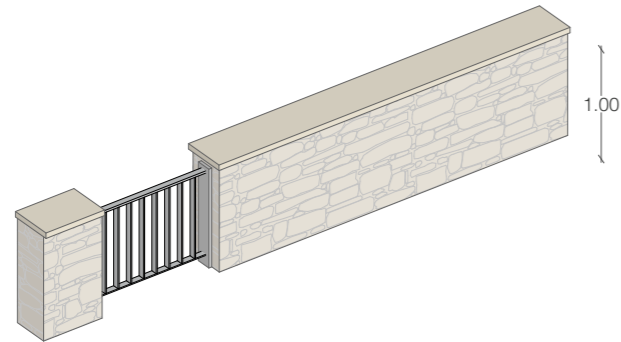


6.18. Boundary Treatment

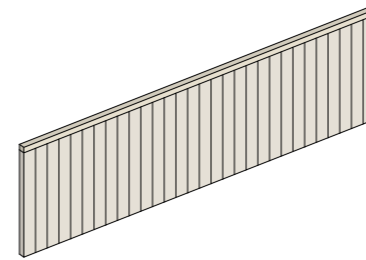
Stone boundary



Stone Low

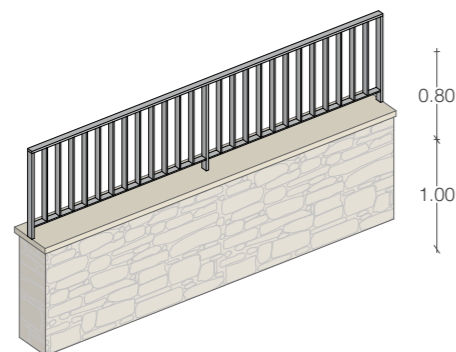
This boundary treatment is proposed for the majority of properties along the NAR.

Timber boundary



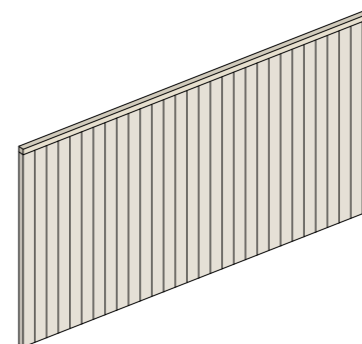
Timber Low

A low timber fence is proposed for the properties within mews roads, properties facing the green lane, and properties facing the ecological buffer at the north of the site.



Stone and Railing

Stone walls with a railing are used to delineate gardens which face the NAR.



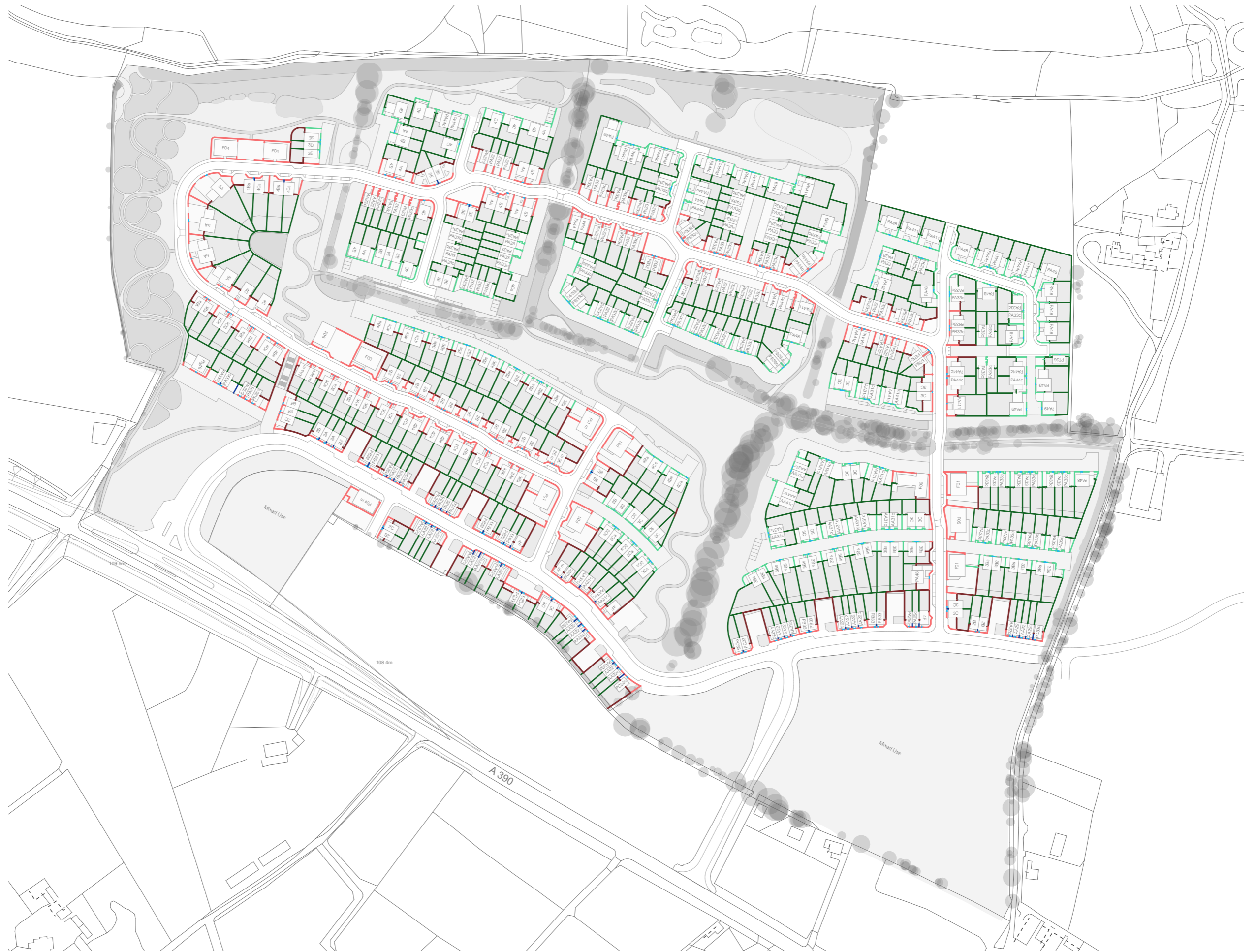
Timber High

High timber fencing is proposed for all garden divisions between properties.

- Key:**
- Site Boundary
 - Railing Gate
 - Railing Low
 - Stone Low
 - Stone and Railing
 - Timber Low
 - Timber High

Boundary Diagram

1:2500 @ A3



6.18. Boundary Treatment

Core Road

Along the NAR (core road) are mostly terraced properties. To avoid individual driveways and cars reversing onto the road, car parking courts were designed to serve a group of houses.

There is also provision for some on-street parking along the NAR. Where there is no on-street parking the footpath is kept wider.

Front gardens are generally kept small, in order to keep an active frontage. Boundary treatment to these front gardens is proposed to be low stone walls.

