

**Langarth Garden Village
Threemilestone
Truro**

**Briefing to Strategic Planning Committee
and Kenwyn Parish and Truro City Councils**

28 May 2020

**Adam Birchall
Les Allen, Chris Daly
Terry Grove-White & Andrew Archer**



Agenda for Briefing

- Introductions and who we are
- Update since the last SPC Briefing in September
- Subjects you asked us to consider
- Other matters
- Timetable/next steps
- Q&A

Who we are – Project Team Structure

Phil Mason
Strategic Director – Economic
Development and Growth

Adam Birchall
Head of Sustainable
Development

**Local Planning Authority
(Cornwall Council)**

**Matt Doble & James
Moseley**
(Development
Management,
Cornwall Council)

Chris Daly
(Planning Liaison,
Cornwall Council)

The Design Team

Les Allen
(Client lead –
Cornwall Council)

External Consultants:
Arcadis
Inner Circle
AHR – Master planners

Planning Consultant
Terry Grove-White

Delivery and the NDP – a reminder

“Ensuring the TKNDP is deliverable requires:

- That sites identified for development are capable of being brought forward within the lifetime of the Plan;***
- That the policies in the Plan are capable of being implemented during the lifetime of the Plan; and***
- That infrastructure requirements are clearly identified “***

“The current position regarding residential sites is that the Cornwall Local Plan which is currently in consultation has a requirement for 3,000 properties by the year 2030. This number has already been met with planning permissions given”

“Therefore the Truro and Kenwyn Neighbourhood Plan, in order to ensure delivery of the emerging local plan number for Truro and Kenwyn has only needed to identify a criteria based policy to allow small sites to come forward as required”



Delivery constraints & issues – a reminder

- Slow delivery
- Risk of not meeting Local Plan targets
- Difficulties coordinating timing and location of key infrastructure
- Unrealistic retail expectations
- Produces piecemeal developments with no 'centre'
- Leads to an overall lower quality development
- Little regard to existing communities

What are we doing?

“Taking leadership and responsibility to ensure delivery and that the delivery is positive. The Council has decided to invest £159m (incl £47m HIF) which provides the following tools”:

Updated planning policy

Forward funding of infrastructure

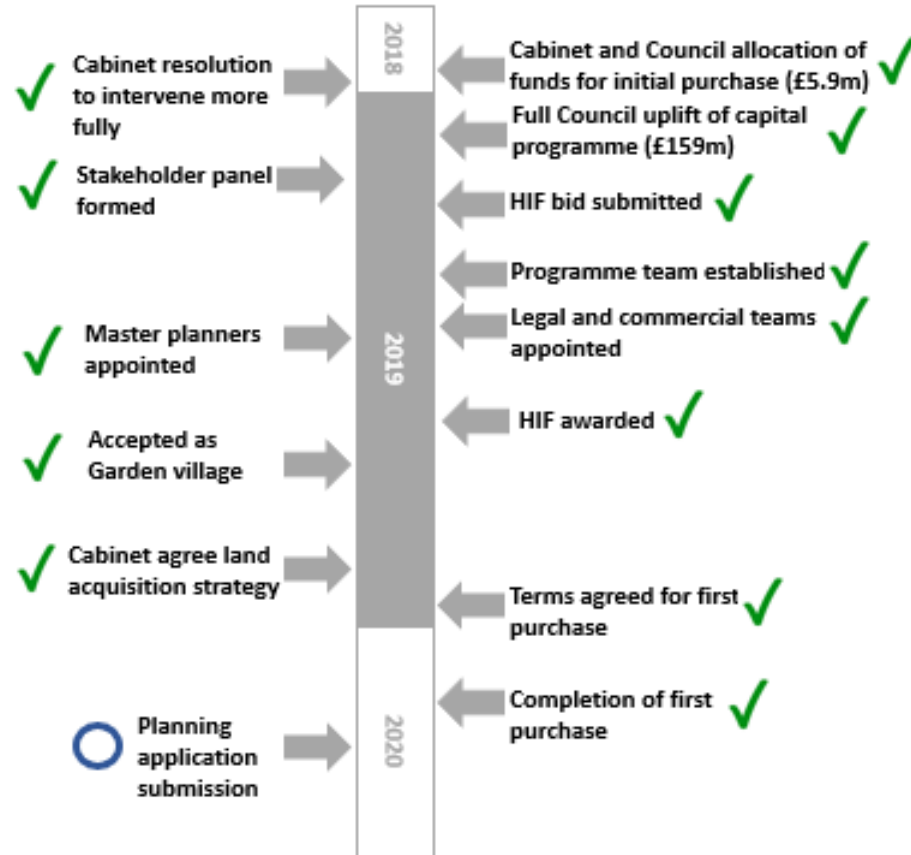
Holistic Master Planning

Land assembly and trading

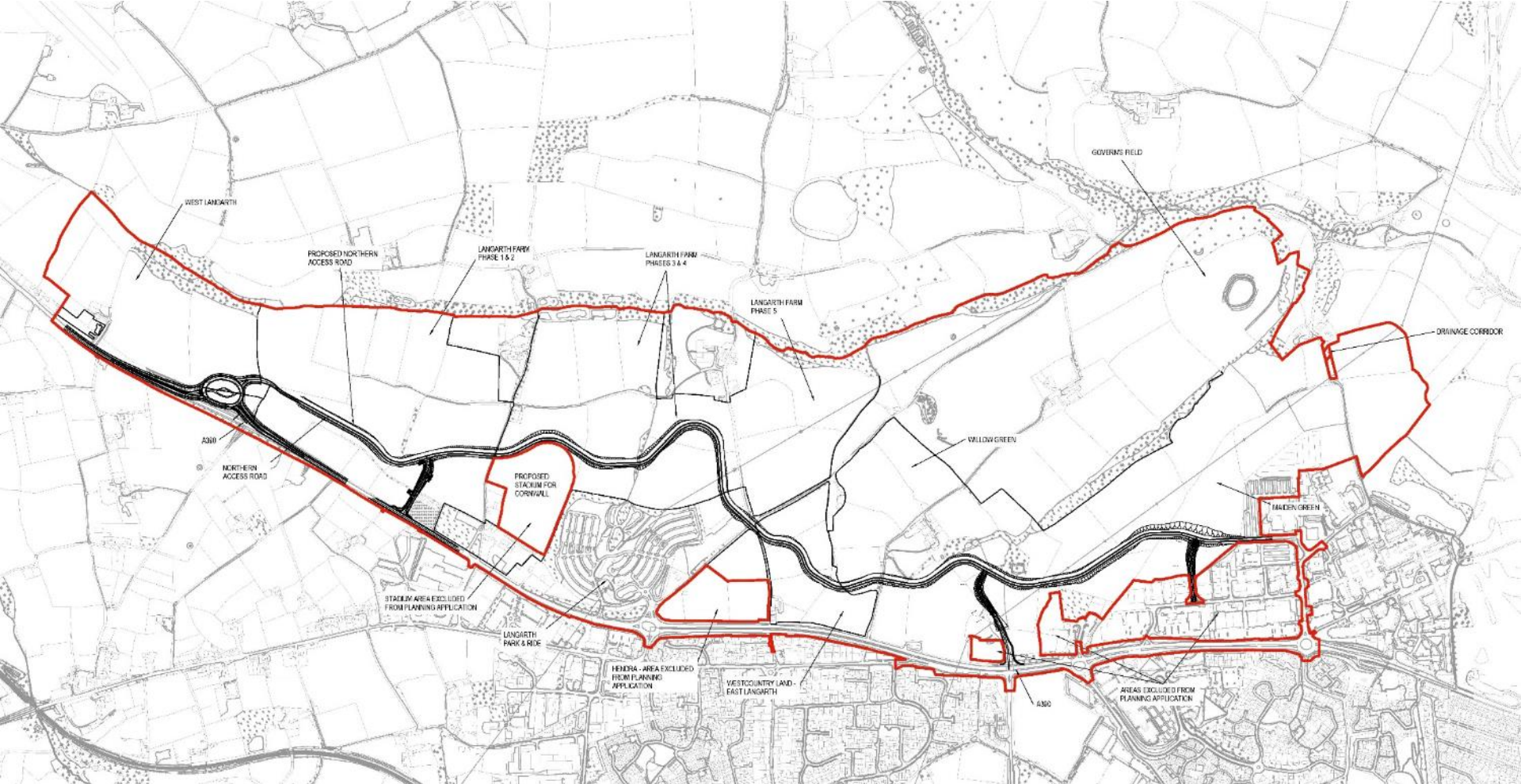
Resources for the right advice

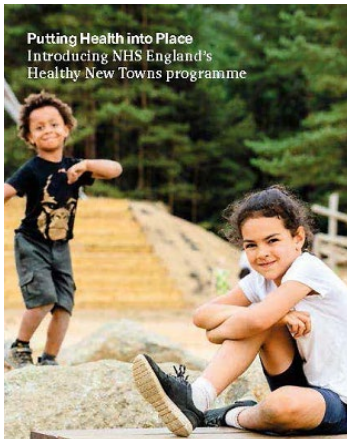
Creating capacity to be master developer

Timetable of progress to date



Application Masterplan and Northern Access Road (NAR)





