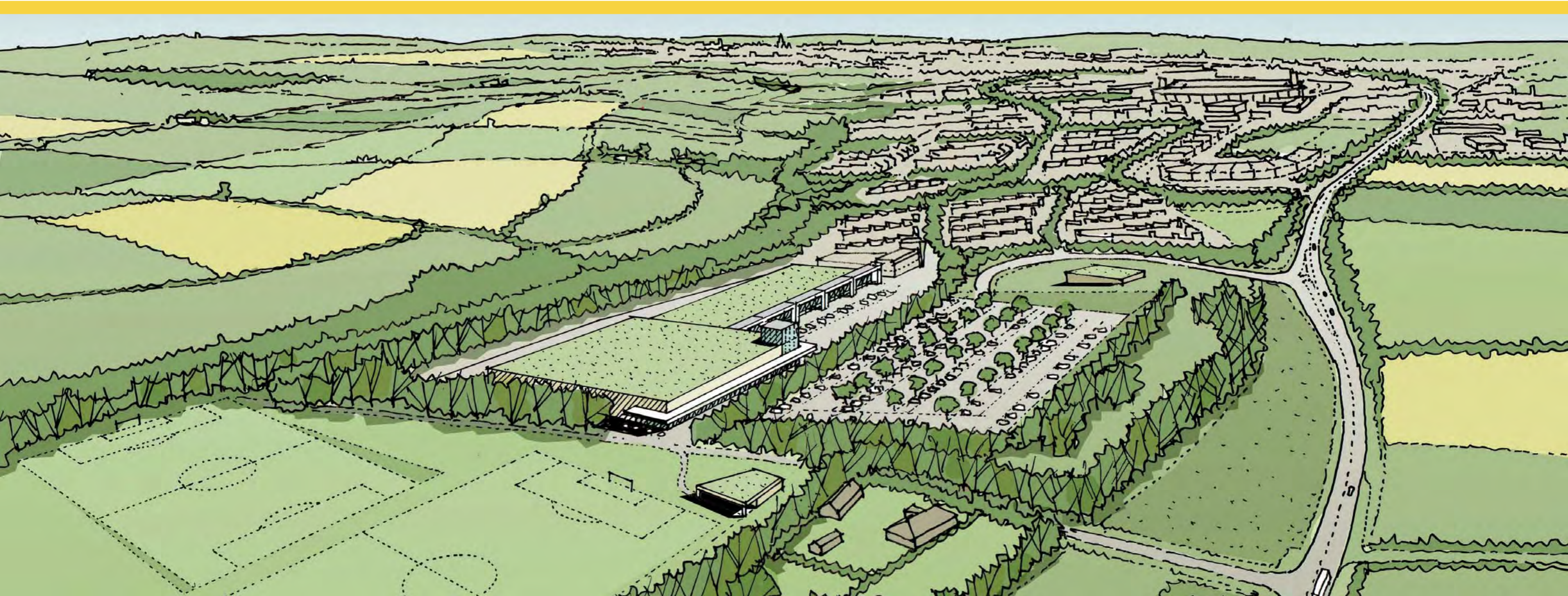
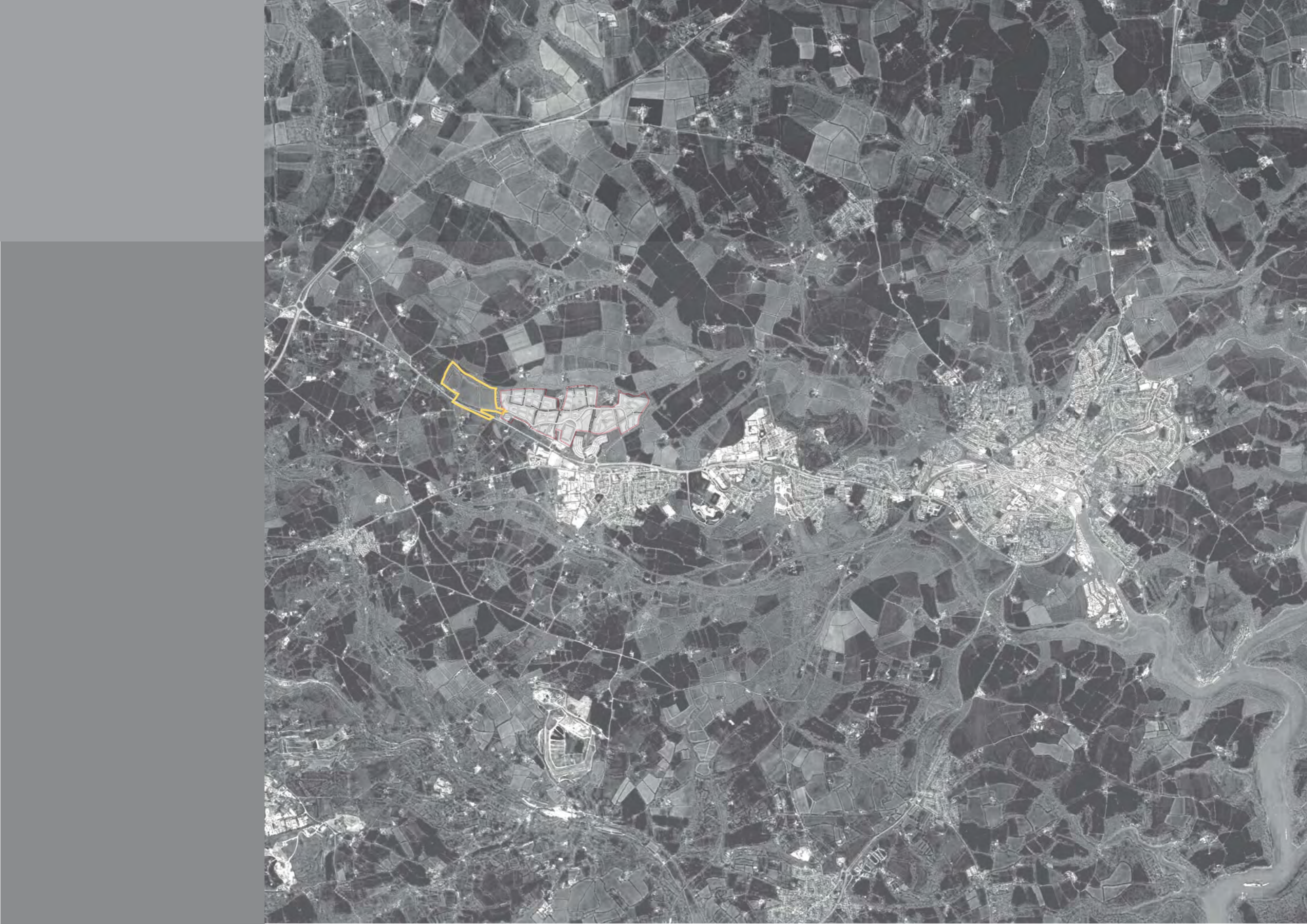


Design & Access Statement

West Langarth Urban Development, Truro

August 2014





Foreword

This Design and Access Statement explains the outline proposals for a new district centre to the west of the consented masterplan at Langarth.

