entry points of the park. A small square to the north of the park gathers buildings and people, with activity spaces spilling out into the park. Mixed used community buildings act as focal points for local residents and the wider community. Sports pitches, broadleaved woodland and a variety of other green spaces provide outdoor opportunities for all walks of life.



⑤ Market Square

The Market Square is located at the steepest part of the site, with its urban and stepped buildings reflecting the landscape setting. Formal buildings with strong frontages form the corners of the square helping to instil character in a predominantly residential area. The square will be a flexible space able to host a variety of events from farmers' markets to outdoor cinema events. Located close to RCH Treiliske, the Market Square includes a hotel along with cafes to maximise potential opportunities.



⑥ Threemilestone

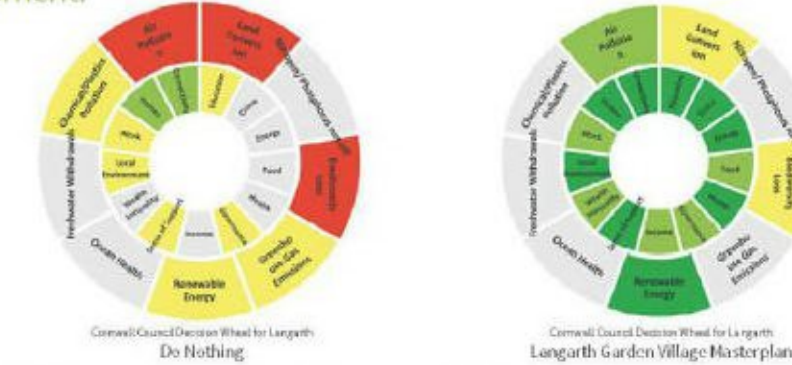
The Threemilestone village upgrades will allow for a restructured village heart; creating more parking spaces, improved pedestrian and vehicular access through Hugas Road. Safe and accessible pedestrian access is a vital part of this development, alongside updated bus stops and a direct connection to Langarth Garden Village. Improvements to the community centre will provide essential space for the local residents, including public accessible WC facilities and improvements to enhance its aesthetic appeal as the focal point at the centre of the village.

The health and well-being hub will house a 4 court sports facility providing changing rooms and an option for a café kiosk. Alongside new football pitches, a restructuring of the car park and a newly equipped play area with an informal field for community events. All of these are to be accessible to local residents, the school and sport teams.



Sustainability and utilities

Cornwall Council's declaration in 2019 of a 'Climate Emergency' has set bold ambitions around achieving net zero carbon across the proposed development.



The Langarth Garden Village Masterplan strategy is based on fabric first principles, with high insulation and airtightness to make new homes and buildings as energy efficient as possible. Combined with solar photovoltaics and air source heat pumps, it is possible to achieve net zero carbon with technologies that are available now.

The Council is also exploring the potential of deep geothermal district heating which will present a new and exciting opportunity for an alternative to fossil fuels. Cornwall is uniquely placed to take advantage of heat from granite which can be used as a source of geothermal energy. Langarth offers many other opportunities for the Council to express its ambitions in providing sustainable green energy for new developments:

- The development will look to include smart infrastructure, including grid and local battery storage.
- On a community level large scale wind or solar could also provide a wider community benefit and these will be investigated further.
- There is significant potential for solar PV outside the immediate development area, e.g., Park and Ride and Stadium roof for EV charging
- Other public buildings, car parks and community buildings to have Solar PV
- Innovative energy generating and storage features could be integrated as part of a wider awareness raising and educational theme, e.g.,
 - Physical energy storage (flywheels, pumped water storage)
 - Power generating out-door gym
 - Hydro energy in streams
 - Small-scale wind generation (Heli coils, wind trees)
 - Solar PV on covered walkways, access track etc
 - Using Langarth as test bed for research and educational institutions

Turning these ideas into reality will require working with stakeholders, communities and technology providers, to develop and refine proposals within the changing energy landscape to ensure that potential technology options, smart services and innovations can be included in the energy strategy.