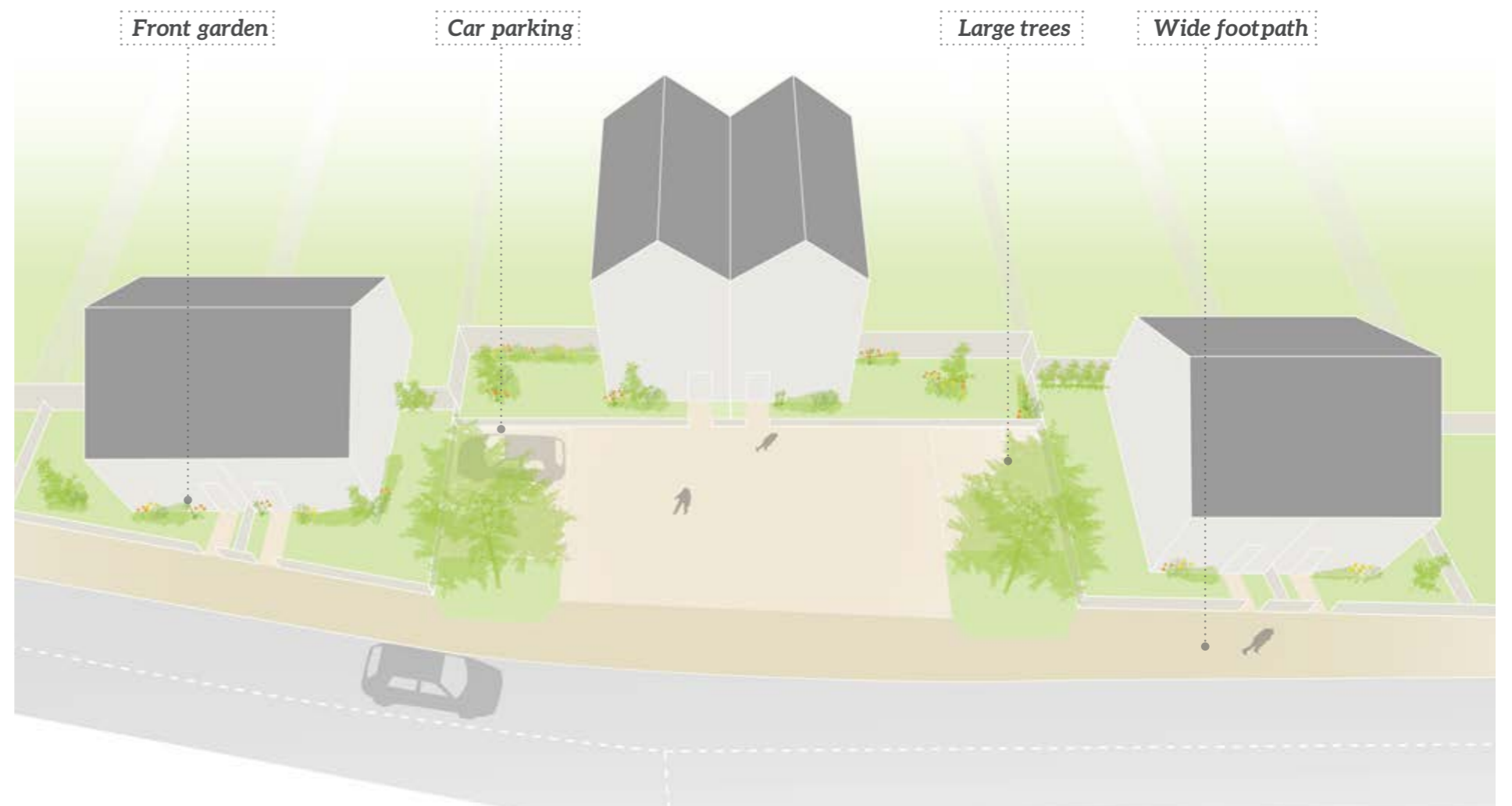
Street trees are designed to coincide with the parking courts. This has allowed for larger trees that have a larger area of soil, rather than providing smaller trees with a limited space for root growth.



Core Road Intersection

The intersection of the NAR with the major road is treated differently: a public space is provided shifting a few houses further away from the road. This allows for some larger trees at the intersection, which define the intersection.

Parking is provided at the sides of this public space for the 2 houses that are located at the edge of the space.



6.18. Boundary Treatment

Major Road Non-Split Level

The major road is the second largest road. It is treated with a different strategy to the NAR as it is a residential loop road.

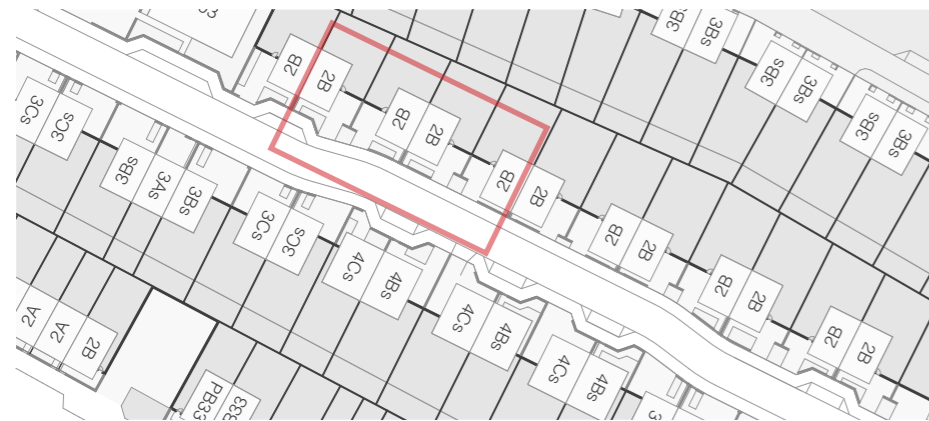
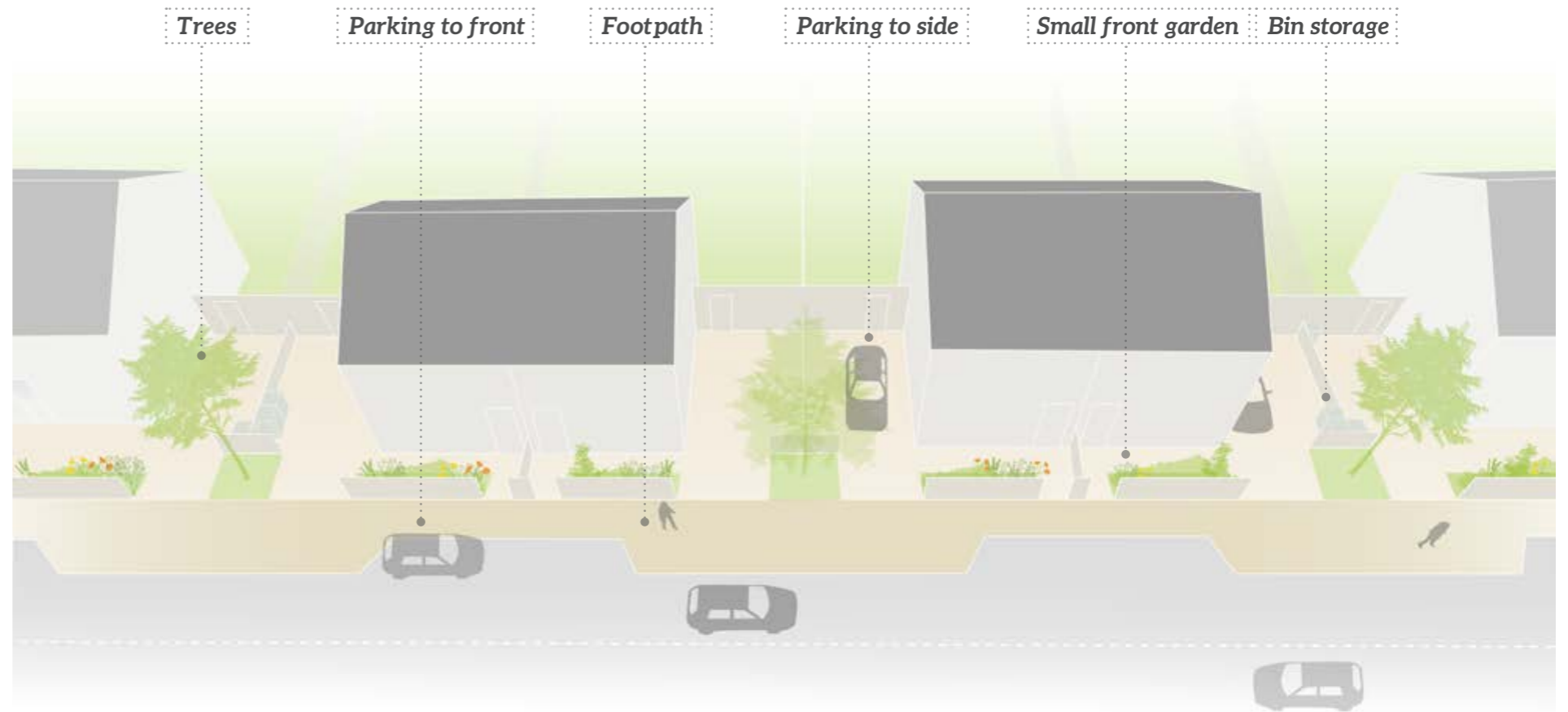
The northern side of the road within Upper Langarth and the majority of properties along the major road within Lower Langarth are not split level properties.

Most properties have driveways to the side with a few properties having their driveways in front of the house.

Front gardens are kept small to allow for an active frontage along the major road. Property front boundaries are delineated with a low brick wall.

Located with the driveways are also bin and cycle stores for the properties. These are also delineated with low brick walls. As most of the properties along the major road are semi-detached, the driveways and bin/cycle stores are grouped in pairs. In front of each bin/cycle store is a street tree. These are generally kept smaller than the ones proposed for the NAR.