The proposal has a mix of uses including retail (food and comparison), residential (housing and apartments), food and beverage (restaurants), a variety of different public open spaces (including sports pitches), pedestrian routes and improved linkages to the wider development to the east.

To ensure a sustainable development is delivered, it is crucial that a range of uses are provided for the site. It is also important that the proposals have a strong and appropriate relationship to the consented Langarth scheme. The proposals relate and integrate to Inox Group and Tetlow King's consented scheme and adhere and enhance the Design Code (Revision K 26th April 2013).

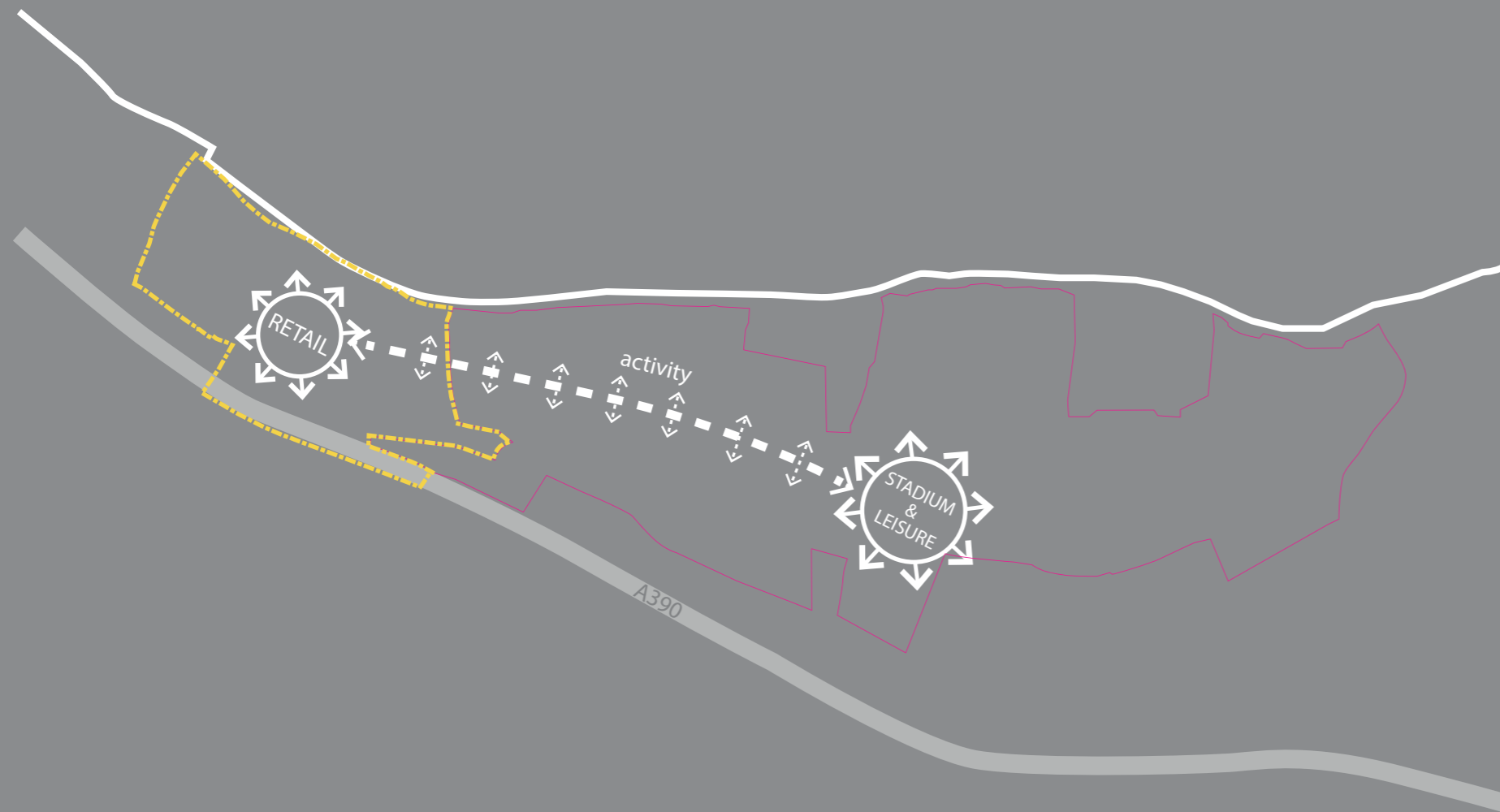
The overall design concept closely links the application site to the consented masterplan in the creation of a 'dumbbell of development'.

Each end of the dumbbell acts as a district focus. One end of the dumbbell has the stadium and associated uses, the other end is the proposed district centre that forms this application. The new district centre will provide a much needed food store and further retail accommodation for the overall Langarth masterplan and wider community. The new district centre is connected to the established hub of the stadium area with a number of strong and animated vehicular and pedestrian routes. In addition, a variety of much needed public open spaces are provided.

The public open spaces will have a variety of uses including sports pitches. These facilities will be used by the wider community and echo the sporting and leisure activities that occur within the stadium at the heart of the Langarth masterplan.

The proposals have been designed to be sensitive to setting and balance the environmental, ecological, topographical and commercial requirements for the site.

This scheme is considered as an enabling development to allow the realisation of the new stadium as part of the Langarth masterplan.





Lower Langarth

Upper Langarth

Employment Gateway

Upper Langarth

Lower Langarth

School

Local Centre

Valley Park

Upper Langarth

Application 2
Proposed outline
for approval

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Document Structure

The purpose of this document is to describe the evolving design process and key design principles leading to a preferred scheme for the application site.

This report contains a description of the proposed development and provides a number of illustrations of what the scheme could look like based on an indicative masterplan as part of the outline application. This document should be read in conjunction with all of the other application documentation.