LANGARTH
STAKEHOLDER
PANEL

+

CORNWALL
COUNCIL BRIEF

+

GARDEN CITY
STANDARDS

+

HEALTHY
TOWNS

+

HEALTHY
STREETS



LANGARTH DESIGN PRINCIPLES

Design principles



Enhance existing communities



Ease of movement



Sense of community



Unique and bespoke



Green infrastructure



Promote healthy communities



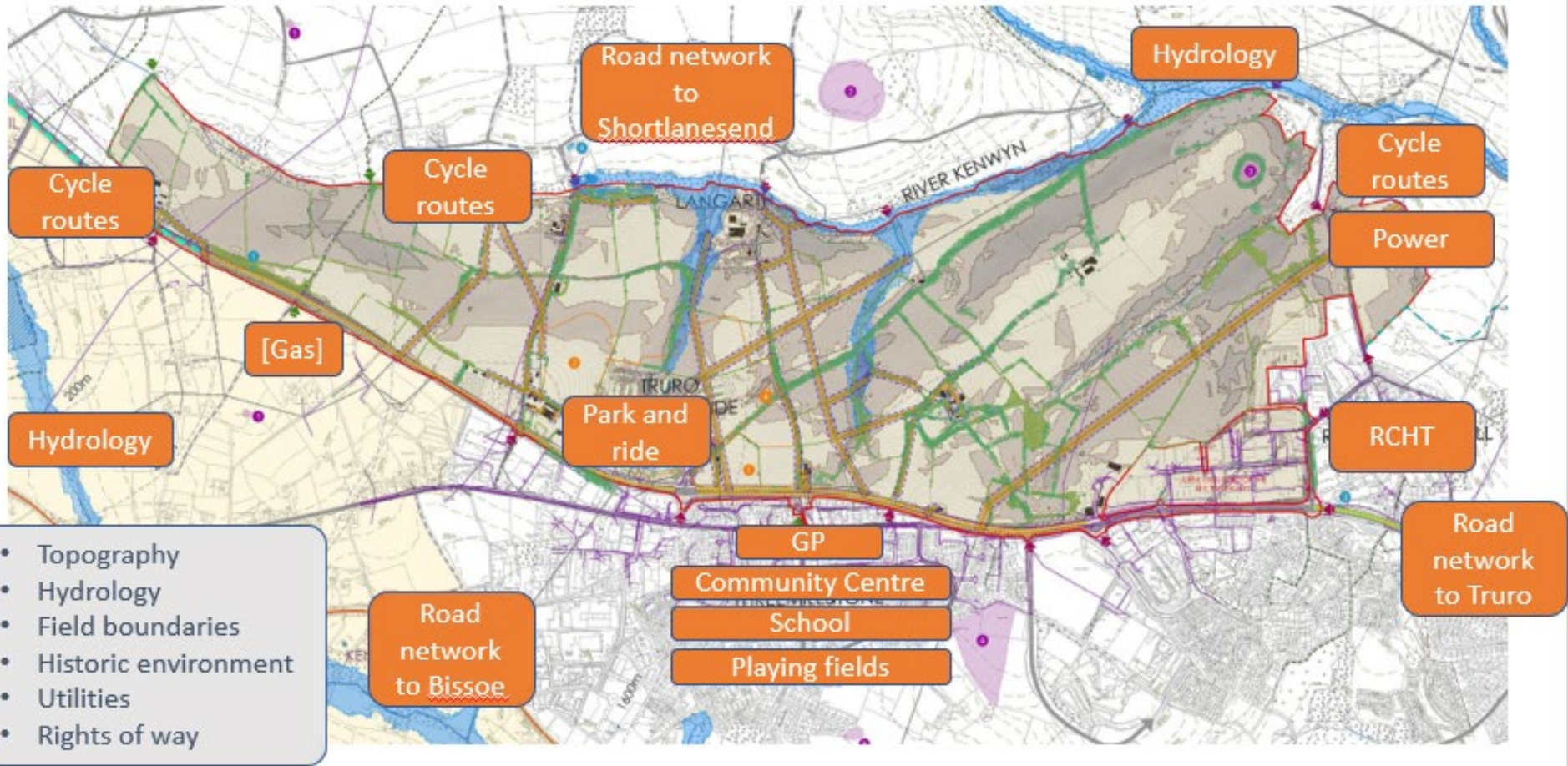
Design for climate resilience

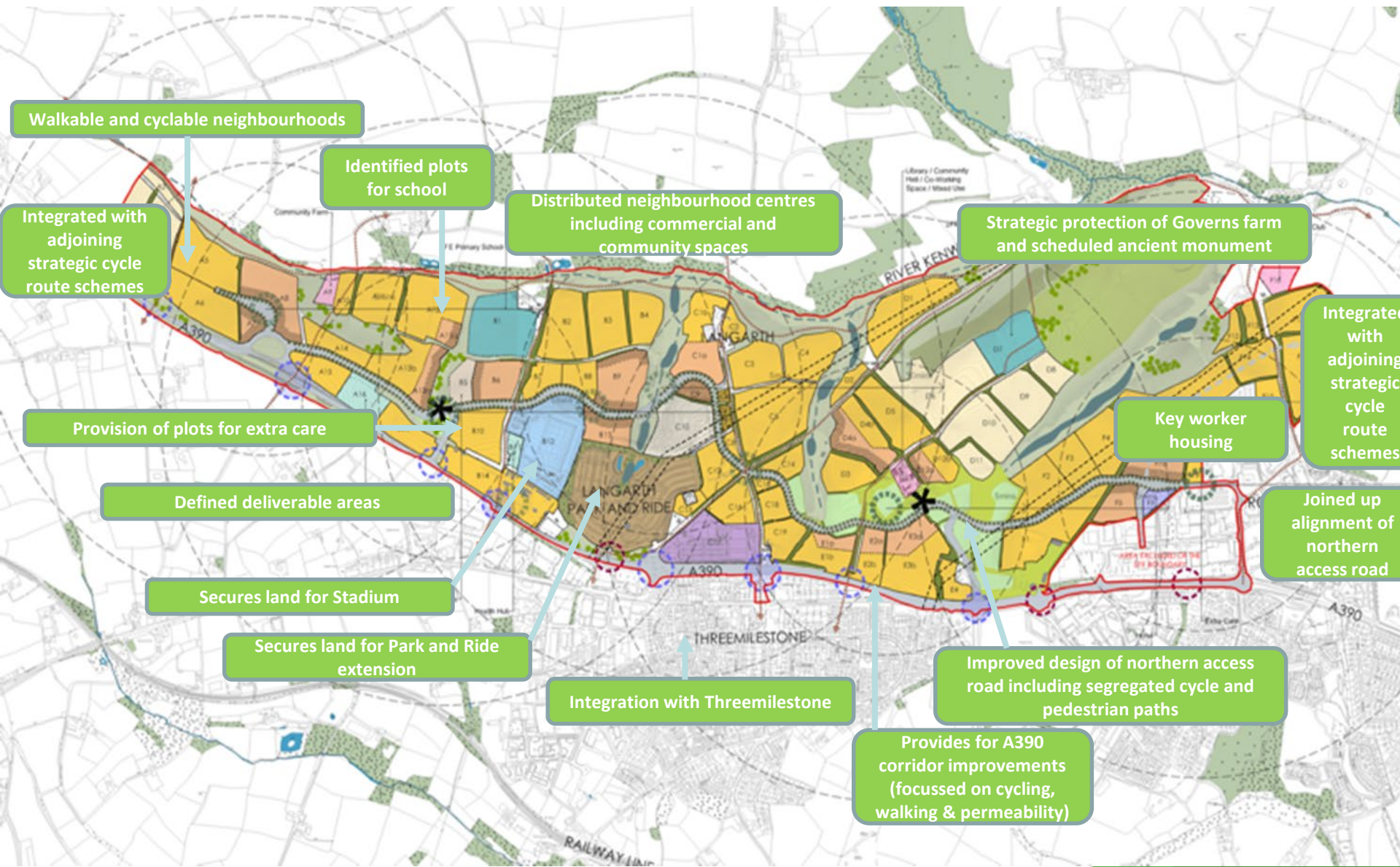


Diversity of housing



Provision of employment





Walkable and cyclable neighbourhoods

Identified plots for school

Distributed neighbourhood centres including commercial and community spaces

Strategic protection of Governors farm and scheduled ancient monument

Integrated with adjoining strategic cycle route schemes

Integrated with adjoining strategic cycle route schemes

Provision of plots for extra care

Key worker housing

Defined deliverable areas

Joined up alignment of northern access road

Secures land for Stadium

Secures land for Park and Ride extension

Integration with Threemilestone

Improved design of northern access road including segregated cycle and pedestrian paths

Provides for A390 corridor improvements (focussed on cycling, walking & permeability)



Ownership update

Land acquired
by CC (plus
stadium site)

Treliske
Retail Park
(outside of
masterplan)