Some on-street parking is also provided along the major road, where properties have side driveways.

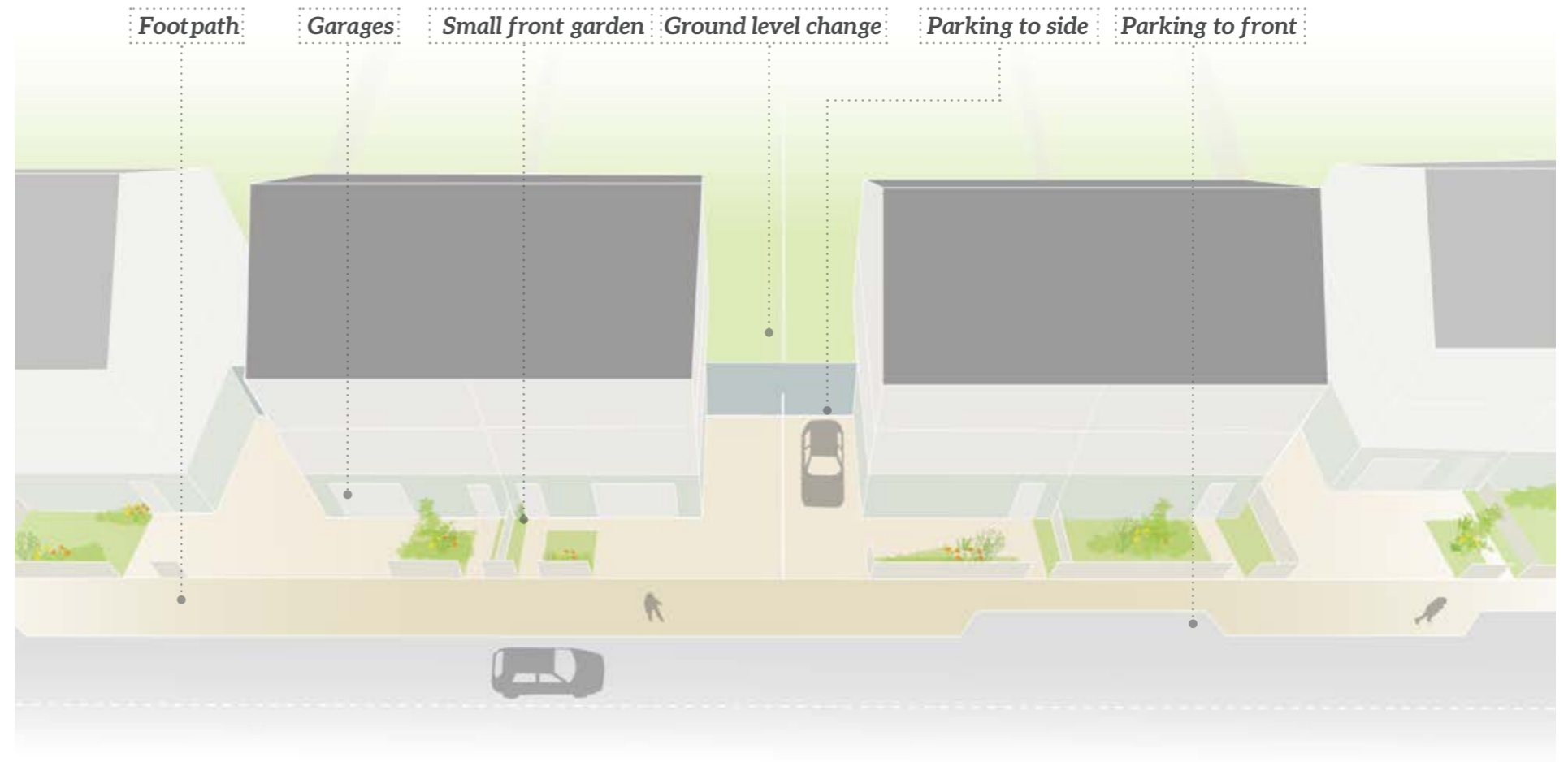


Major Road Split Level

Along the southern side of the major road within Upper Langarth, properties are split level due to the street topography thus large level difference.

Some of these properties have an integral single garage as part of their lower ground floor. There is also parking provided to the side of properties. A number of houses have a habitable room instead of a garage: there is on-street parking in front of these properties.

Again front gardens are kept small to allow for an active frontage along the major road.