It is important to note that this report does not provide a fully developed architectural design for the site. The material is illustrative only and is intended to illustrate and provide sufficient information to support the outline application. Detailed information will be submitted in the future as part of a reserved matter application in line with the principles established in the outline application.

The structure of this document is separated into different parts to help explain the proposals. The following sections are included:

1. Development Overview & Vision

This section provides an overview of the site and the proposed development.

2. Analysis

This section analyses the physical, social and economic policy context. Both the immediate surroundings and the wider context are considered.

3. Constraints and Opportunities

This section evaluates the technical information from the site and the opportunities and constraints are identified.

4. Design Development & Preferred Layout

This section explains how the layout has developed and the preferred layout agreed for the site.

5. Appearance

This section looks at character areas, and illustrates what the scheme and associated buildings might look like.

6. Relationship to Masterplan for Langarth

This section indicates not only how the application proposal knits in to the consented wider masterplan but also how the consented scheme is enhanced by the introduction of a new district centre.

7. Summary

8. Appendix



Team

The team who have prepared this document includes the following:

Inox Property Ltd

Client – Strategic Lead



Henry Boot Developments

Client – Strategic Lead



Landmark Chambers

Legal Advice



PCL Planning

Planning, EIA Coordination and Project Management



DPP

Retail Planning



Keep

Masterplanning / 3d Modelling / Design & Access



Thrive

Residential / Energy and Sustainability Statement



FPCR

Landscape and Visual and Open Space / Ecology



Aspect Tree Consultancy

Arboriculture



Stuart Michael Associates

Air Quality / Noise



Peter Brett Associates

Foul Sewerage and Utilities Assessment



CGL

Ground Conditions



CgMs

Heritage and Archaeology



Horizon

Flood Risk and Drainage



Curtins

Transport and Access



Mott MacDonald

Cost advice



Deborah Clark Associates

Public Relations / Consultation







1. Development Overview & Vision

1.1. Overview and Vision

The vision for the application is to provide a vibrant mixture of uses that ensures the delivery and enhances the character of the consented Langarth masterplan including the new stadium. To achieve this vision the proposed development includes:

- A food store
- Comparison retail units
- Food and beverage outlets
- A day nursery
- Associated car parking
- Housing and apartments
- A variety of public open spaces
- Improved connections and linkages

The scheme will be designed to encourage more sustainable lifestyle decisions including walking, cycling and the use of public transport. The strategy of providing a mix of uses for the entire masterplan will encourage a sustainable development that remains attractive to residents, visitors, businesses and the wider community. This range of uses will also ensure the continued viability, success and vibrancy of the new community.

Successful mixed-use development has a good level of synergy. It is more than the sum of its parts. By integrating retail accommodation and good quality public open space to the wider consented development at Langarth that includes the new stadium, a more comprehensive and sustainable overall masterplan will be achieved. Furthermore the extensive amount of housing at Langarth will benefit from a new district centre.

The commercial and leisure content of the design will balance well with the other areas for the Langarth masterplan. This balance of uses has been established by working closely with commercial property developers who understand the property market and tenants' demands. The mix of uses has also been tailored with wider urban design and landscape considerations including orientation, scale, topography and active frontages.

Buildings will be laid out to reinforce the connectivity to the consented Langarth scheme and promote vibrancy and activity. Good urban design strategies will be adopted to ensure successful buildings and places are achieved.

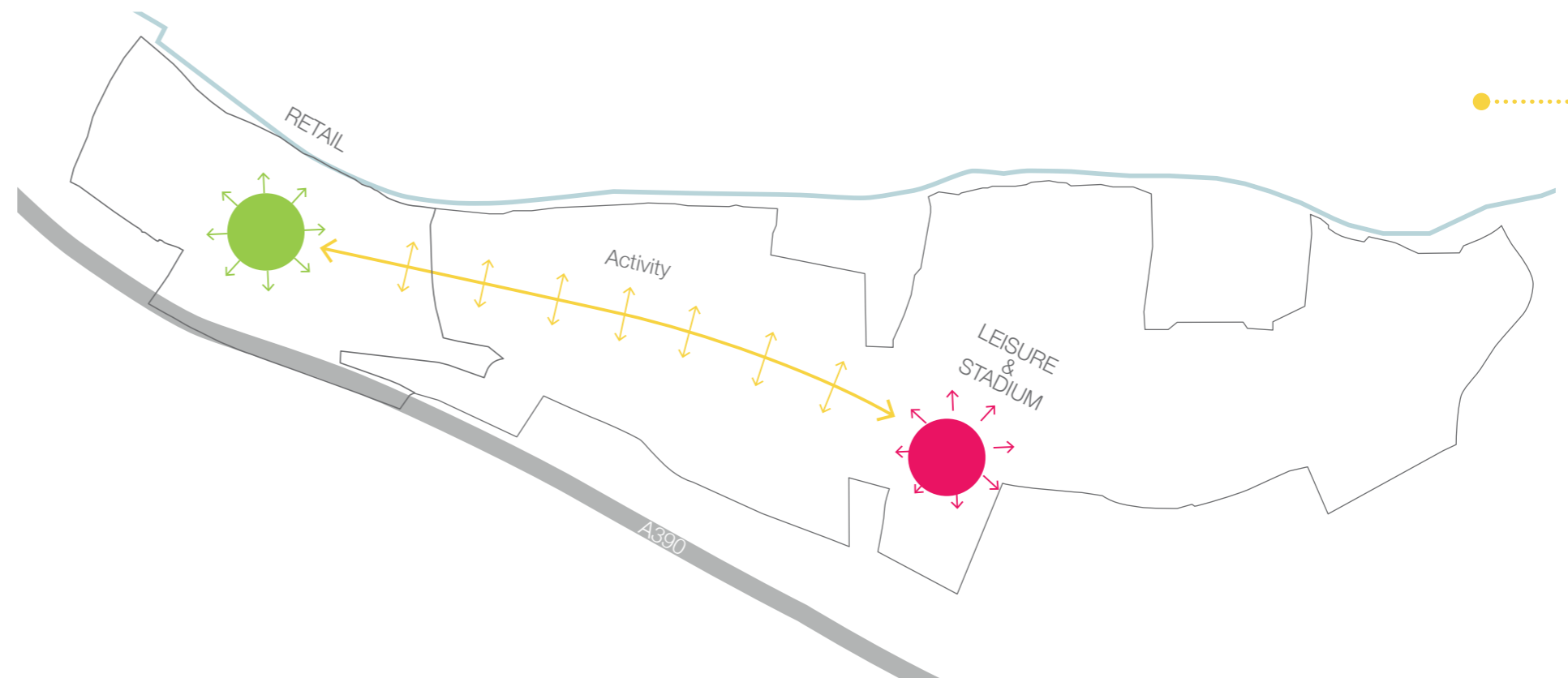
Images:

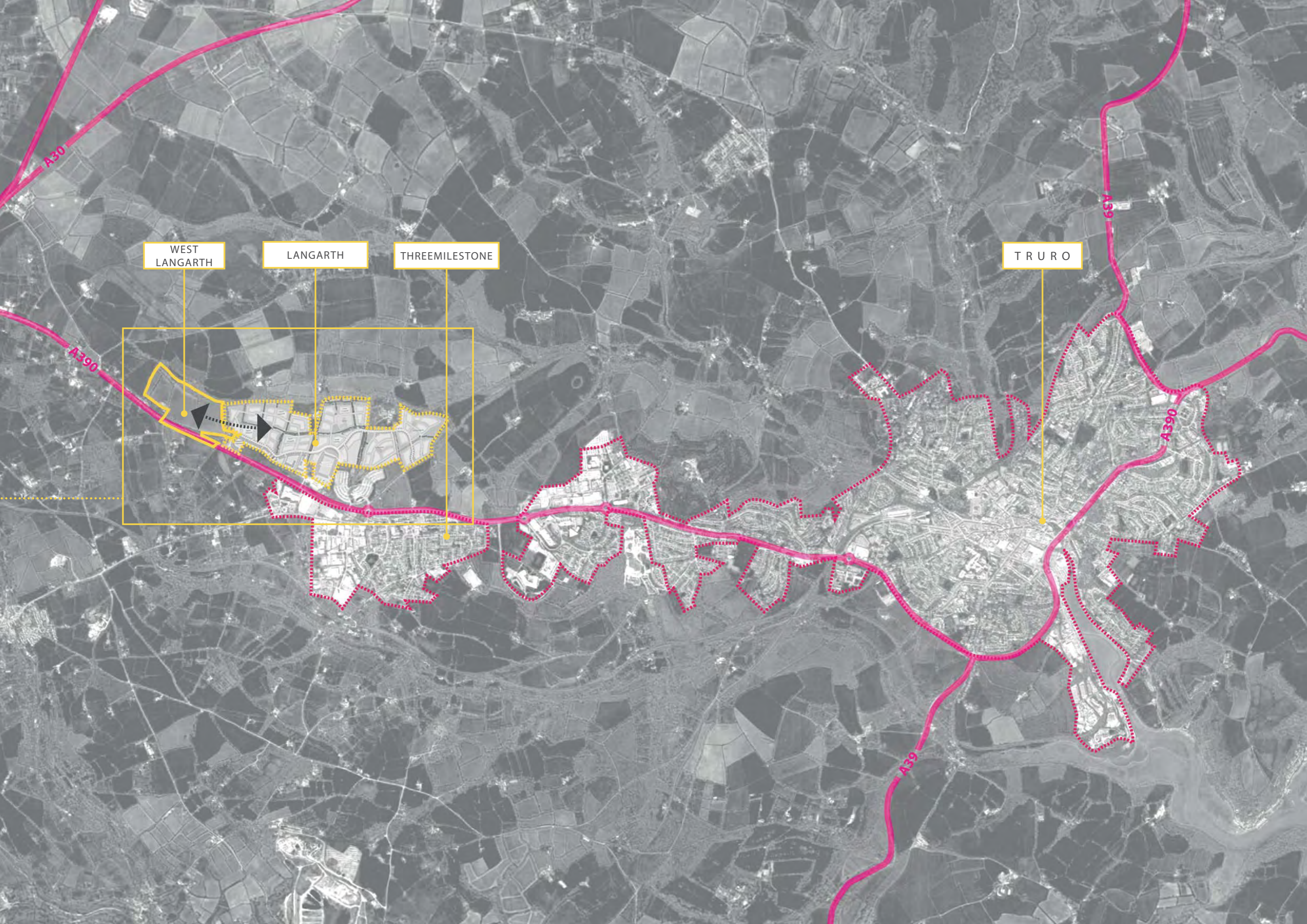
1. Concept diagram showing the connection between the site and the Langarth masterplan.

Opposite page: The location of the site within Truro and its connection to the Langarth masterplan

Key

- Site Boundary
- Settlement Boundary
- Langarth Masterplan
- A Roads





WEST
LANGARTH

LANGARTH

THREEMILESTONE

TRURO

A30

A390

A39

A39

A390

Images:

1. The consented scheme for the stadium.
 Opposite page: Illustrative bird's eye view sketch of the proposal.

1.1. Overview and Vision

The character of the scheme will change through the day and throughout the year. The buildings will be used in a variety of ways in different weather conditions as well as at night.

This enabling application will ensure the realisation of the new stadium at the heart of the consented Langarth masterplan. This new stadium is a vital and intrinsic part of the overall masterplan.

As the stadium is a key aspect of the masterplan, the connectivity, use and integration of further development must be carefully considered.

This application has a variety of uses including the district centre and housing however one key aspect of the application is the public open space. The uses for the public open spaces and associated relationship to the stadium acts as a very strong connection between the consented masterplan and the application site.

This public open space of this application echoes the uses in and around the stadium. There will be sport and leisure activities with the provision of sports facilities that can be used for the wider community. The connectivity of the new public open spaces to the stadium will be a key design driver that will promote more sustainable and active ways of life.

The extension of the 'green routes' that are provided in the consented Langarth masterplan will reinforce this connection.

The following factors will be promoted to ensure a successful mixed use scheme is achieved. These include:

- **A Distinctive Place:** Creating an environment that has it's own sense of identity whilst retaining positive characteristics of the local environment. Making a place that people can understand and negotiate with ease.
- **Permeability:** Creating sustainable connections within the development and to the wider area.
- **Sustainable Transport:** Encouraging walking and cycling and making public transport widely available. Designed to reduce resource consumption and promote the use of environmentally friendly materials.
- **Landscape Enhancement:** Safeguarding and enhancing the existing landscape framework and mitigating the impact upon existing wildlife. Sustainable drainage designed to blend with the existing landscape features.