Park and Ride

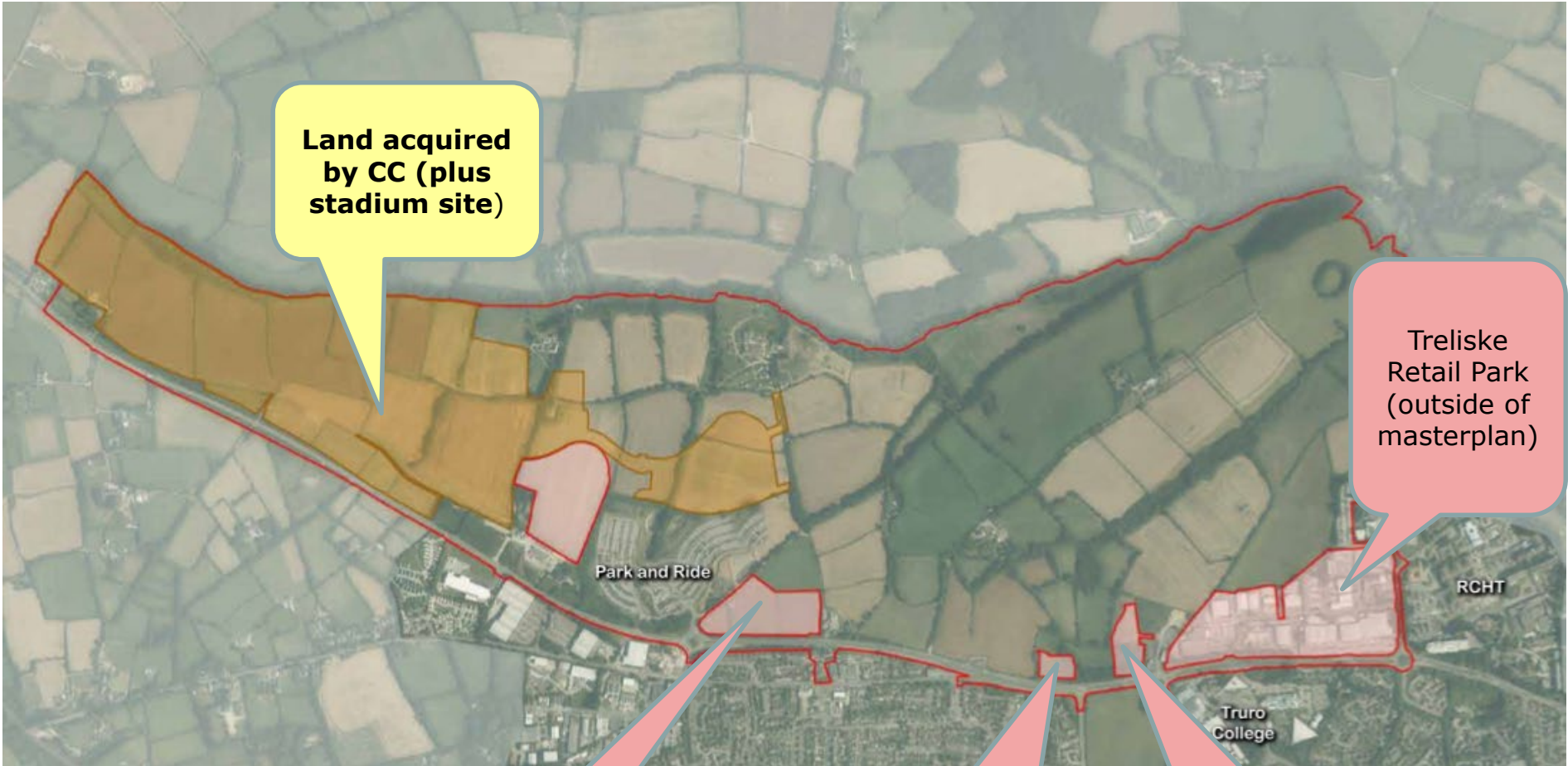
RCHT

Truro
College

Hendra site
(outside of
masterplan)

Walker Developments
Petrol Filling Station
(outside of masterplan)

Walker Developments
Travelodge application
(outside of
masterplan)



**Our new
ownership
gives us**

50%

of Northern Access
Road corridor

40%

of housing plots

60%

of electricity capacity

and...

- Secures rights to all the existing utility reservations
- Secures land for new primary school
- Secures the Cornwall Stadium land
- Provides strategic control over the grid connection rights in the area
- Direct control over quality standards to set benchmark for future
- Control the paces of housing delivery to secure our 5 year land supply
- Allows us to capitalise on the value created by our masterplan

What else has happened since September? –

1. Planning application will be a 'hybrid' type i.e. part full (detail) and part outline. NAR to be full, Masterplan to be outline
2. LPA has issued an EIA Scoping Opinion
3. Pre app engagement. With key stakeholders and the public. Ongoing Design Review
3. EIA being prepared for submission
4. Housing quantum now firmed up

Themes SPC asked to us detail on

1. Climate Change
2. Transportation
3. Housing
4. Other Important matters (sewage and community projects)

Design Responses.. holistic approach!

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Vibrant, mixed-use, communities where people can live, work, and play for generations to come - communities which view themselves as the conservation areas of the future.

Each will be holistically planned, self-sustaining, and characterful.

MHCLG - Garden Communities.



Climate - 21st Century Challenges

There are two main policy responses to climate change:
mitigation and adaptation.

Key Mitigation responses

- Reduce the energy consumption
- Change energy production
- Reduce resource consumption
- Improve resource recycling
- Reduce transport emissions
- Preserve existing natural habitats
- Increase tree planting and other CO2 sinks

Key Adaptation responses

- Improve flood defences & Water management
- Choosing tree species less vulnerable to storm & disease
- Set aside landcorridors to help species migrate
- Change eating habits
- Local food production

Design Responses...Building AND Landscape

We live in a world that is grappling with urbanisation; nature and the landscape are declining and our climate is under pressure. We can no longer base our outlook on traditional opposites like town/country, culture/nature, building/landscape and technology/nature.



Conventional design



Integrated design



Added value

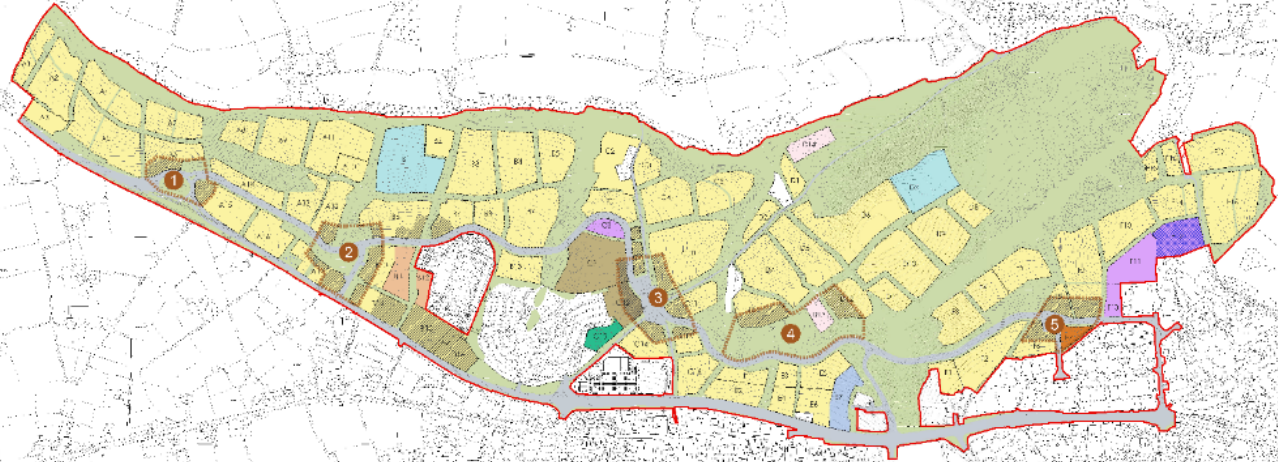
Langarth Proposals – Holistic Approach

Landscape and Building Integration:

The Green Infrastructure has been used to break down the areas of development to create distinctive Neighbourhoods.

Within these neighbourhoods a second tier of landscape amenities (allotments, communal gardens, orchards) are integrated.