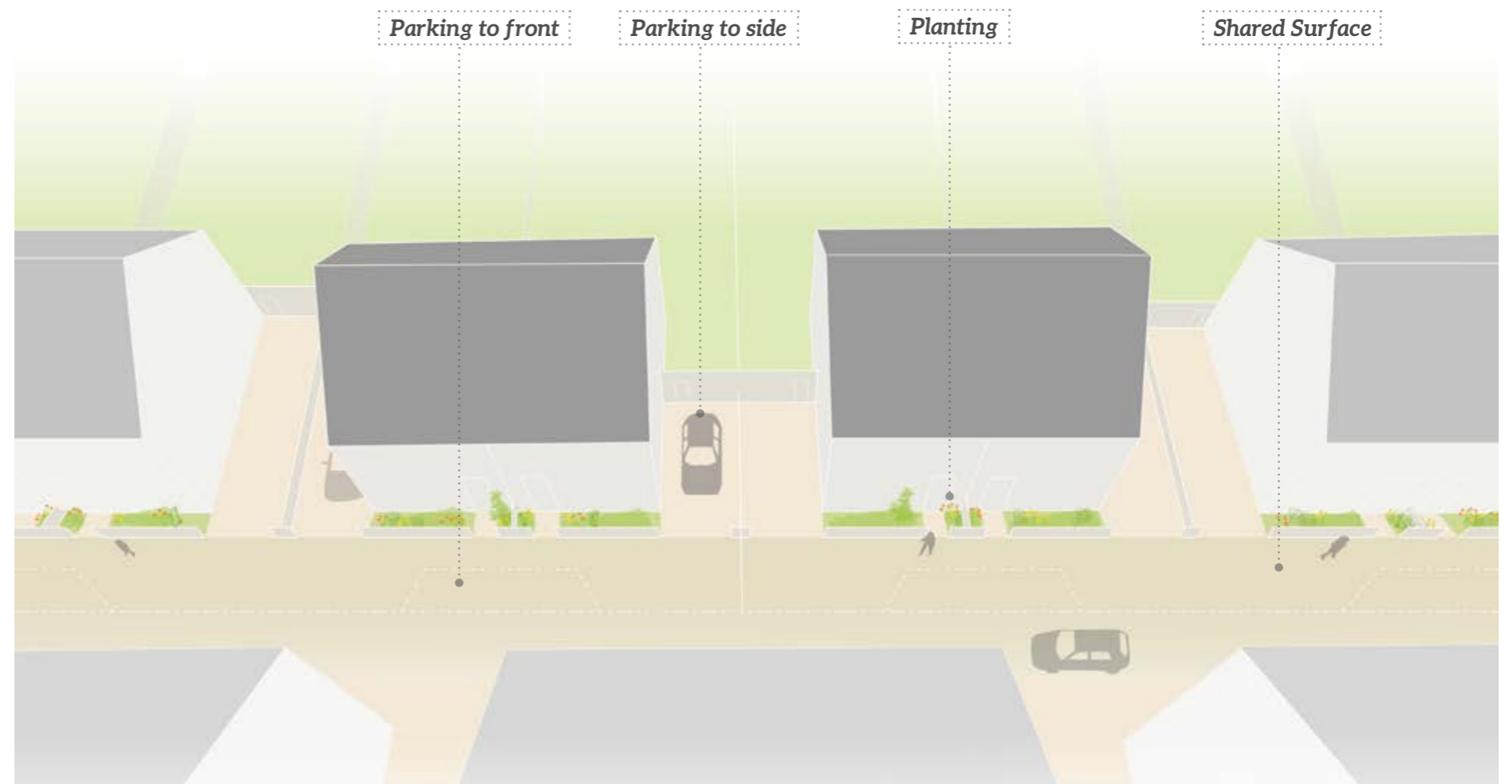


6.18. Boundary Treatment

Mews Road A

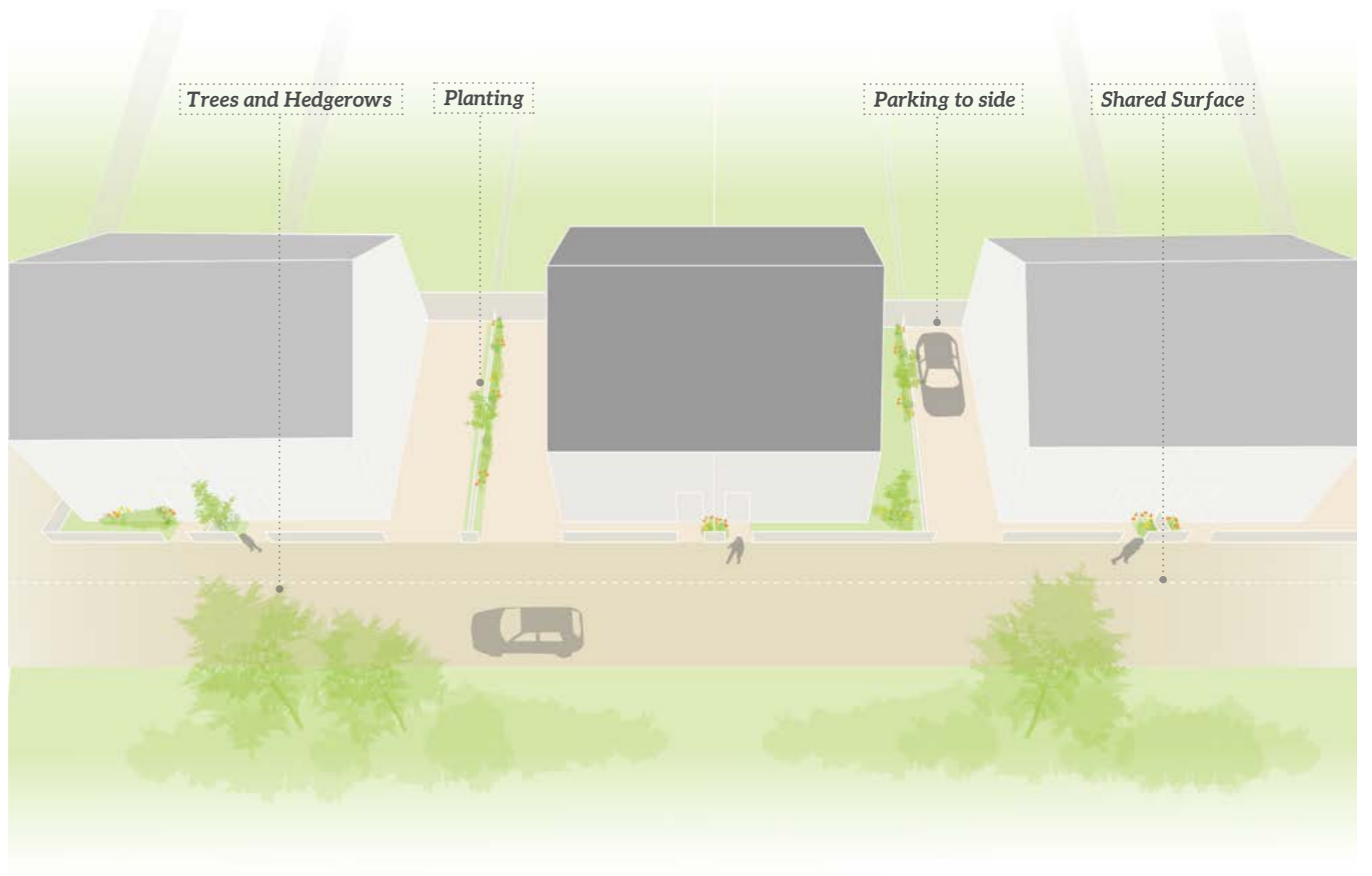
Mews roads are the smallest roads in the proposed street hierarchy. Dwellings are located close to their boundary, with a low timber fence and planting delineating the boundary. Properties have driveways to the side: there is also on-street parking provided.

The road and pavement surface are proposed to be a shared surface as each mews road will be serving a limited number of dwellings, thus allowing for a more pedestrian oriented movement.



Mews Road B

Mews road B is similar to mews road A except that houses front a green space, the green lane or the ecological buffer area to the north of the site.







7. Access and Movement

7.1. Movement Network

Within the consented masterplan, there are a number of different street typologies. This gives the overall layout different distinctive characteristics in different areas.

The minor roads are typically narrow or have frontages onto the public open space. The characteristics of these roads will be appropriate to the topography and unique landscape in this location.

Street Type	Function	Width (m)	Speed (mph)	Landscape	Parking	Boundary Treatment	Built Form
NAR	Principal vehicular route into site from the A390.	6.1	30	Trees planted along road, alternating with on-street parking bays.	On-street parking and courtyard parking.	Low stone walls, Cornish hedge and railings.	2-3 Storeys
Major Access Road	Vehicular route within residential areas, providing 'return loops' back to the NAR.	6	20	Trees occasionally planted along road, alternating with on-street parking bays.	Some on-street parking on one or both sides, with driveways to houses.	Low stone or brick walls, hedging and railings.	2-3 Storeys
Minor Access Road	Residential access road, feeding off the major access roads.	4.5	20	Occasional tree planting where appropriate.	Some on-street parking on one or both sides, with driveways to houses.	Low stone or brick walls, fencing and railings.	2-3 Storeys
Mews Road A	Residential access road, feeding off the major or minor access roads.	4.2	<20	Occasional tree planting where appropriate.	Some on-street parking on one or both sides, with driveways to houses.	Low stone or brick walls, hedging, ground cover and climbing plants.	2-3 Storeys
Mews Road B	Residential access road, feeding off the major or minor access roads.	4.2	<20	Occasional tree planting where appropriate.	Some on-street parking on one or both sides, with driveways to houses.	Low stone or brick walls, hedging, ground cover and climbing plants.	2-3 Storeys
Green Lane	A green spine for recreational pedestrian and cycle use.	NA	NA	Play areas and kickabout area are located along Green Lane.	NA	NA	NA

Key:

-  Site Boundary
-  Core Road
-  Major Access Road
-  Minor Access Road
-  Mews / Shared Surface
-  Pedestrian/ Cycleway
-  Green Lane
-  Existing Footpaths Outside Site
-  Bus Stop

Street Typologies Plan

1:2500 @ A3



7.2. Street Typologies

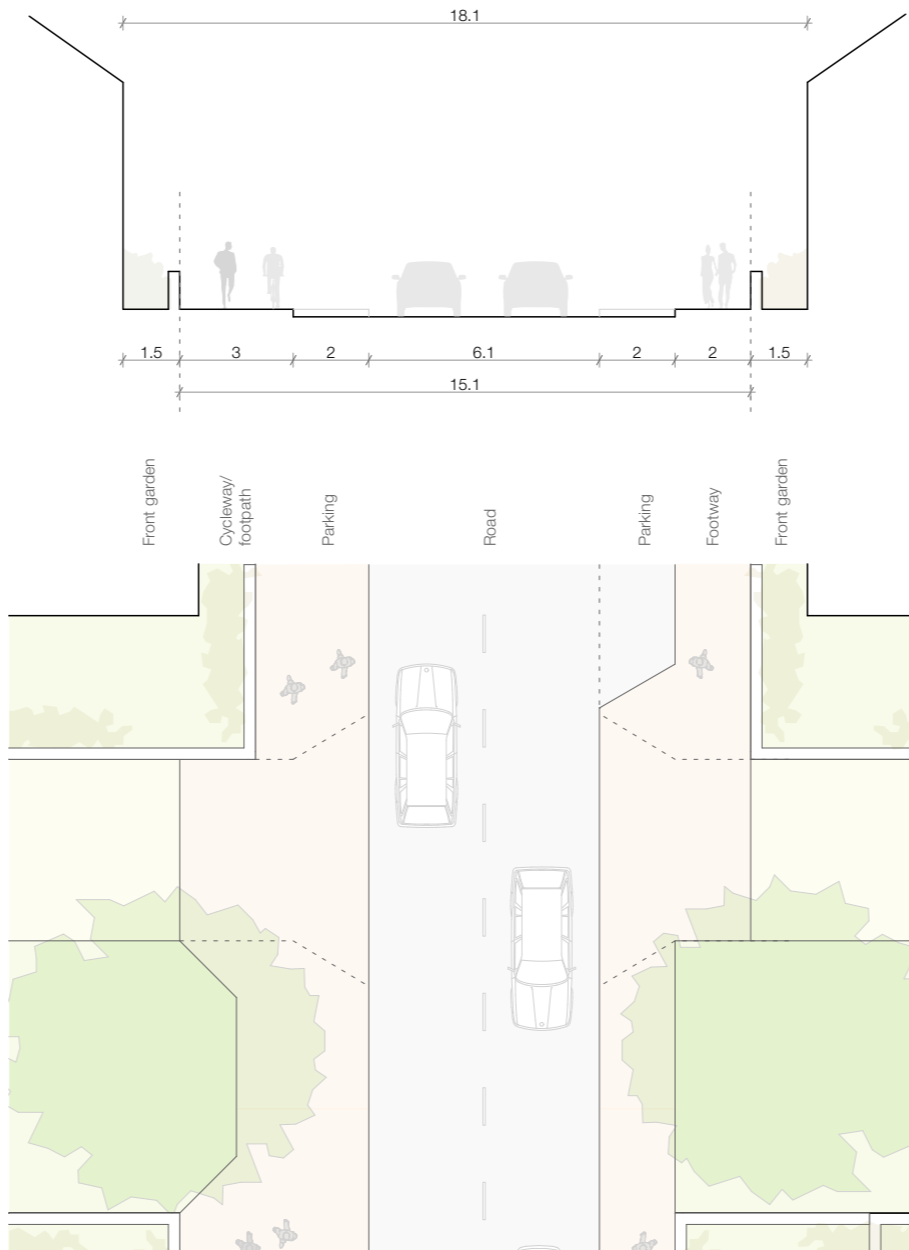
Northern Access Road (NAR)