As part of the sustainability aspirations for water, there are opportunities to reduce and to re-use within the site, which in turn would reduce the demand placed on water resources from SWW. Treating water carries financial as well as environmental costs through carbon emissions, therefore minimisation and re-use will be considered in support of Cornwall's zero carbon strategy. This could include:

- Behavioural change initiatives at community level and through schools to reduce demand
- Promotion of water saving devices as part of the specification for all new buildings
- Integration of SuDS storage features to provide irrigation water green amenity spaces
- Rainwater harvesting for non-potable uses
- Grey water re-use

These ideas are being integrated within the Masterplan principles and as part of further design development.



Making it happen

The Masterplan design is proposed to be developed on site as a series of five phases, with the first phase also able to be delivered in two parts. This would result in the gradual growth of the development rather than all homes being delivered as one development at the outset. Phasing allows the masterplan to respond to demand changes, whilst ensuring that key infrastructure elements and services are delivered at an appropriate time. This approach will help avoid over-burdening existing services.



The delivery framework

A Delivery Framework has been developed to ensure that the Masterplan designs, which outline how the vision and design principles will look in spatial terms, meet the Council's objectives for development at Langarth, and that the proposals are affordable, commercially viable and deliverable. The delivery framework is comprised of the following workstreams:

- An evaluation framework, scoring mechanism based on the masterplanning principles, as well as external guidance and benchmarks from Garden Village principles, Healthy Streets, Council and Government Policy, among others.
- A Health Impact Assessment, which evaluates how the proposals contribute toward the development of a healthy environment and could enable better health outcomes for the new and surrounding communities. This considers elements such as walkability, a healthy mix of uses, access to facilities and healthcare, etc.
- A business plan, which will set out how Langarth will be delivered and key principles for governance and stewardship in future phases.
- A monitoring framework, which is comprised of a series of Key Performance Indicators (KPIs) to monitor whether the masterplan is achieving the vision as it is being delivered.



EIA scoping

An Environmental Impact Assessment (EIA) is being undertaken alongside the masterplan. This systematic and holistic process will ensure that the masterplan proposals consider and mitigate any potential negative impacts on areas such as ecology, biodiversity and heritage.

Through understanding these impacts, the masterplanning team will also be able to identify and take full advantage of any opportunities to make improvements and net gains through the development. This could include, for example, improving the quality, variety and resilience of trees and vegetation, or securing habitats for native species within the site.

The EIA is currently at the scoping stage and a number of surveys are underway, which will help provide a comprehensive picture on environmental aspects for Langarth.

Next steps

The masterplan team are working to a Project Programme, which builds the tasks upon RIBA workstages and their requirements. This programme seeks to submit an outline planning permission for the masterplan in May 2020.

STAGE 0		STAGE 1A		STAGE 1B		STAGE 2		STAGE 3		STAGE 4		STAGE 5	
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Initial Project Kick-off													

Help shape the future of Langarth

The vision for Langarth has been developed through a process of community and stakeholder engagements that have been inclusive and listening in their approach. This has enabled the emergence of a community led Masterplan that reflects the genuine needs, wants and aspirations of you.

We want Langarth Garden Village to be a vibrant place that thrives into the future, that honours and complements neighbouring communities and embraces what the landscape has to offer. This is why we are putting you at the heart of its shaping. Because to bring the vision alive, to truly get the heart beating and to make the most of the opportunities, we can't go it alone. We hope you will continue to join us for this journey.

www.cornwall.gov.uk/langarth

Meur Ras - Thank you! We appreciate you taking the time to come along and talk to us.



First life



Then Space



Then Buildings



"First life, then spaces, then buildings - the other way around never works."
- Jan Gehl



Project Name: Langarth Garden Village Masterplan
Project Number: 3677
Authors: Rachael Gaunt, Ben Bosworth, Jessica Wood
Date: 25th October 2020

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