- key
- Site Boundary
 - Boundary Area Note
 - Existing Footprint
 - Highway Land
 - Special Use Within National Park
 - Local Councils
 - Commercial Area
 - Amenity Area - Site Specific
 - Road
 - Office / Commercial
 - Office / Residential
 - Commercial / Library
 - Park / Rec / Education
 - Green Belt
 - Green Centre - Site Specific
 - Other



Code	Description	Area (sqm)	Percentage
01	Green Centre - Site Specific	10,000	10.0%
02	Office / Commercial	20,000	20.0%
03	Office / Residential	15,000	15.0%
04	Commercial / Library	10,000	10.0%
05	Park / Rec / Education	5,000	5.0%
06	Green Belt	5,000	5.0%
07	Other	5,000	5.0%
08	Amenity Area - Site Specific	5,000	5.0%
09	Local Councils	5,000	5.0%
10	Special Use Within National Park	5,000	5.0%
11	Highway Land	5,000	5.0%
12	Existing Footprint	5,000	5.0%
13	Boundary Area Note	5,000	5.0%
14	Site Boundary	5,000	5.0%
TOTAL	100,000	100.0%	



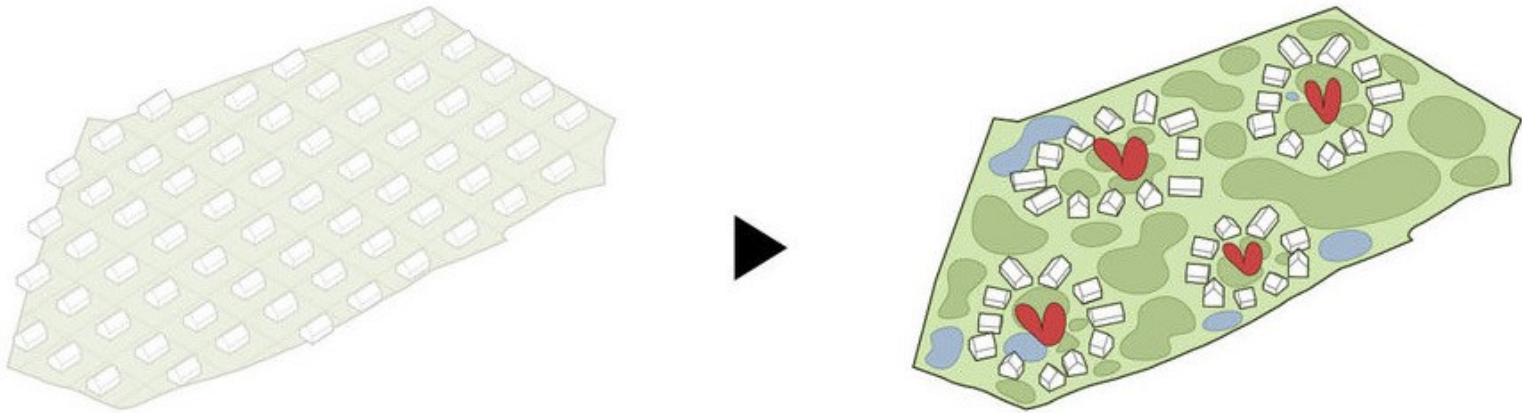
Client: **Camel Group**
 Project: **Camel Group**
 Location: **Lynton & Barnstaple**
 Date: **2019**

Project Lead	Author	Check	Scale
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2019_0101_000	2019_0101_000	2019_0101_000	2019_0101_000

Design Responses...Minimize Footprint!

Density and productive performance landscapes are not opposing elements. Higher density and a rich landscape will act as fuel for the community. Connect landscapes with corridors to enable migrations.

Variety in density will create hierarchy in public spaces and contribute to areas of enhanced footfall, supporting community infrastructure.



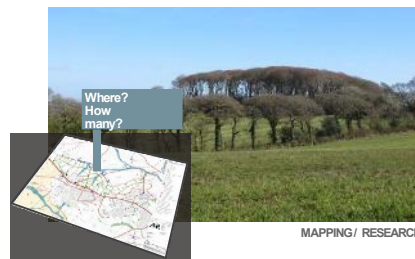
Plant New Forest: At least 5 hectares to be planted as standalone new forest areas in addition to new trees within the development areas and open spaces.

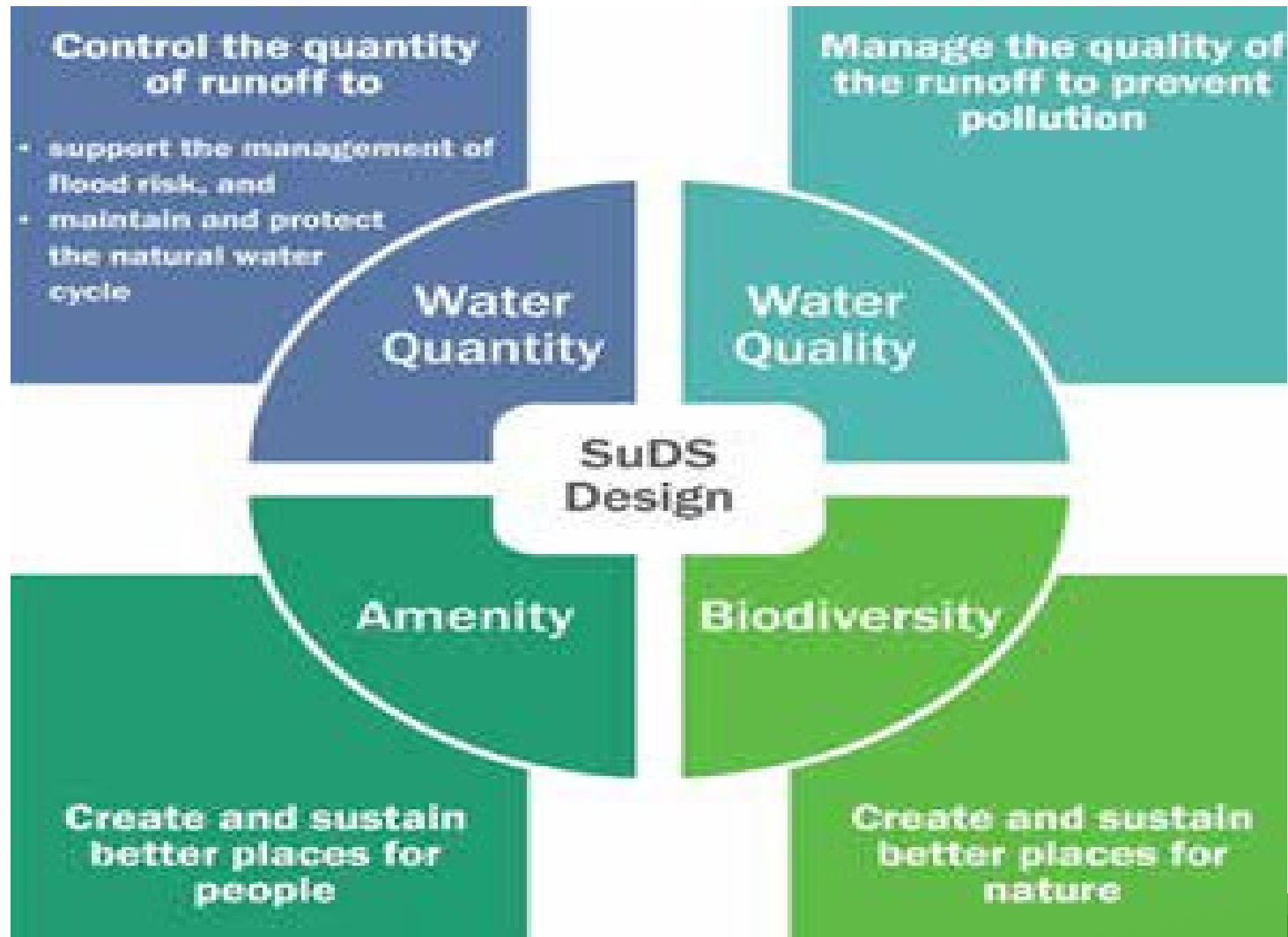
Biodiversity Improvement: Hedgerows are retained wherever possible as part of the scheme. These green corridors will be widened by a minimum of 8 meters and integrated with the swales system and the pedestrian routes

Biodiversity to achieve policy minimum of 10% and seek up to 20%.

Design Responses.. Integrate!

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Design Responses...Effective & Natural Water Management

Apply green infrastructure strategies. The necessity of a climate adaptation plan for Langarth Garden Village to manage the frequent storm waters is transformed into an opportunity to enhance its history and identity. Transferring land and water from agricultural to community use.



Design Responses...Permeable surfaces

Reduce the amount of impervious surfaces. Permeable surfaces for vehicle and pedestrian pathways to enable infiltration of stormwater runoff. Permeable pavement surfaces typically include pervious concrete, porous asphalt, paving stones and interlocking pavers.

Avoid heat islands because the amount of land which is covered by concrete or asphalt paving. These surfaces absorb heat, which increases the temperature and causes a heat island effect. Installing more permeable paving, which allows the soil underneath to breathe, reduces heat islands and bring temperatures down.



Design code led

Adaptable Housing: The focus for the housing to design in the capacity for change, for ease of maintenance and for durability as owner's situation change

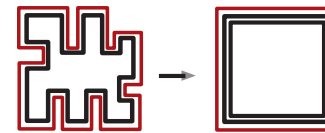
Reduce Energy Demand: Improvement of fabric and insulation in buildings (beyond Building Regulations). Solar Energy Production potential for Geothermal District Heating system are currently been explored. Energy centre with battery capacity on site to support use of onsite renewables.

Sustainable Materials: The use of materials with low CO2 impact, materials that can be reused or recycled and are responsibly sourced

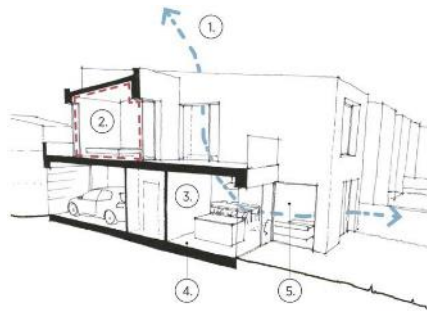
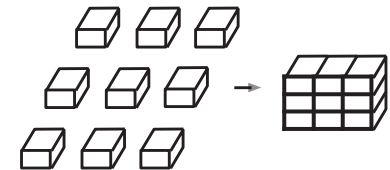
Design Responses...Adaptable and resilient housing

The focus for the proposed housing is to design in the capacity for change, for ease of maintenance and for durability - simple and strong.