Based on this strategy of providing an appropriate road width, it is considered that the NAR should be approximately 18m wide between building frontages (still within the 18-25m guideline). This strategy ensures a good frontage is still achieved and access is acceptable. To accommodate other aspects of the NAR street typology (including the avoidance of reversing vehicles on to the road and desire for trees) the scheme has been adapted accordingly.

Parking is provided for the housing on the NAR in the form of small parking courts of circa 8 spaces. Generally terrace housing is provided along the NAR. Some 'on-street' parking is provided on the NAR but no driveways are provided. This strategy will ensure that a suitable urban feel is achieved in this location.

There is a requirement to provide trees along the NAR. It has been agreed that as the trees need suitable space and width, they will be located in the additional space created by the parking courtyards. This strategy ensures that there is a good balance of greenery and strong frontages along the NAR. The NAR will also have a suitably 'Cornish street' feel that is evident in many locations in Cornwall. This strategy was supported by the Design Review Panel on 5 August 2015.

The apparent density of properties is highest along the NAR and includes much of the terraced housing accommodation with 2½, and 3 storey properties.



- Carriageway width - 6.1m.
- On-street parking, and parking courtyards for designated parking.
- 2-3 storeys buildings.
- 30mph.
- Trees planted along road alternating with on street parking bays.
- Bus shelters located within parking bay zones, buses stop within carriageway.
- Boundary treatment to include low stone walls and stone walls with railings.

Materials:

Roads: Thin Surface Course

Footways: Thin Surface Course

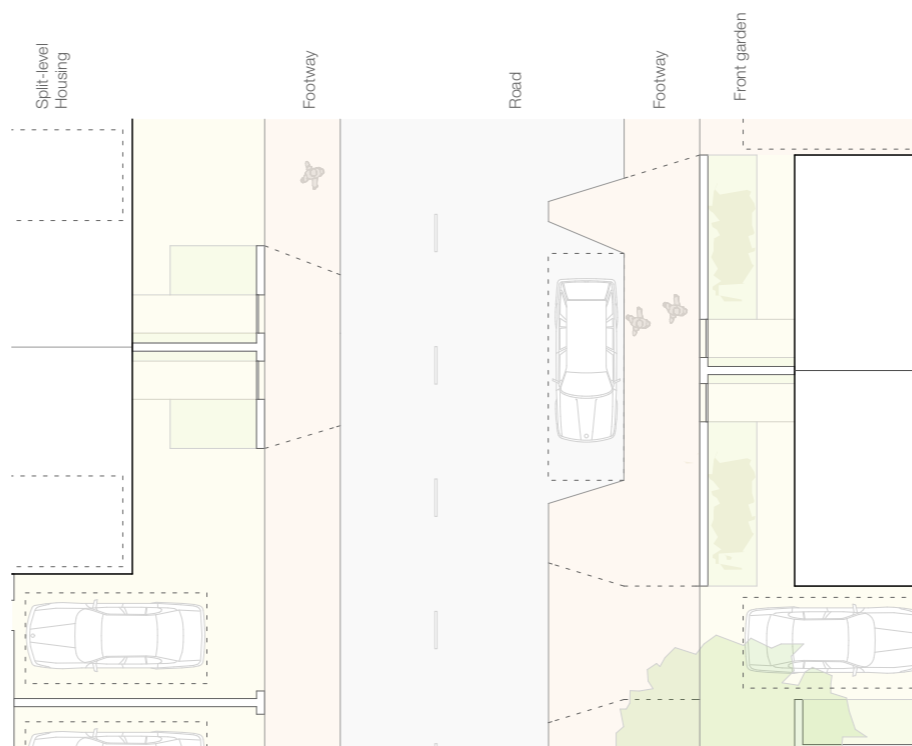
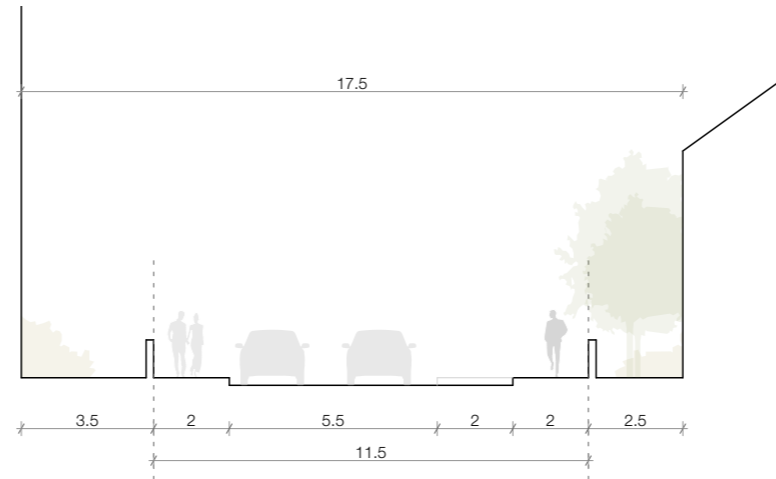
Car Park Courtyards: Hanson Aquaflow Formpave

Major Road

The major road, which acts as a residential loop road, is the second largest within the street hierarchy. This road loops from the NAR within phase 1 of Upper Langarth, passes through Lower Langarth before coming back up to phase 2 of Upper Langarth.

The start of the road and its length have been determined by the steep topography, requiring a longer length to drop the necessary height down to Lower Langarth.

The majority of properties are 2 storey, non-split level. There are some properties, mainly on the southern side of the road within Upper Langarth, that are split level houses, thus 3 storeys in height along the road.



- Carriageway width - 6m.
- Some on-street parking on one or both sides, and driveways to houses.
- Split level housing (with under-croft garaging and active ground floors as recommended by DRP) to southern edge.
- 20mph.
- Trees planted occasionally, set between properties, along one side of road alternating with on street parking bays.
- Boundary treatment to include low brick walls, and brick walls with railings.
- Some change in surface materials of the carriageway in key locations.
- Defensible space to all properties.