The design proposals must embrace the vision for the development. Inox Group and Henry Boot Development's vision for the Langarth is:

'To create a high quality, well connected urban extension, which adopts a Green Infrastructure led approach and embraces sustainability at all levels, providing an exceptional place for people to live, work and play'

The vision will be achieved by meeting the following aims:

- The creation of a **sustainable environment** for living with a mix of residential accommodation to reinforce a diverse and vibrant community.
- A **sustainable development** which responds to best practice and the criteria of the Code for Sustainable Homes and current Building Regulations to minimise energy use, sustainably manage water, responsibly source materials and manage waste and ecology.
- A place with a **varied character** that responds to the local vernacular and built context in a modern way to provide a distinctive sense of place.
- Use of the strong existing **landscape framework** including trees, Cornish Hedges and the stream corridor to form the basis for a Green Infrastructure led masterplan that shapes the morphology of the scheme and results in a scheme that responds to and integrates with the landscape context.
- A development which preserves and enhances **biodiversity** by retaining natural features on the site, reinforcing them by creating opportunities for new habitat areas.



PROPOSED PLAYING PITCHES

PROPOSED DISTRICT CENTRE

STADIUM

A390



1.2. Cornwall Design Guide

Any new development on the site will be required to accord with the urban design objectives and advice set out in the new Cornwall Design Guide (adopted by the Council in Autumn 2012) and to encompass the attributes of sustainable communities including those relevant to crime prevention.

This includes details in respect of layout, form and materials, street lighting, security and green energy measures.

The general approach to design should contribute towards the creation of sustainable, safe, interesting, and attractive living environments with individual and distinctly recognisable places in accordance with "Safer Places" –The Planning System and Crime Prevention (ODPM 2005). Its definition of Sustainable communities is those which succeed economically, socially and environmentally, and respect the needs of future generations.

They must be well designed places where people feel safe and secure, where crime and disorder or the fear of crime does not undermine the quality of life or community cohesion.

1.3. Development Principles

The development proposals will reflect current government guidance on creating high quality development and improving the design quality of the urban environment and in particular draw upon guidance within the following documents:

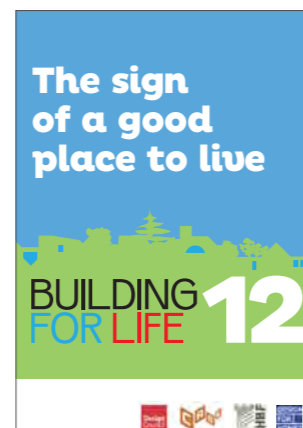
- National Planning Policy Framework (2012)
- By Design (2000) CABE
- Manual for Streets (2007)
- Manual for Streets 2 (2010)
- English Partnerships – Car Parking - What Works Where (2006)
- Building for Life 12 (2012)

The above documents set out objectives to create sustainable and well-designed efficient development, planned to respond positively to its context and promote environmentally friendly activity patterns. To this end an opportunity exists to produce a unique proposal. The scheme must respect its setting and strive for quality in design of the built environment. Design of the public realm will be paramount, creating a sense of place that reinforces civic pride and promotes a community spirit.

The principal points to be achieved in meeting these objectives are:

- 1. Identity:** Creating an environment that has its own sense of identity whilst retaining positive characteristics of its local environment.
- 2. Legibility:** Making a place that people can understand and negotiate with ease.
- 3. Permeability:** Creating sustainable connections within the development and to the wider area.
- 4. Sustainable Transport:** Encouraging walking and cycling and making public transport widely available to reduce social exclusion.
- 5. Energy Conservation:** Settlement designed to reduce resource consumption and promote the use of environmentally friendly materials.
- 6. Landscape Enhancement:** Safeguarding and enhancing the existing landscape framework and mitigating the impact upon existing wildlife.
- 7. Sustainable Drainage:** Provision of SUDS features designed to blend in with the existing landscape features.
- 8. Green Infrastructure:** Retention of landscape features and functions, retention and enhancement of ecological habitats, integration of access functions and SUDS.

Applicants must demonstrate how the above principles have been addressed in the Reserved Matters Design Proposals.









2. Analysis

2.1. Truro

History of the Area

Truro began as a small settlement in the 12th century following the construction of a castle, within the grounds of which, the settlement originated (the castle is no longer evident). At the beginning of the 14th century Truro was an important port with a flourishing fishing industry, it was also awarded stannary town status and was an important hub for tin and copper from local Cornish mines.

Truro continued to prosper and by the 18th and 19th century, boosted by improved mining methods and higher prices for tin, the town soon became the place of choice for wealthy mine owners. Substantial, elegant townhouses were built, such as those along Lemon Street.

Truro's importance increased further in the 19th century as an industrial centre and further major expansion came with the arrival of the railway in the 1860s with a direct line from London Paddington. In 1876 the cathedral was constructed and a year later Truro was granted city status.

The start of the 20th century saw the decline of the mining industry; however Truro has remained prosperous and is recognized as being the civic and retail capital of the region, with a focus on public sector employment and tourism.



Images:

1. The centre of Truro
2. Truro Cathedral
3. Bird's eye view of Truro

Opposite page: Location of Truro in relation to other cities in the UK



Birmingham

London

Cardiff

Bristol

Southampton

Devon

Exeter

Cornwall

Plymouth

Truro

2.2. The Site and its Surrounding

The site lies 6km to the west of the centre of Truro, 3km west of Royal Cornwall Hospital and Northwest of the Threemilestone area and Truro Park & Ride.

The A390 runs west to east to the south of the site forming a major transport corridor into Truro. The approach to Truro along this corridor is characterised by some private properties, a number of smaller industrial and business units and a retail park closer to Threemilestone.

To the south east of the site on the other side of the A390 is the community of Threemilestone which largely consists of 20th century housing with a selection of amenities. This is the westernmost settlement in a string of towns/villages along the A390 including Gloweth and Highertown that connect to Truro.

To the north of the site, the settlement pattern is more scattered and rural both in character and building style with a number of isolated farmhouses and hamlets.

In close proximity to the site, being surrounded on all sides except their north are the small clusters of buildings at Langarth and West Langarth of various rural building styles. Approximately 3km north west of the site is the village of Shortlanesend on the B3284, a settlement consisting of largely late 20th century housing.

Further to the southeast lies the former mining villages of Carnon Downs and Playing Place now both expanded with later 20th century residential areas. To the south west of the site are Chacewater, St. Day and Carharrack, all of which have 19th century housing typical of such mining villages.