The internal layouts are simple and broken plan; bedrooms are small; all with good storage options. The typologies come supplied with options for changing and even growing overtime.

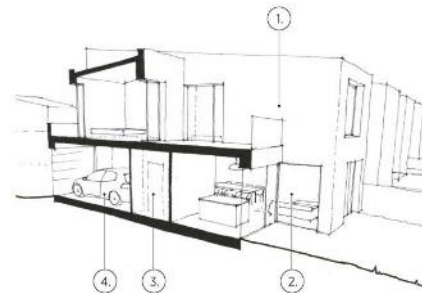


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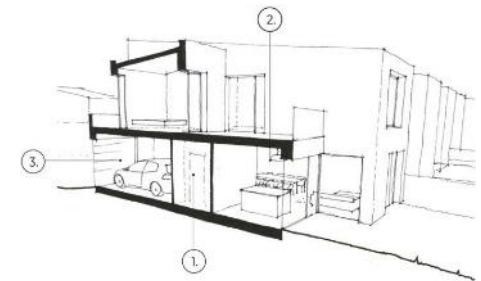
A Natural Home

1. Stack effect exploited with controlled natural ventilation for improved air quality
2. Noise controlled between homes and rooms for a peaceful environment
3. Qualities of natural finishes enhanced for a healthy atmosphere
4. Underfloor heating complimented with a wood burning stove for a therapeutic ambience
5. Generous floor to ceiling and large windows for ample daylight throughout the home



An Efficient Home

1. A 'fabric first' approach to minimise energy in use
2. Solar gain and thermal mass used to regulate temperatures throughout the year
3. Provision for fuel cell technologies and ground source heat to provide decentralised heat and power
4. Docking port for electric vehicles



A Smart Home

1. Central hub for control from smartphone at home or away
2. Motion sensors to trigger lighting and heating
3. Secure sensors for doors and safe boxes



- Every dwelling in the development should have facility to securely store bicycles within the curtilage of the dwelling or apartment building.
- Each cycle store should be adaptable so as to allow the installation of an electric bike charging point(s), without compromising use for storage.

Cycle Storage Strategy



A cycle store should be integrated into the dwelling design wherever possible to avoid clutter in the landscape, and could include additional storage for larger sports equipment, such as surfboards or golf clubs.

External cycle stores should be finished with materials that suit the material palette of the character area within which they are located. Careful attention should be made to ensure external refuse buildings appear recessive in their surroundings.

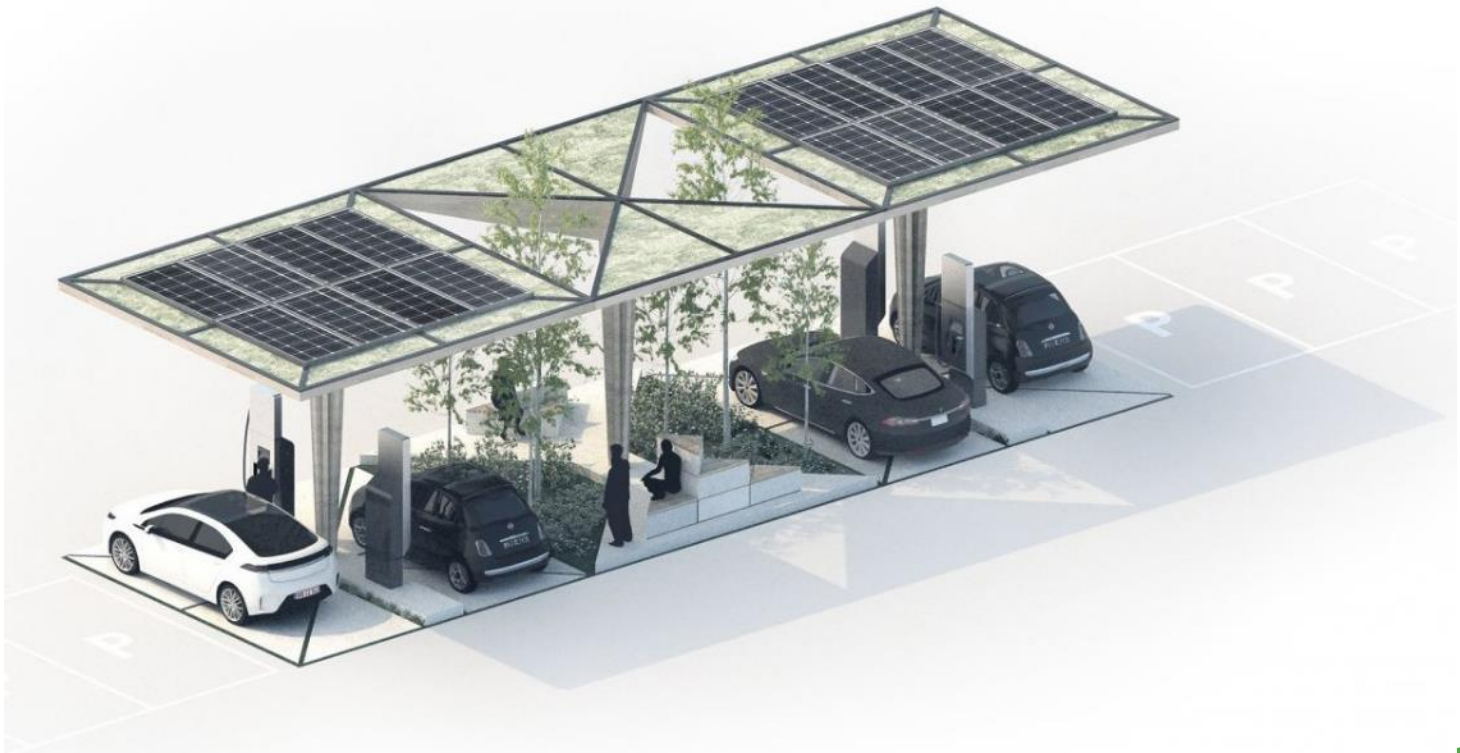
Cycle storage provision should be of a sturdy and durable construction, with a minimum design life of 15 years, to avoid burdening residents with maintenance costs.

Communal cycle stores, Electric bike clubs and electric bike charging facilities should be located centrally within neighbourhoods and be publicly visible. They should be designed in strict accordance with the material palette of the character area within which they are located, including the design of associated street furniture.

Where possible cycle and Recycling / Waste Stores should be combined within the same structure to avoid clutter.

Design Responses...Integrate Renewable Energy

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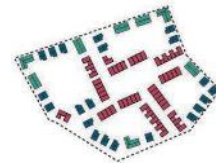


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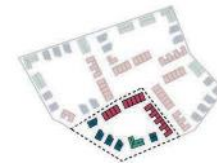
Design Responses...Robustness through Scalability & Flexibility

A robust masterplan, supported by a delivery plan, is fundamental to development of sustainable communities. Being able to scale the size of the development plots it is possible to adjust to the market over time - making the overall development more robust and adaptable to future needs.

Likewise a variety and mix of housing types and sizes can help create a vibrant and strong community.



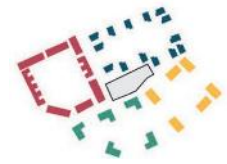
Developer JV



Local builder /



Self-build



Variety in Typologies



HOME



BUILDING



VILLAGE

Themes SPC asked us to detail on:

2. Transportation

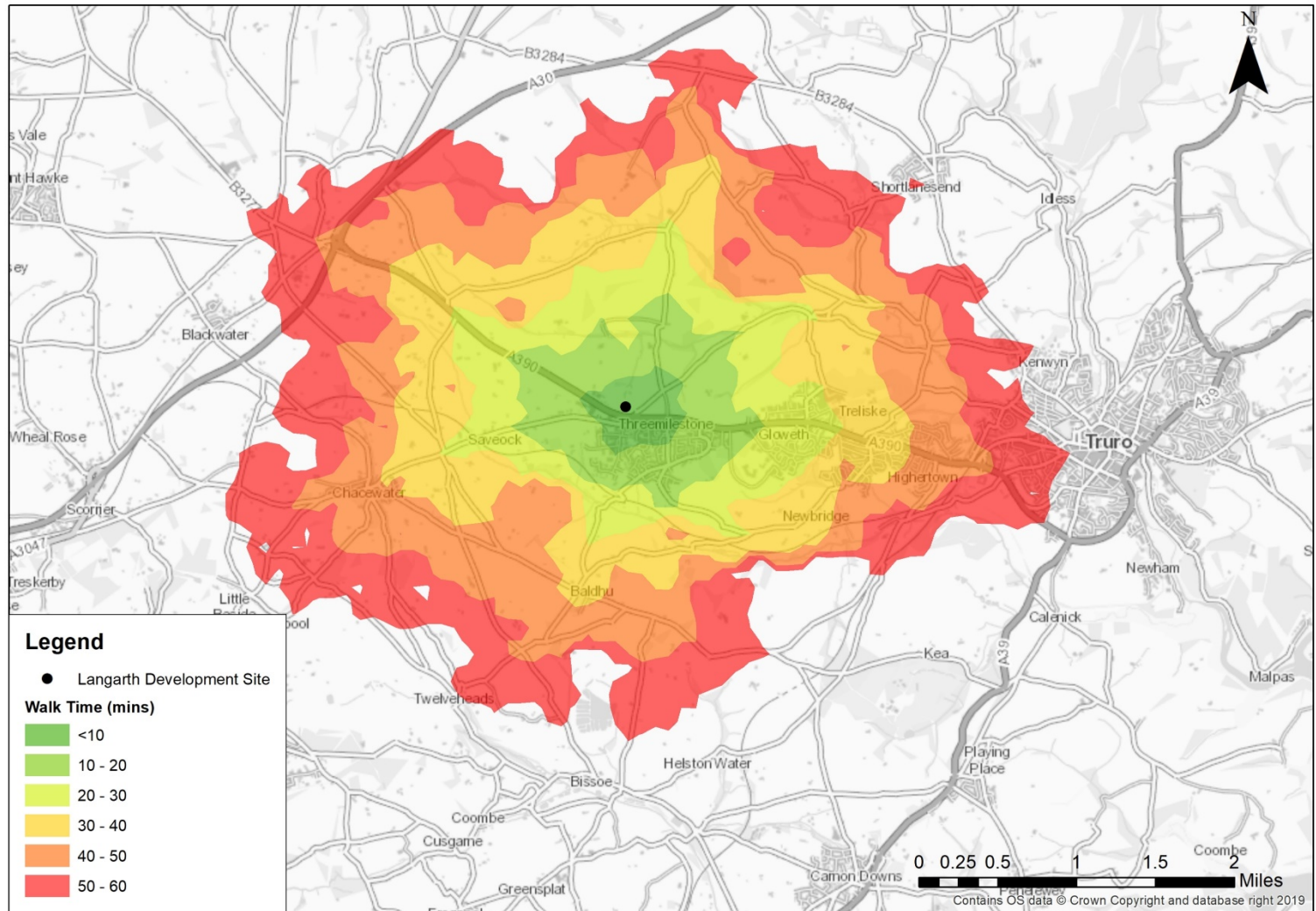
Transport Strategy – Key Principles

- Principle 1 – provide housing for current commuters and reduce current background traffic volumes;
- Principle 2 – provide complementary land-uses, such as offices, schools and local retail and community facilities to reduce travel off-site;
- Principle 3 – Facilitate home working, live-work units and community work hubs to reduce the need for people to travel, either full-time or part-time; and
- Principle 4 – Provide high quality sustainable transport infrastructure measures to maximise the opportunity for external journeys to be made by foot, bicycle, public transport or community vehicles.

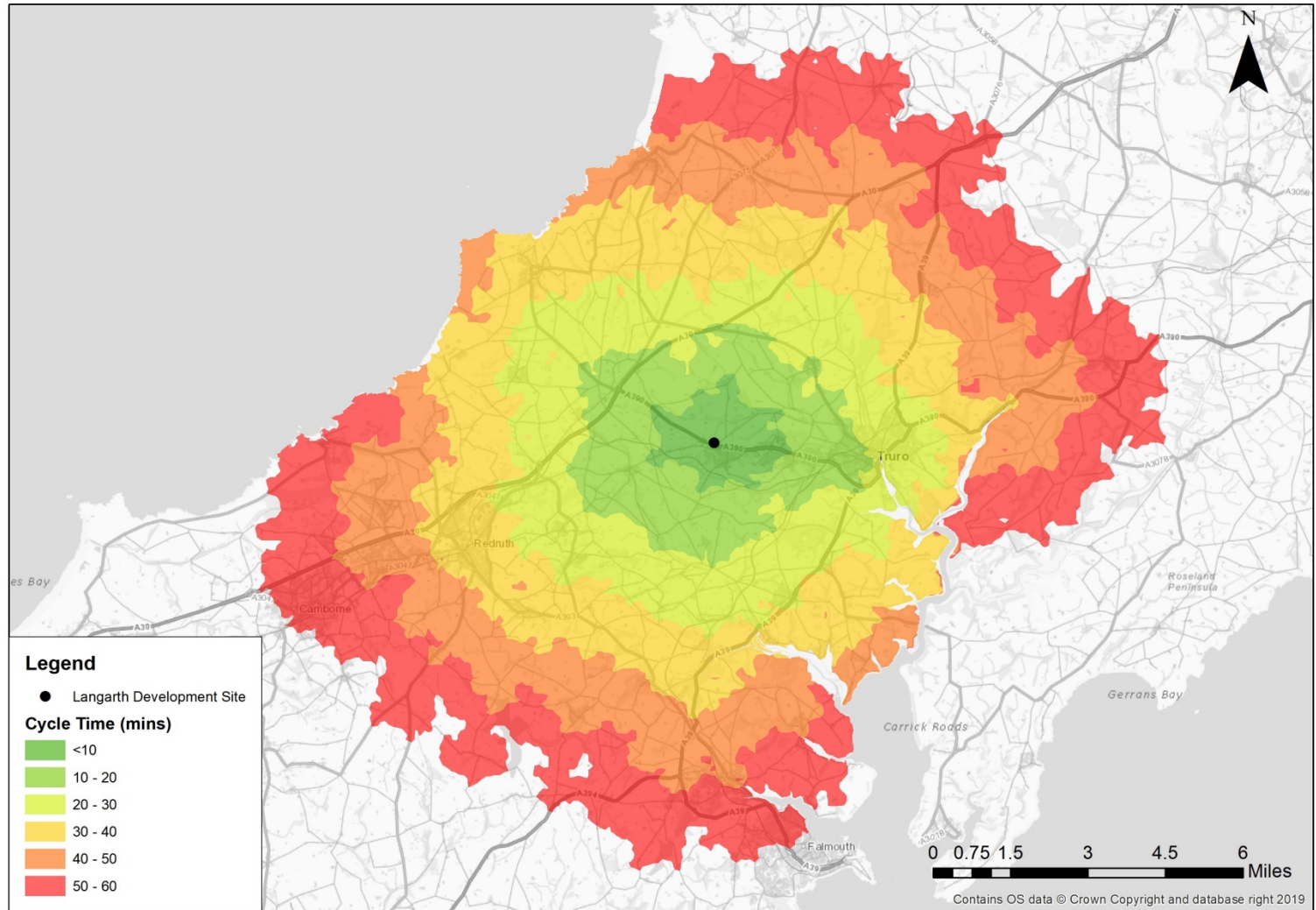
Transport Strategy – Infrastructure

- Walking and Cycling
 - High quality walking and cycling routes within the site;
 - Crossings over the A390 to link LGV to Threemilestone, and adjoining employment, education and healthcare facilities;
 - Additional traffic-free / low traffic walking and cycling routes into Truro city centre;
 - Connection to Saints Trails multi-user route from Threemilestone to St Agnes;
 - Provision of secure cycle parking within curtilage of properties and at community locations; and
 - Provision of e-bike hire system with docking points in LGV, Threemilestone and Truro city centre