Materials:

Roads: Macadam

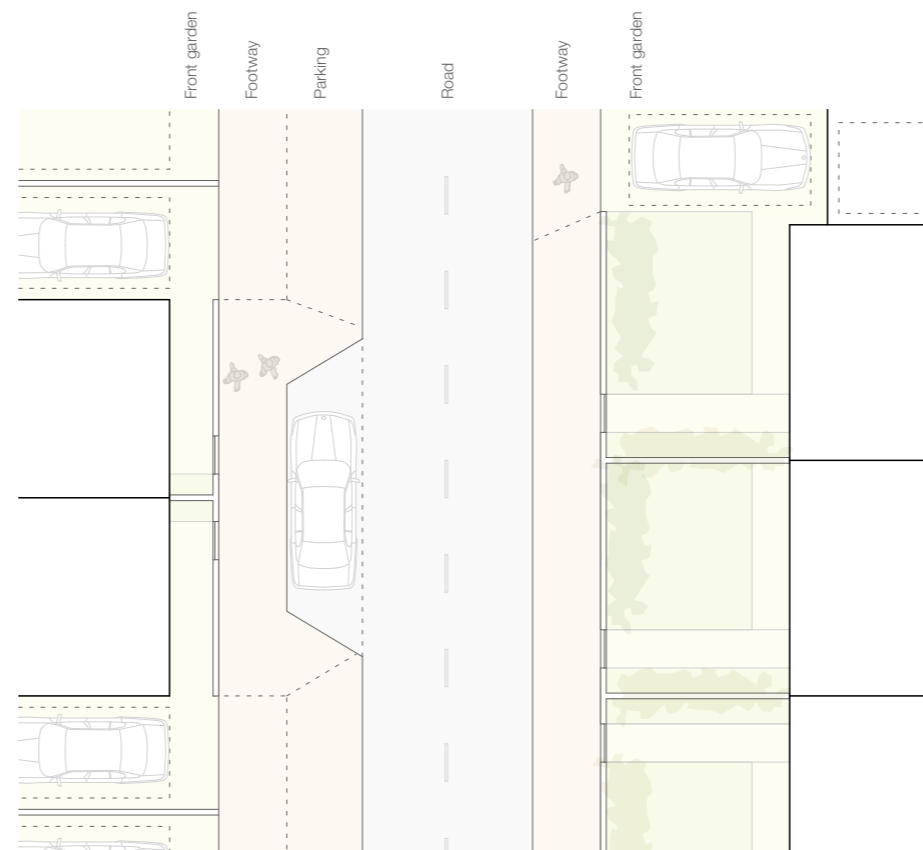
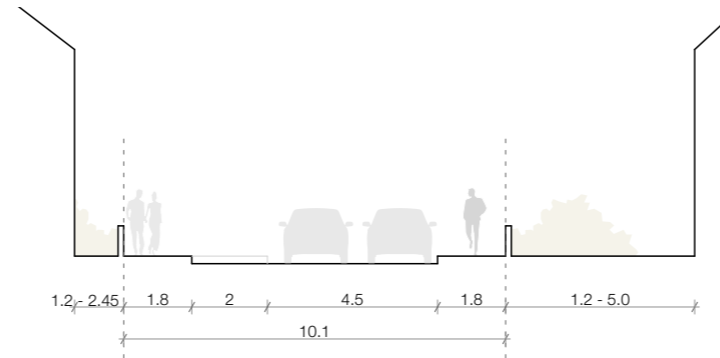
Footways: Macadam

7.2. Street Typologies

Minor Road

The specification for the minor roads align with the characteristics determined in the outline consent. This road type is the least used road type and is mostly used as a transition between the major road and mews roads.

Minor roads will have access for refuse vehicles.



- Carriageway width - 4.5m.
- Some on-street parking and driveways to houses.
- 2 -3 storey buildings.
- 20mph.
- Boundary treatment to include brick walls, high and low timber fencing.

Materials:

Roads: Macadam

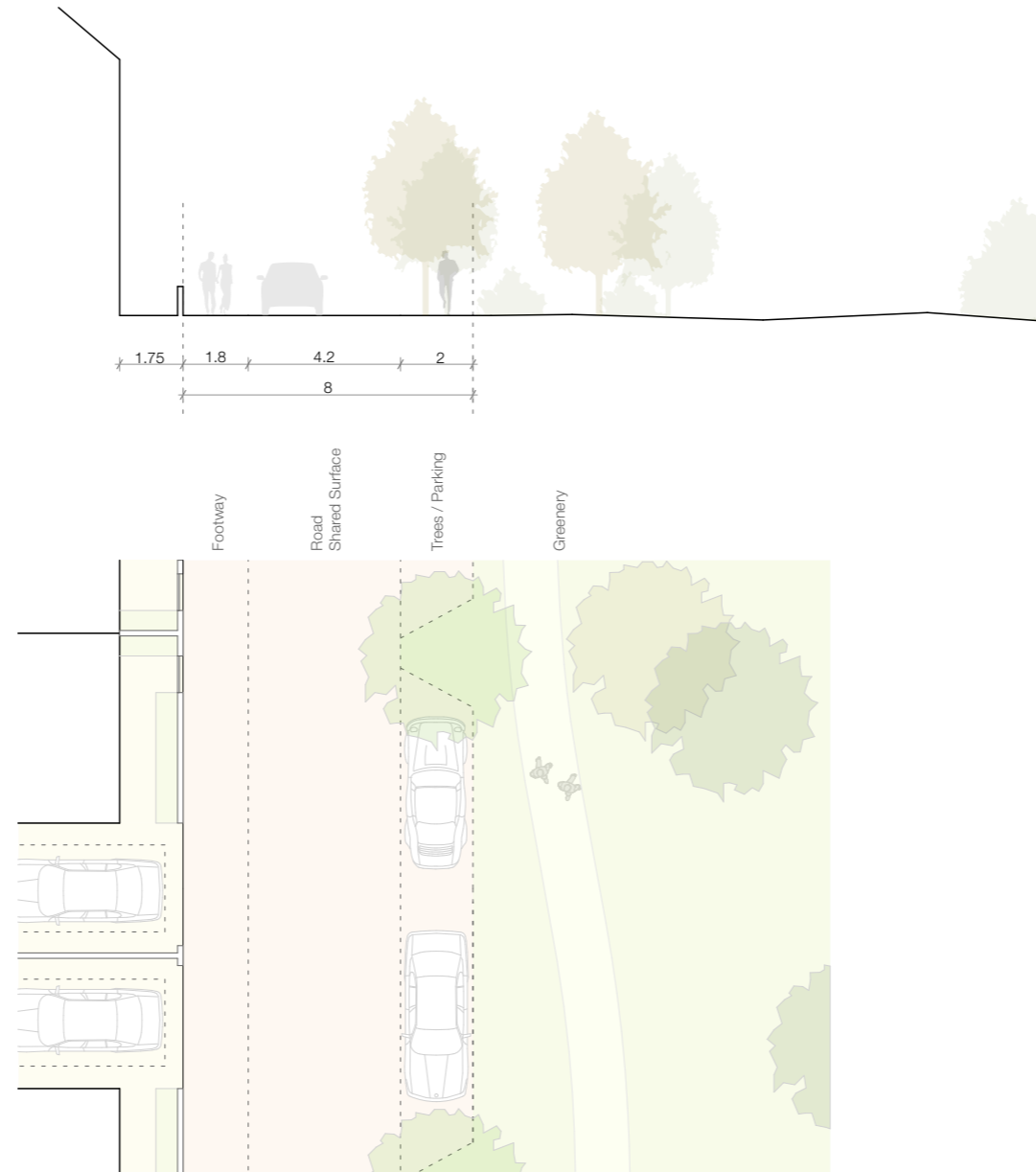
Footways: Macadam



7.2. Street Typologies

Mews Road B

This road type is very similar to mews road A, except that houses along this road face green space, the Green Lane, or the ecological buffer to the north of the site.



- Houses face onto green space.
- Carriageway width - 4.2m.
- Some on-street parking and driveways to houses.
- 2-3 storey buildings.
- <20mph.
- Boundary treatment to include low timber fencing.