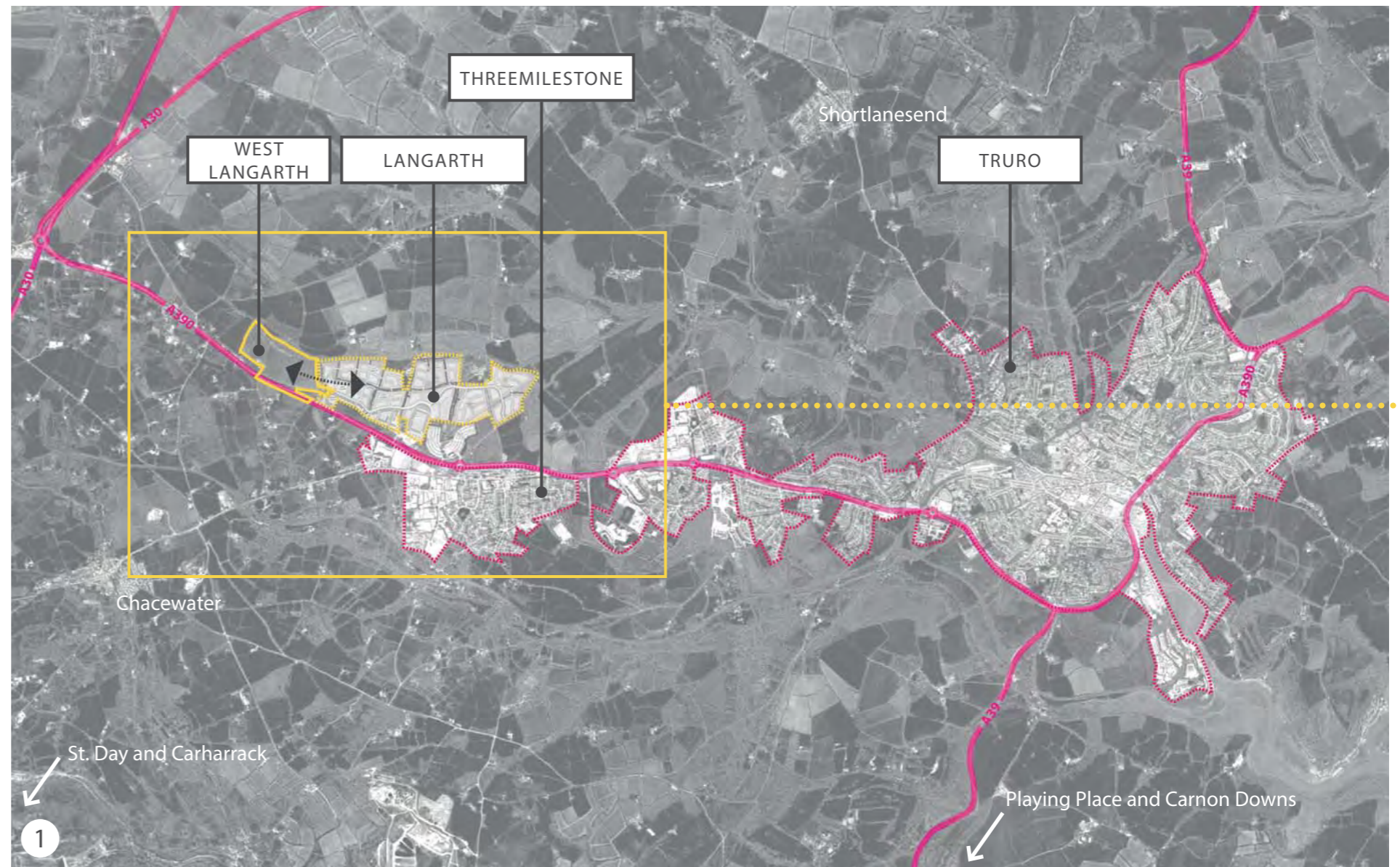
Key

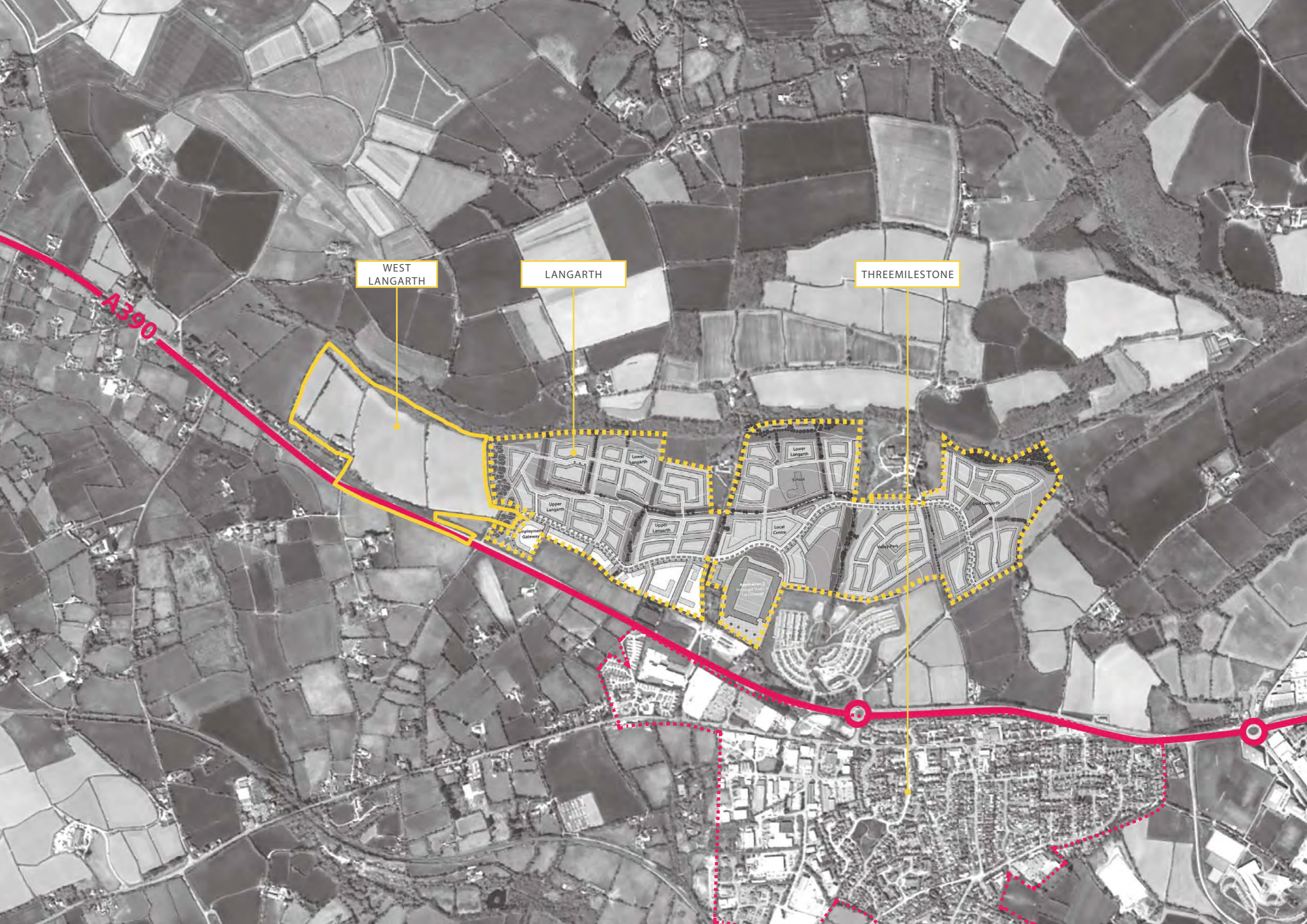
- Site Boundary
- - - Settlement Boundary
- - - - Langarth Masterplan
- A Roads