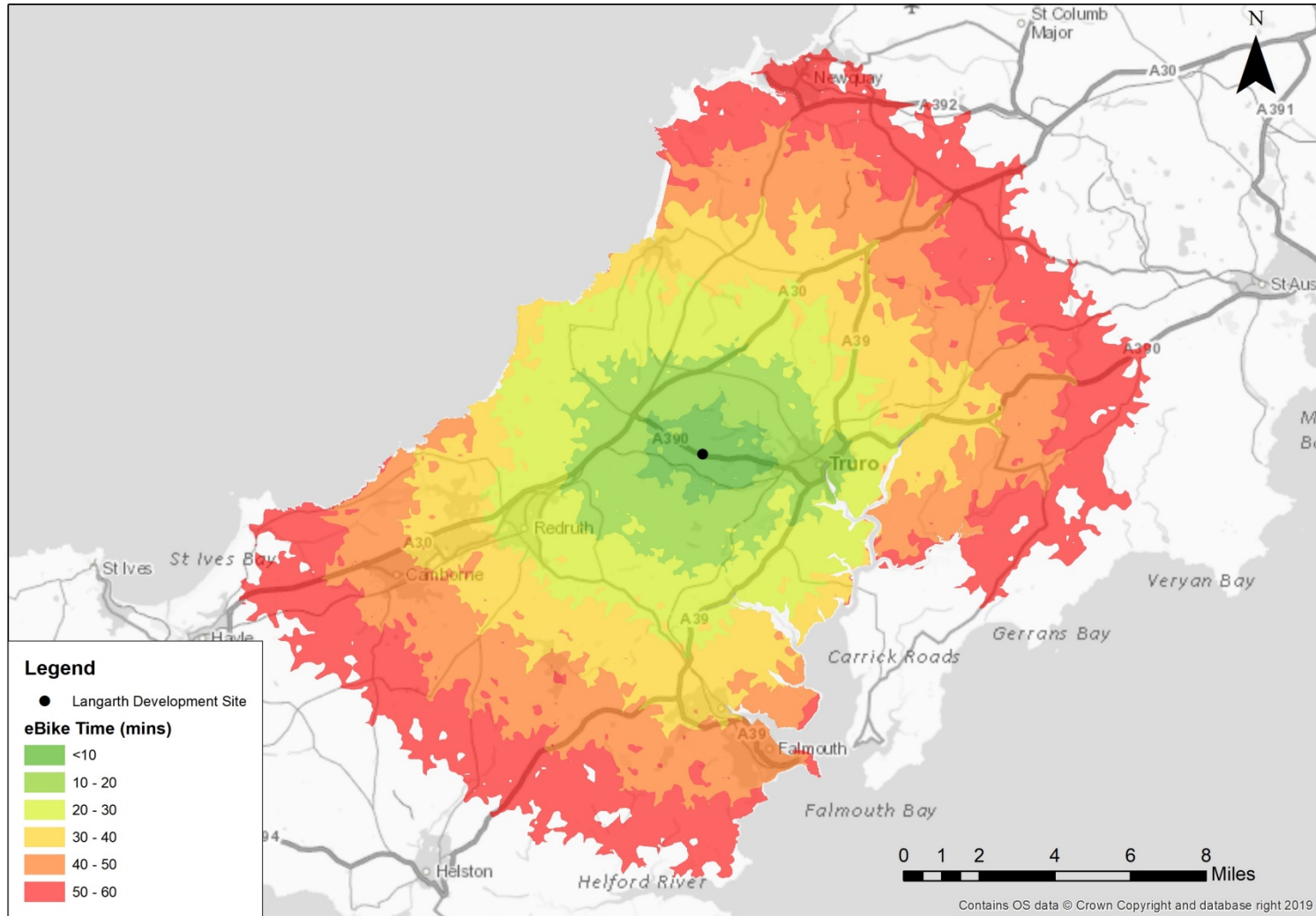
Walking Catchment



Cycling Catchment



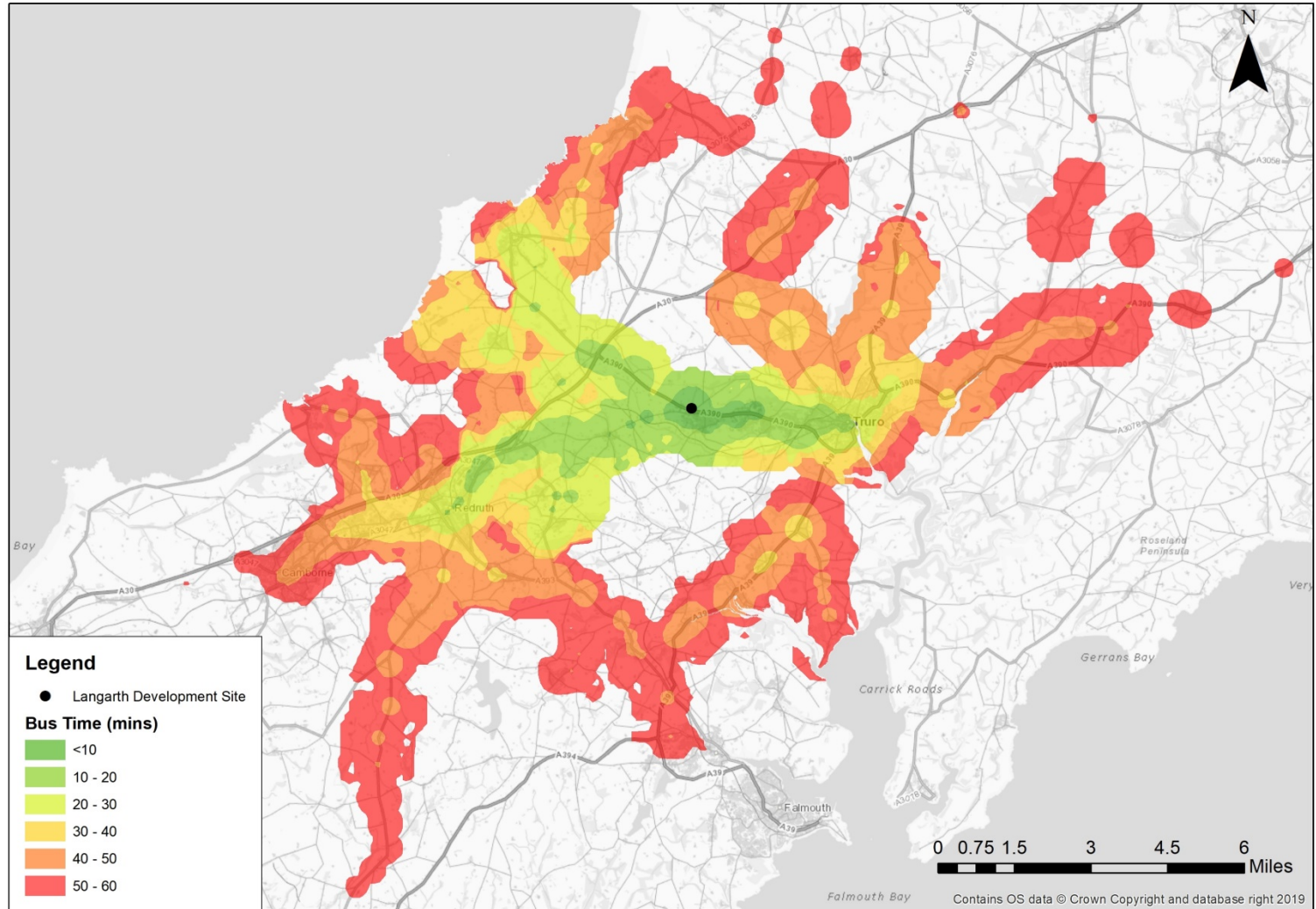
E-Bike Catchment



Transport Strategy – Infrastructure

- Buses
 - Frequent bus services currently serve Threemilestone and link Truro to Redruth and Newquay via Perranporth;
 - Frequent Park & Ride bus service links Langarth with Truro College, Royal Cornwall Hospital, County Hall, Truro Station and Truro City Centre;
 - It is proposed to provide additional bus services from LGV to Truro city centre with an increasing level of frequency as the development phases are constructed;
 - Langarth Park & Ride to be extended to provide an additional 600 spaces bringing total to 1,800 spaces; and
 - Bus stops located on NAR every 250m resulting in most properties having a walk distance of less than 400m to reach a bus stop.

Bus Catchment



Transport Strategy – Infrastructure

- Community Transport / Car Club
 - For occasional usage when a vehicle such as a car or van is the most appropriate mode of transport a car club will be provided in LGV;
 - Car club parking locations will be based in each of the five centres within LGV and in Threemilestone village centre and will complement a wider car club scheme being promoted by Cornwall Council.

Transport Strategy – Infrastructure

- Parking
 - The land-use and transport infrastructure provision summarised in the previous slides reduces the need to travel by private motor vehicle;
 - Parking provision for LGV is to be set at 1 space per standard dwelling plus 10% visitor spaces with other land-uses having appropriate parking standards for a highly accessibility location;
 - The ways we live and work are changing rapidly and therefore the parking strategy is appropriate for a highly accessible location; and
 - There may be concerns about inappropriate parking in excess of what is to be provided and therefore a management strategy with enforcement will be needed for both LGV and the surrounding communities.

Transport Strategy Conclusion

- The defining principles of the Langarth Garden Village promote working locally, if possible, followed by travelling sustainably, if travel is absolutely necessary.
- Enhancements to walking, cycling, public transport and the provision of e-bikes and community vehicles provides significant opportunities for people who live and work at LGV to do so in a way that reduces the need to own and use private motor vehicles.
- The development is a long term project and therefore the way we all live and work will change over time but the development will introduce appropriate transport measures and facilities from day one to ensure that working locally or travelling sustainably will be an embedded behaviour from the outset.
- Therefore, highway congestion should not be worsened by the Langarth Garden Village and the transport infrastructure measures promoted in conjunction with further measures to be introduced by Cornwall Council, such as the Public Sector Travel Plan, should benefit the A390 corridor.