Materials:

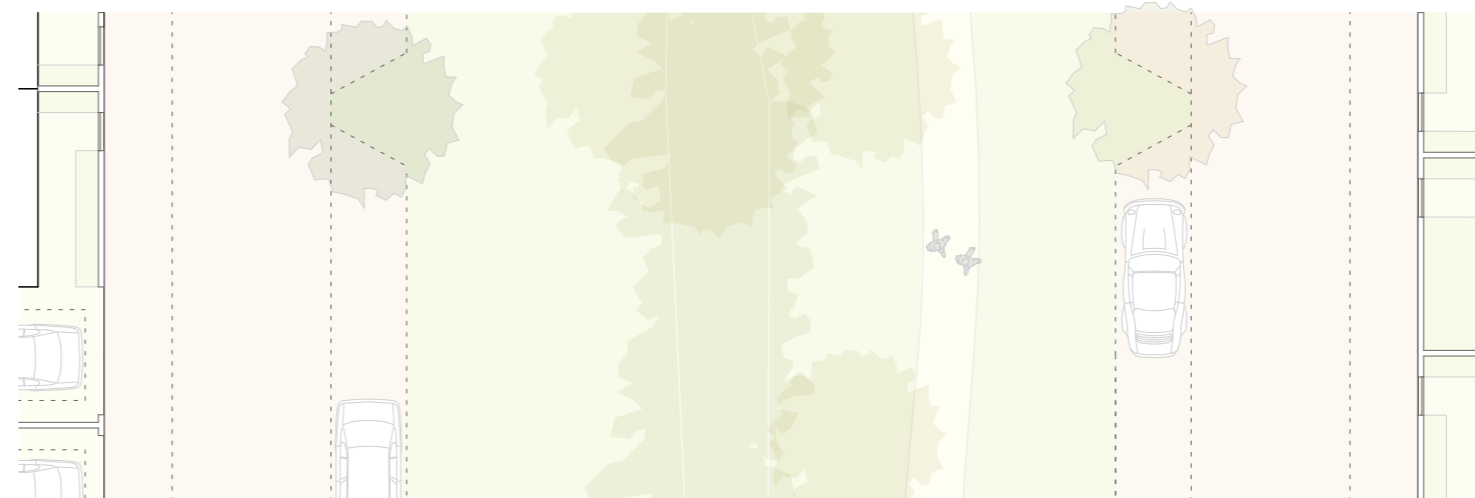
Shared Surface: Hanson Aquaflow Formpave

Green Lane

The 'Green Lane' has a distinctive character that retains the existing Cornish hedgerow. This has become one of the main design features of the proposals. Buildings front onto this space but no 'through' routes are provided for vehicles. This strategy will ensure that the Green Lane is attractive and pedestrian friendly.



Footway
Road Shared Surface
Trees / Parking
Greenery
Trees / Parking
Road Shared Surface
Footway



- Recreational route.
- Follows line of existing landscape features.
- Play areas and kickabout area located along Green Lane.
- Housing fronts onto Green Lane.

Materials:

Shared Surface: Hanson Aquaflo Formpave






7.3. Refuse Strategy

It is important that a logical and efficient refuse strategy is provided. It is proposed that secure refuse is provide either for each individual property or communally in denser areas (along the NAR, apartments for example).

The masterplan has been designed so a refuse vehicle will access the majority of the site but not to the front of every property. The reason for this is that the necessary space for refuse vehicle manoeuvring has a detrimental effect on urban design. To overcome the need for an appropriate refuse strategy to each residence, it is suggested that a few properties will have communal bins close to properties as well as the need for refuse collectors to walk a short distance to reach these storage areas.



Key:

-  Site Boundary
-  Refuse Vehicle Accessible Areas
-  Individual Bin storage
-  Communal Bin Storage
-  Bin Storage Location

Refuse Access Diagram

1:2500 @ A3






7.4. Lighting Scheme

The proposals have been developed to ensure that the loop road does not run alongside the Green Lane. This strategy has been achieved by moving the NAR south toward the boundary (to provide 20m deep residential plots and the repositioning of the commercial development areas) and in turn produce 2 banks of 40m 'back to back' plots for housing. It is considered that this is a improvement on the outline consent and will enhance the character and ecological strategy of the Green Lane.

Only low level lighting is provided around the housing that fronts the Green Lane.

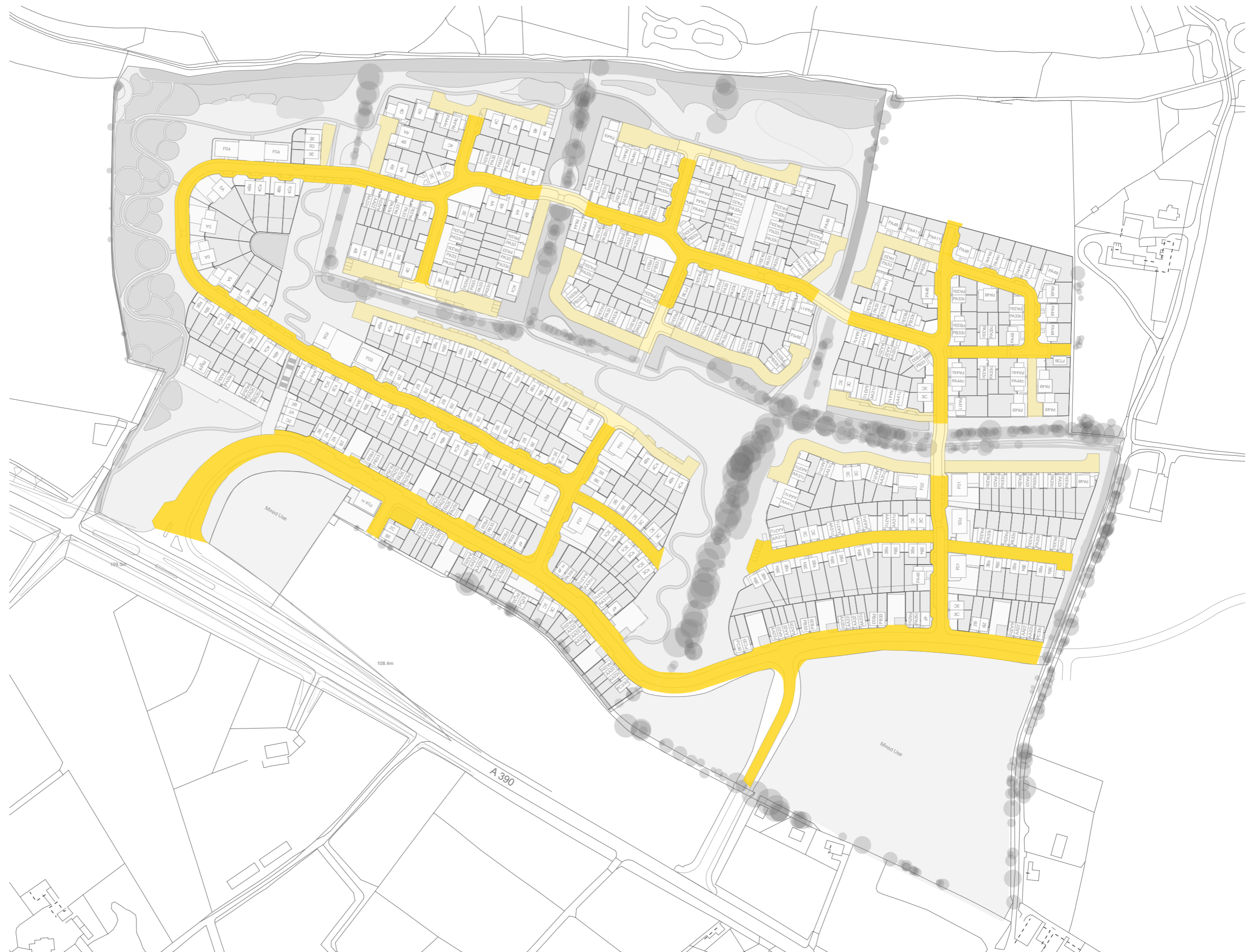
This information will be detailed as part of the Reserved Matters Application.

Key:

-  Site Boundary
-  Lit Roads
-  Low-Lit Roads

Lighting Plan Diagram

1:2500 @ A3



7.5. Cycle and Pedestrian Activity

Due to the topography of the site and the existing landscape it is proposed that a designated cycle way is provided along the NAR and not along the more rural Green Lane or northern ecological area.

Good pedestrian links are an important part of the design strategy for the site. The main pedestrian route for the site runs east west along the Green Lane. This route is clearly separated from vehicles and will have a strong and distinctive character. This route runs along contours.

A similar pedestrian route runs further down the site adjacent to the stream that flows along the northern boundary.

Pedestrian routes also run along the majority of roads typically as pavements to both sides. Minimum pavement widths are 2 metres. Typically all pedestrian routes are provided with overlooking from properties. This strategy of natural surveillance ensures the environment is safe and attractive.

There are a number of different pedestrian routes that run north south. Some access is along roads. One route to the steeper western area is provided with steps. This variety of routes will ensure access for all is provided throughout the site.