Images:

1: Location of the site within Truro

Opposite page: Location of the site in relation to the Langarth Masterplan





A390

WEST LANGARTH

LANGARTH

THREEMILESTONE



2.3. Location

The majority of the site's perimeter and internal boundaries (with the exception of much of the northern boundary) consist of Cornish hedges.

The vegetation on the Cornish hedges varies between sections, some having low scrub and grasses no more than 1m above the earth and stone construction while some have shrubs and broadleaved trees up to approximately 20m in height.

A narrow, shallow stream runs beyond the northern boundary of the site, eastwards along the wooded valley bottom. Drainage ditches are found on the site running along the northern edges of the fields adjacent to the stream and along the northern part of the far eastern boundary.

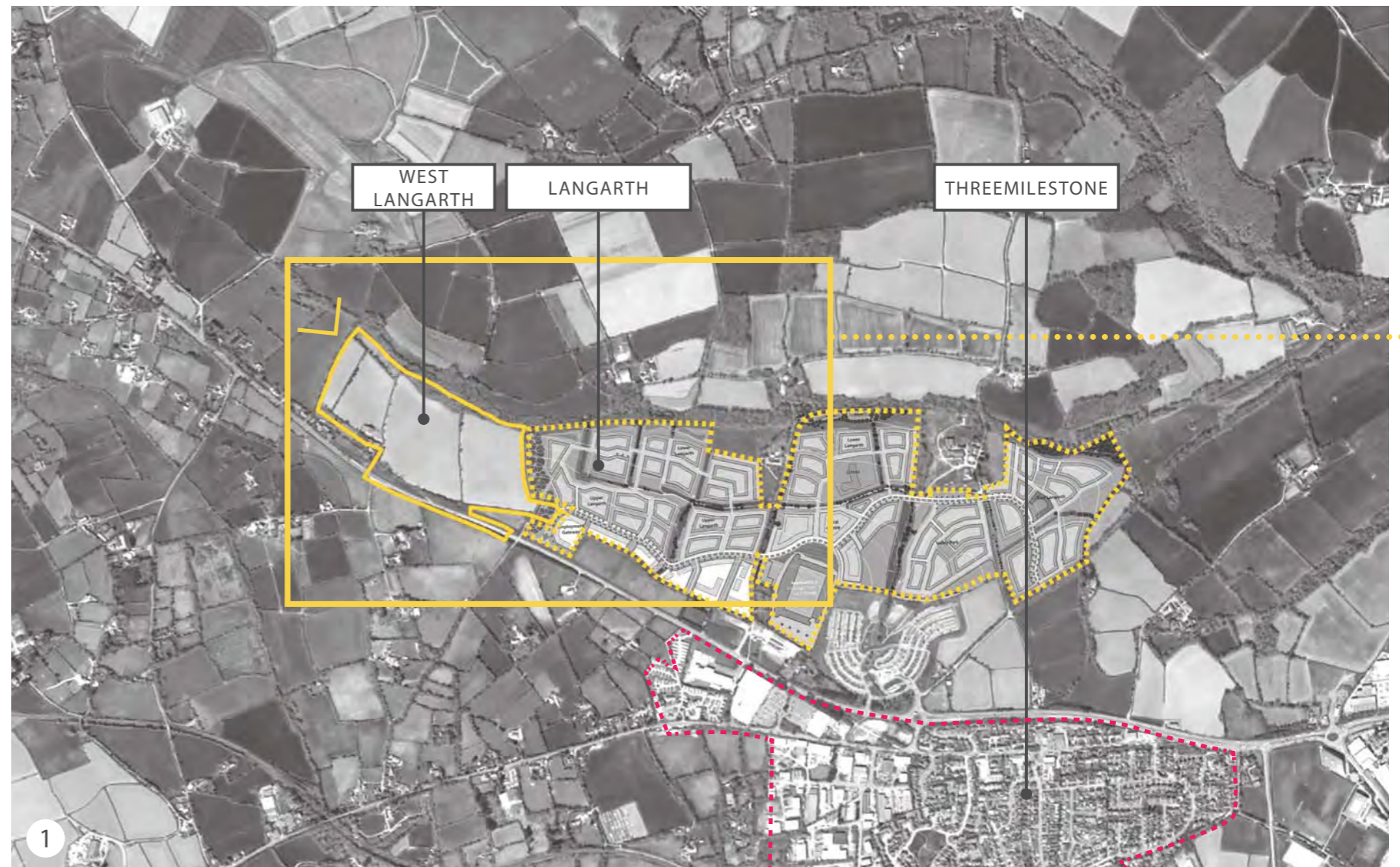
The application site is 17.64 hectares.