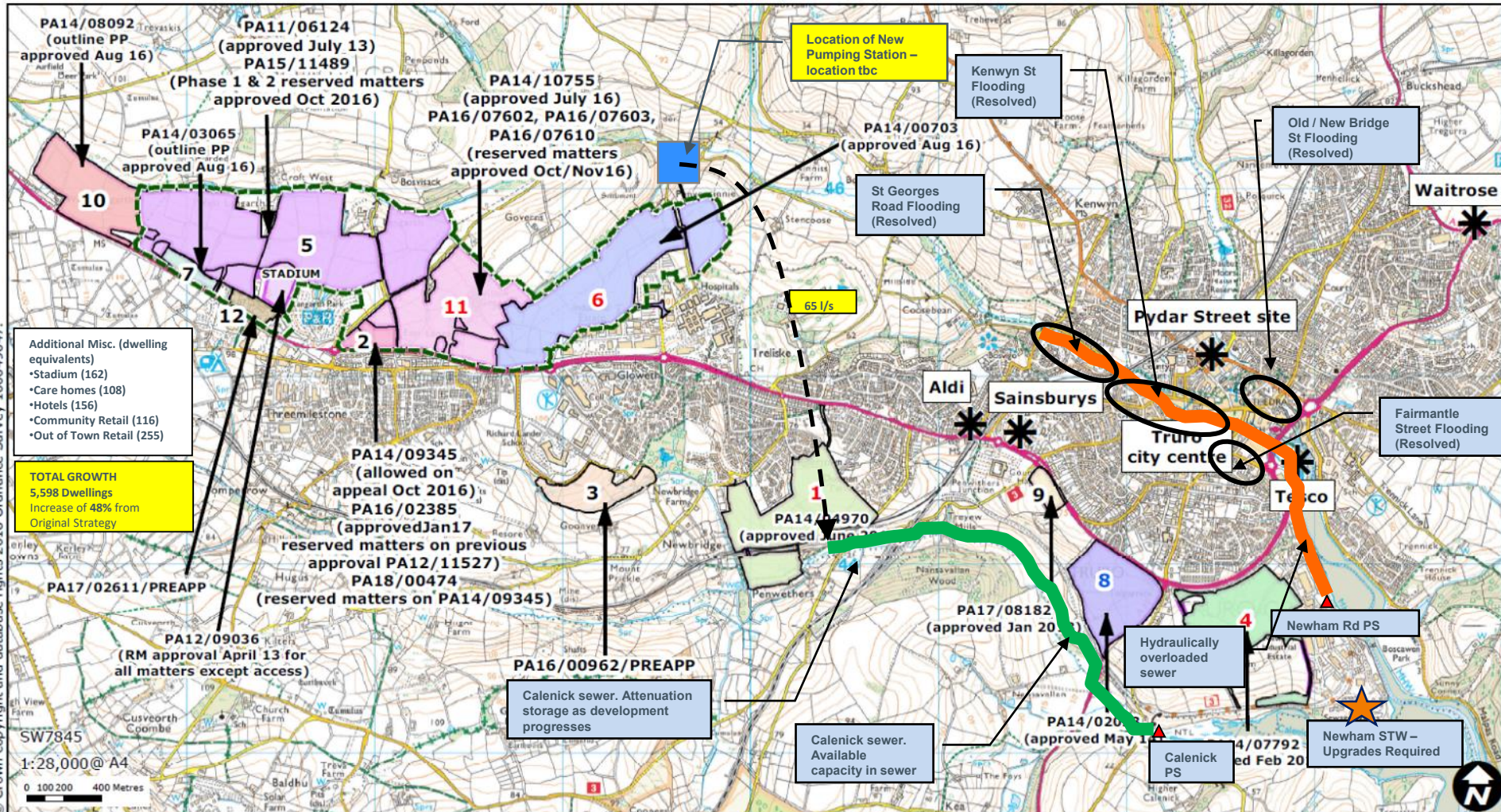
Themes SPC asked us to detail on:

3. Housing

Housing

- The scale of the development means of range of housing can be provided.;
- Up to 3500 homes
- 35% Affordable housing (policy compliant)
- Key worker housing
- Extra care accommodation
- At least 5% Self build and custom build accommodation
- Opportunities for Council developed private rented products
- Adaptable homes to meet the needs of older people

Thremilestone developments – approved strategy



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Additional Misc. (dwelling equivalents)

- Stadium (162)
- Care homes (108)
- Hotels (156)
- Community Retail (116)
- Out of Town Retail (255)

TOTAL GROWTH
5,598 Dwellings
Increase of 48% from Original Strategy

1:28,000 @ A4
0 100 200 400 Metres

Threemilestone Community Projects

- The project is meeting its commitments to progress projects in the existing community
- Will require funding from several sources/agencies
- The Langarth project will contribute via s106
- The s106 can ensure early delivery



Key Areas of focus

Village centre

- Public realm
- Community centre improvements
- Corner site
- Victoria mills site (ideas only)

Fields to the south of the village

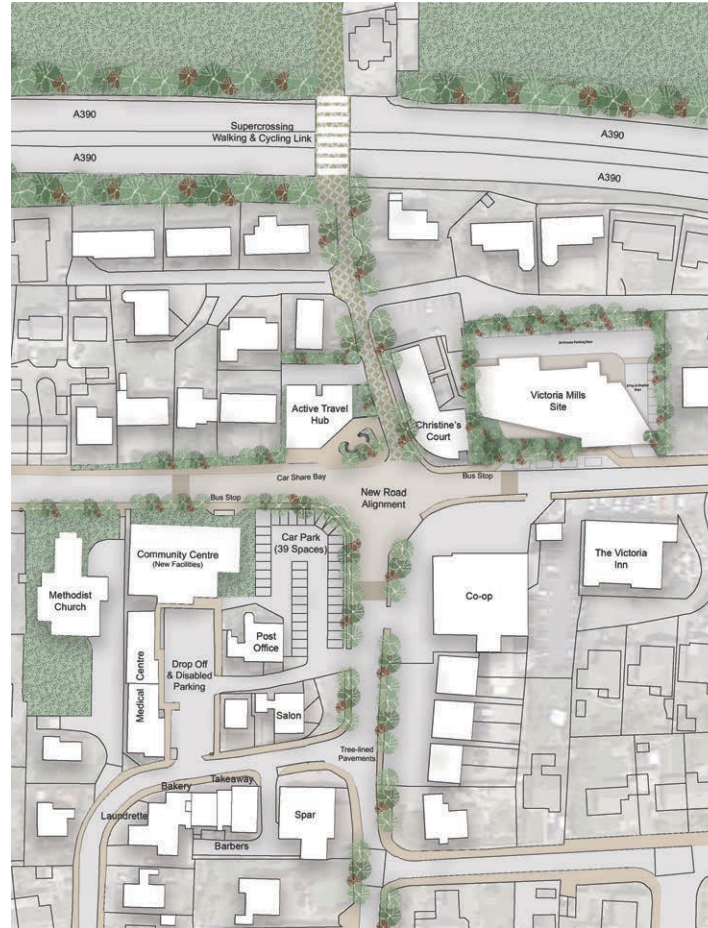
- Playing field improvements
- Funding towards new school hall



EXISTING THREEMILESTONE VILLAGE CENTRE PUBLIC REALM



PROPOSED THREEMILESTONE VILLAGE CENTRE PUBLIC REALM



COMMUNITY CENTRE EXTENSION

24/7 accessible WC with access from inside /

outside Ground floor extension to provide;

- Additional storage
- Improved WC's
- Additional bookable room
- Improved waiting / lobby area

Improved public realm / approach inc;

- Cycle parking
- Improved wide and level pedestrian walkways
- Disabled parking
- Drop off area
- Tree planting



EXISTING FIELDS TO THE SOUTH OF THREEMILESTONE

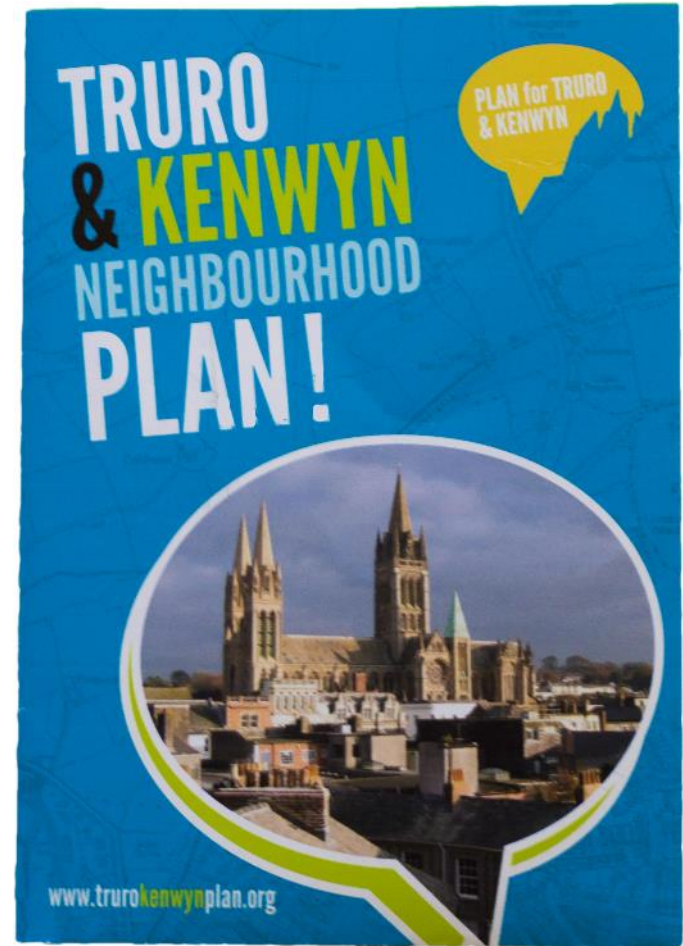


OPTION 6



Truro & Kenwyn NDP update

- Why is an update required?
 - 3 years old
 - National changes
 - Changes in the plan area
- Working arrangements
- Process and timetable
- Next steps



Langarth fly through animation – see link

Timetable/ next steps

- Neighbourhood Plan process;
- Stakeholder and Community Engagement ongoing;
- Planning application and Masterplan to be submitted October 2020 due to COVID 19 restrictions on survey work.
- Presentation with links to be circulated

Thank you

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