

## PA20/09631 - Land North of A390 Threemilestone, Threemilestone, Cornwall

### Appendix 1

#### Design Review Panel Design Code

#### **APPENDIX A: RECOMMENDED FORWARD PROCESS for Langarth Design Code.**

(NOT TO RE-COMMENCE THE DRAFTING OF THE CODE, BUT TO DRAW ON THE WEALTH OF EXISTING RESEARCH / KNOWLEDGE / WORK, AND TO CLARIFY AND RE-ORDER IT WITH CLEAR PURPOSE):

#### **GARDEN VILLAGE 'CO-ORDINATING CODE' (SITE-WIDE):**

Confirm the Green Infrastructure strategy for the whole site in sufficient detail so that those features that are to be retained and/or enhanced and any new elements can be plotted accurately on the Regulatory Plan. Include any offsets necessary as root protection zones or for access. maintenance, etc.

Any other significant constraints (for instance utilities infrastructure, areas of flood risk, etc.) should be included on a clear summary plan which therefore identifies the remaining land that is available for development.

Develop codes (in plan and section) for the crossing points of the Green Infrastructure by the NAR, secondary and tertiary streets where they will have to intersect with hedges and any other types of green corridor. These can be generic solutions, but establishing clear principles that must later be pursued and adapted to each specific situation as part of the layout design associated with Neighbourhood Codes.

Confirm the extent / boundaries of Neighbourhoods within the overall site.

Establish more clearly defined locations for Local Centres acting as the 'heart' of each Neighbourhood and at a point of maximum connectivity within the local movement network (streets and non-motorised routes) to ensure good accessibility from/to all parts of the Neighbourhood served whilst maintaining a positive relationship to the NAR.

Develop realistic quantum for non-residential use associated with each Local Centre and consider the relationship to schools.

Establish the necessary local street network in the vicinity of each Local Centre that, in turn, determines the necessary junctions with the NAR and provides the initial branches of the street network that serves each wider Neighbourhood.

Establish the core parcel(s) for each Local Centre, to include the key positions for non-

residential uses (normally as part of mixed-use apartment buildings), parking and open space, together with the associated local street network as described in the last step. Developable plots creating the Local Centre may be associated with adjacent residential parcels but should be shown on the Regulatory Plan as potentially sub-divided from them.

Confirm location of bus stops serving Local Centres, on-street parking on the NAR, strategic design and layout of urban space (movement routes, places of rest/congregation, spaces that should be kept open/flexible for temporary uses, key planting - esp, trees). The scale and degree of enclosure /shelter as defined by the enclosing built form needs close consideration. Building Lines and heights of frontages (perhaps expressed as minim and maxima?) should be denoted on the Regulatory Plan.

Confirm the feasibility of secondary streets (especially with regard to gradients) linking all parcels in each Neighbourhood and determine approximate alignments (which may later be varied +/- a few metres by Neighbourhood Codes / RMAs) so that viable development blocks can certainly be created within each parcel. Secondary streets which link to adjacent Neighbourhoods should also be identified and firmly required by the Code to avoid Neighbourhoods becoming 'pods' accessed solely from the NAR.

Test this emerging street network for legibility and efficiency and adjust as necessary before confirming on the Regulatory Plan.

Determine an appropriate Street Hierarchy (some secondary streets may deserve to have a stronger presence than others, or possess a special character, even though their functionality in terms of highway standards may be similar to others?) in order to create a legible network of routes. Denote the street types on the Regulatory Plan.

Develop codes for each street type in the hierarchy, leaving greater flexibility in the lesser streets but establish generic urban design (not highways design) principles for each – eg street cross section, building lines, allowable set back/set forward, min/max height, acceptable parking formats, degree of continuity and enclosure to be achieved by the frontage, amount of variety / consistency in building types deployed, boundary treatment, etc.

The Co-ordinating Code must set out the specification for Neighbourhood Codes (see below) which, whilst adhering to the Co-ordinating Code, will then extend the design into matters of greater detail.

The Co-ordinating Code should contain (as an Appendix) general site-wide principles, standards and palettes to which subsequent Neighbourhood Codes must adhere. This should include a range of standard Development Block Types (perimeter blocks of different types depending on parking formats, density) Guidance on allowable materials / colours palettes from which a more restricted range for each Neighbourhood should be chosen. A clear

statement/direction on the general architectural approach and character being aimed for (presumably, contemporary and locally- distinct – supported by the current aspirational imagery?). The specific architectural quality and distinctiveness should arise as a result of a careful procurement process to appoint strong design teams to draft each Neighbourhood Code. The master developer should be invited to play a strong part in the selection of these teams – enforced through a development agreement rather than a planning condition and it should be ensured that each Neighbourhood Code should be subject to an independent design review process before being finalised /presented for adoption.

### **‘GARDEN NEIGHBOURHOOD’ CODES (FOR EACH NEIGHBOURHOOD):**

These should be very clearly required to be submitted and approved in advance of the preparation of any Reserved Matters Applications for each Neighbourhood as a Planning Condition that may grant Outline Consent and approve/adopt the Coordinating Code. If a Neighbourhood is being developed by more than one developer, then they need to jointly commission a single, shared Neighbourhood Code to which they will all then adhere. The drafting of Neighbourhood Codes will take the form of a collaborative negotiation with the master developer and/or their appointed agents, as facilitated by a development agreement rather than a planning condition. Each Neighbourhood Code should be expected to be scrutinized by an independent design review process before being finalized / presented for adopted.

A Neighbourhood Code should ‘code’ for:

The Development Block Types and Urban Structure, including any Tertiary Streets that may need to be fixed within each Parcel.

Any innovative or special building types that may be proposed in order to make particular plots within the layout work (eg split-level, mixed-use, types that may occupy a ‘half-block’,etc.) where standard residential ‘perimeter blocks’ do not seem possible or desirable. These codes need only explain the basic typology (organisation, form, access, relation to plot, public routes and landform, etc.) which the detailed design of RMAs must then follow.

The design of Highways and the adopted Public Realm within the Neighbourhood (probably as a detailed design, rather than a generic Code). Highways Design should adhere strictly to Manual for Streets principles, giving priority to pedestrians and other non-motorised users, aim to reduce junction radii and visibility splays to minimum dimensions and avoid an ‘engineered’ appearance, etc.

Additional coding that is necessary to enable the delivery of any Local Centre situated within the Neighbourhood.

The design of specific Green Spaces that are part of the Neighbourhood (not strategic green infrastructure)

Neighbourhood Character – NB **Code for the character of streets rather than parcels** – ie any significant local variations in character should NOT occur across streets, but through the interior of development blocks. This will consist of:

- A 'Materials Strategy' (submit a separate layout plan as an overlay indicating the proposed approach together with a written explanation of the compositional principles) that may have local variety and contrasts whilst possessing some principles that will generate a coherent character across the whole Neighbourhood by deploying a distinct palette selected from the options in the Co-ordinating Code.
- 'Architectural Language' – establish a suite of constructional details and an approach to the articulation of secondary building elements (eg bay windows, porches/entrance canopies, bike storage, rainwater goods, etc.) that may again have localised variety and contrasts within the Neighbourhood but will be sufficiently related in their design in order to create a coherent overall character.