- Key:**
- Pedestrian/ Cycleway
 - Green Lane
 - Proposed New footpath

Cycle and Pedestrian Access Diagram
1:2500 @ A3





8. Appearance

8.1. Key Areas

Introduction

It is important that the overall design proposals have distinctive areas. The character of an area is distinguished by a number of factors including topography, orientation, landscaping, building type, spacing, relationship to the street, location of parking, materials and street furniture. A number of different areas have been prepared as follows:



Green Lane

The Green Lane is the most distinctive part of the development and has been the primary driver of the layout as the scheme has progressed. The retention of the Cornish hedges in the middle of the site adds a distinctive feel to the site but also is an important ecological feature that protects the existing fauna and flora. Buildings front onto

this space yet 'through' roads are avoided. This strategy ensures an attractive and safe place is provided for residents and pedestrians passing through the site. A variety of designated activities are provided along the Green Lane including spaces for different age groups. Details of these uses are provided in the landscape section of this document.



8.1. Key Areas

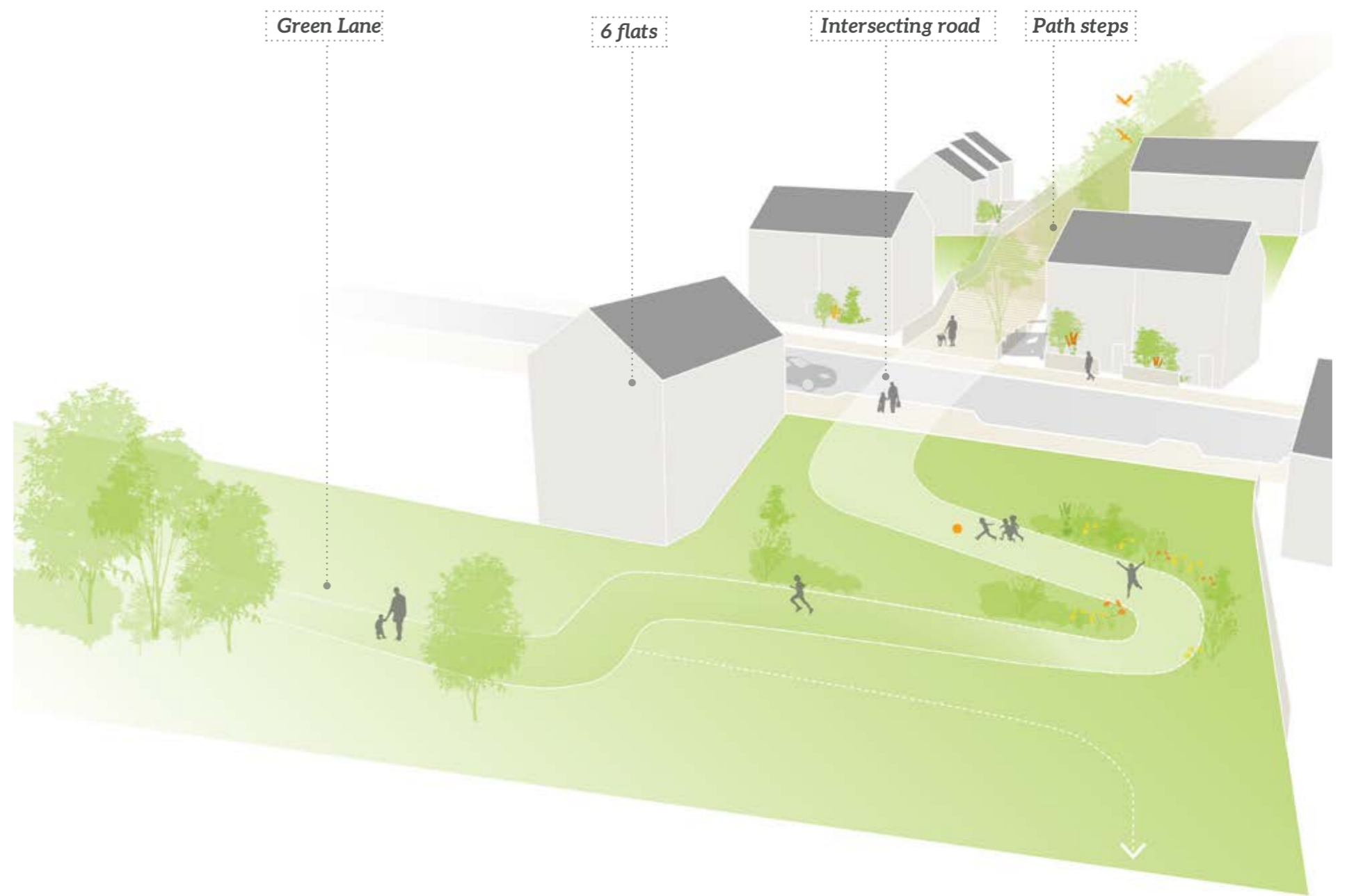
Ecological Pond

The levels towards the northern part of the site are at their lowest. The drainage strategy adopts the natural fall for the site and provides an open space in this location next to the existing stream. Similarly to the Green Lane, properties front on to this area. The resultant area will be a pleasant and tranquil area to the edge of the site with much of the existing landscaping being retained. It is anticipated that this area will be good for dog walking and other similar activities. Details of this area are included in the landscape and drainage strategy.



Public Spaces: Pedestrian Link

The pedestrian link that connects the higher level and more 'building-dense' southern part of the site at the NAR to the lower northern area has a number of distinct changes over its route. The change in level and need for continued active frontage results in a number of building forms. In addition to this, views and clear lines of sight are required. A variety of building materials are also provided on this route to ensure an enhanced level of interest is provided.



8.1. Key Areas

Public Spaces: NAR - Loop Road Junction

The connection point between the Northern Access Road and the Loop Road that provides access to the majority of the development in these phases is important. For this reason a focal building is provided to the top of road and a variety of features are provided along the access road as it drops in to the main area of the site. Enhanced materials are provided in these areas also.



Public Spaces: Lower Langarth Nodes

The lower density areas are more typically suburban and as these areas are flatter, a more flexible arrangement can be provided. To ensure interest and the correct level of building scale is provided, a number of nodes along the link road are provided. These areas provide a change in direction and orientation to properties. A mix of materials and house forms are also provided in this area. A variety of car parking is also provided.



8.1. Key Areas

Public Spaces: NAR

The Northern Access Road has a strong street frontage with minimal parking in front of properties. This strategy will ensure a more urban character is achieved. Due to the change in level across the road it is important that the road is not overly wide in this location as the opposite sides of buildings will be cut in/elevated unnaturally. Typically properties are in the form of terrace housing in these locations. The resultant character will be similar to many urban streets in Cornwall.

A variety of building heights and interest in roof form are provided in this location. This ensures interest and an architectural language appropriate to this location is achieved.

Car parking is provided in small courtyards to the sides and rear of properties. These courtyards are suitably sized and overlooked from the street and/or properties to be naturally secure.

Street trees are provided along the NAR. This will enhance the character of this area.



Access to the Development

At the entrance to the site typically there is higher density accommodation in the form of terraced housing. The majority of this accommodation fronts onto the NAR.

There is a pedestrian route that connects the upper southern part of the site to the lower areas. This route runs perpendicular to the NAR. As a result, there is a corner plot that faces the main entrance to the site. This property will be provided with double frontage in the form of large windows to the front and side walls. An enhanced material is proposed for this property also.

The adjoining properties to the west of this corner property will be show homes a therefore further visual variety will be provided in this location.



Perspective View of Access to the Development



Development Access Elevation
Not to Scale

8.2. General Elevations

The elevations of all of the housing has been carefully composed to ensure the proposals look attractive and are appropriate to location and the residential use.

Analysis of the surrounding housing has been studied in Section 3.3. This analysis has been used along with the design recommendations in the Cornish Design Guide. Furthermore consideration has been given to the methods, costs and requirements of house builders.

The composition of elevations to residential development is often determined by many factors including the spacing between properties, mix, detailed layout use and car parking.

It is crucial that a design is established that adheres to these requirements but also is sufficiently varied and attractive.

Variety is needed to ensure that an appropriate solution is provided that is suitable to a residential use in this location but is also required to ensure there is sufficient distinctiveness and character for residents.

Residents need a number of programmatic factors such as privacy, security, access, secure outdoor space, bedrooms, natural light, parking, etc but they also need an identifiable and legible 'home'!

Providing variety to elevations is a need from a planning perspective but also from a commercial and social viewpoint.



General Elevation A
Scale: 1:500



General Elevation B
Scale: 1:500



General Elevation C
Scale: 1:500