Key

- Site Boundary
- - - Settlement Boundary
- - - Langarth Masterplan

Images:

1: Location of the site in relation to the Langarth masterplan
Opposite page: Bird's eye view of the site, with Truro in the background



LANGARTH

TRURO

THREEMILESTONE

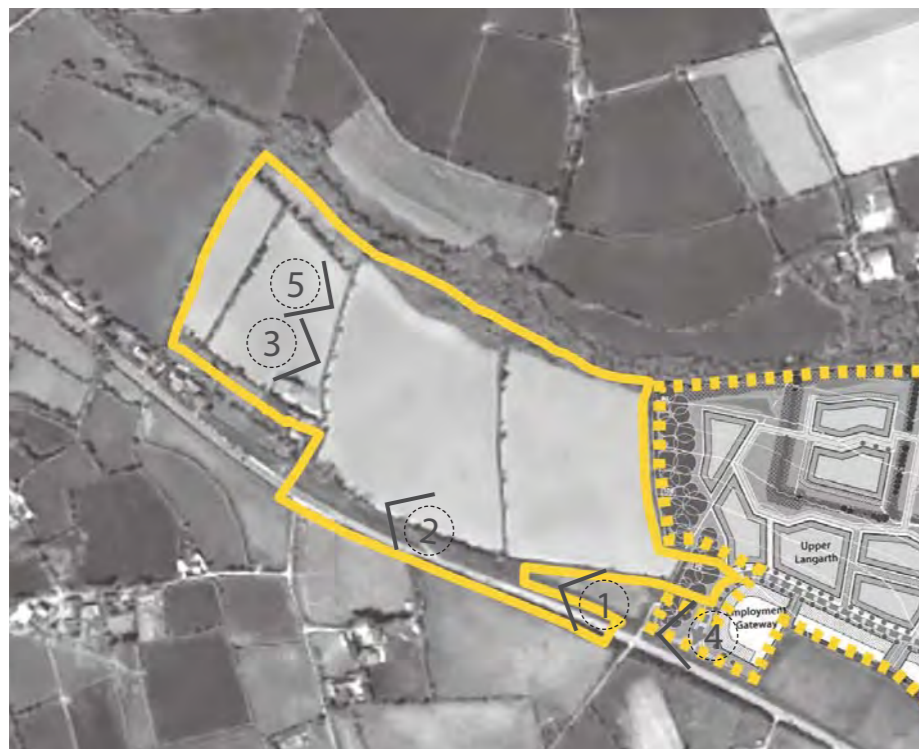
A309



2.4. The Site

Site Photographs

1. There is a consistent language along the A390 at the southern edge of the site. There are wide verges and clear visibility in both directions. The A390 runs parallel to the site and is generally straight and level in both directions away from the site.
2. The site falls away from the A390 as fields towards the north. There are some existing hedgerows at the edges of the site. The site is visible from the A390.
3. The topography and changes in level across the site are indicated.
4. Existing vehicular access to the site.
5. View from the site towards the development at Royal Cornwall Hospital and consented Langarth site in foreground.





2.5. Truro's Location

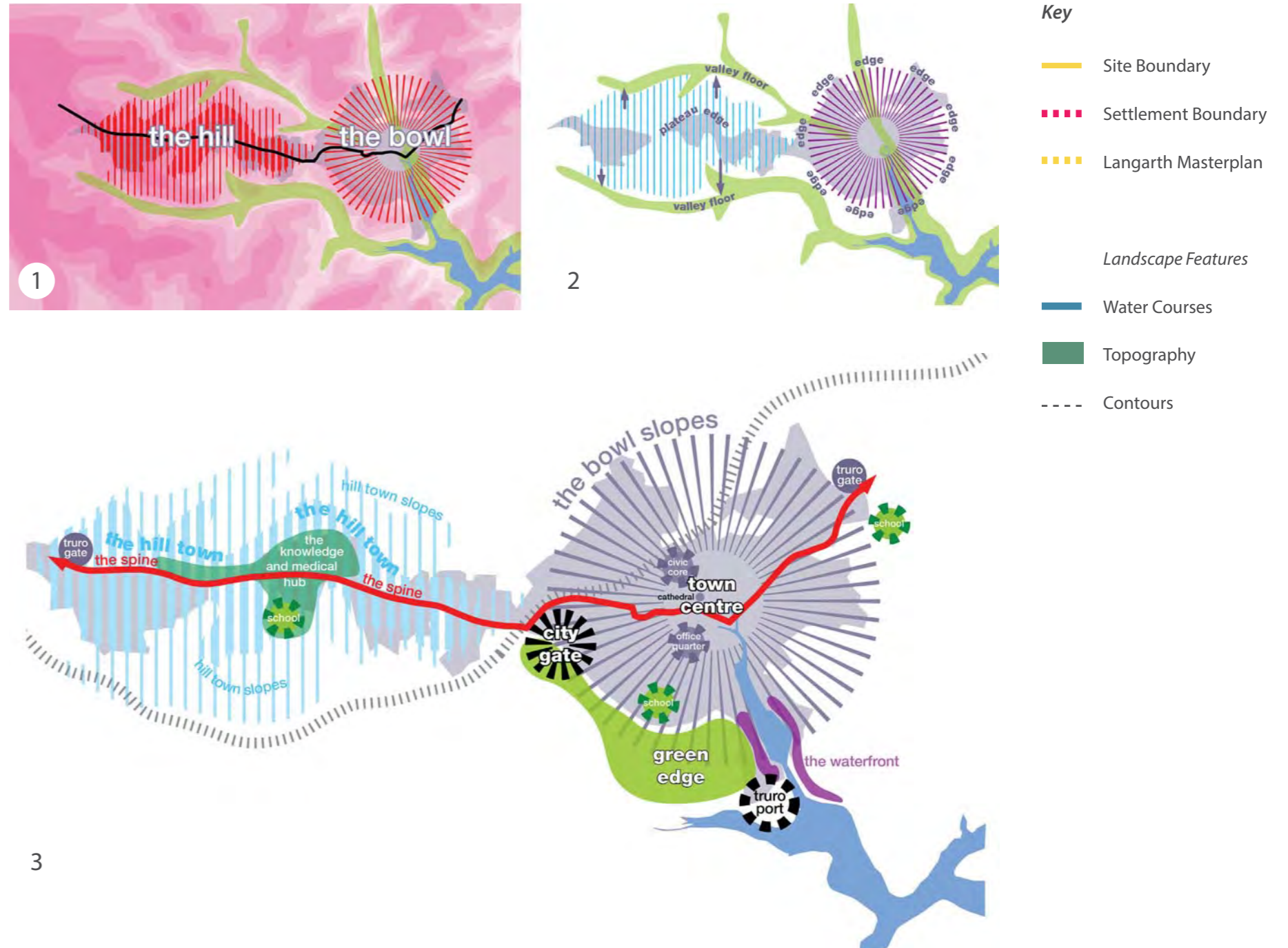
Pattern of Development and Growth

Truro is situated in a distinctive bowl landform, which forms a strong physical and visual boundary to the city's setting. The eastern, south western and north western fringes of the city have expanded up to this boundary, resulting in limited potential to expand the city further within its natural setting.

Much of the surrounding landscape, beyond the natural city boundary, is of high quality with several areas being designated areas of great landscape importance, making the settling of the city particular sensitive to landscape change.

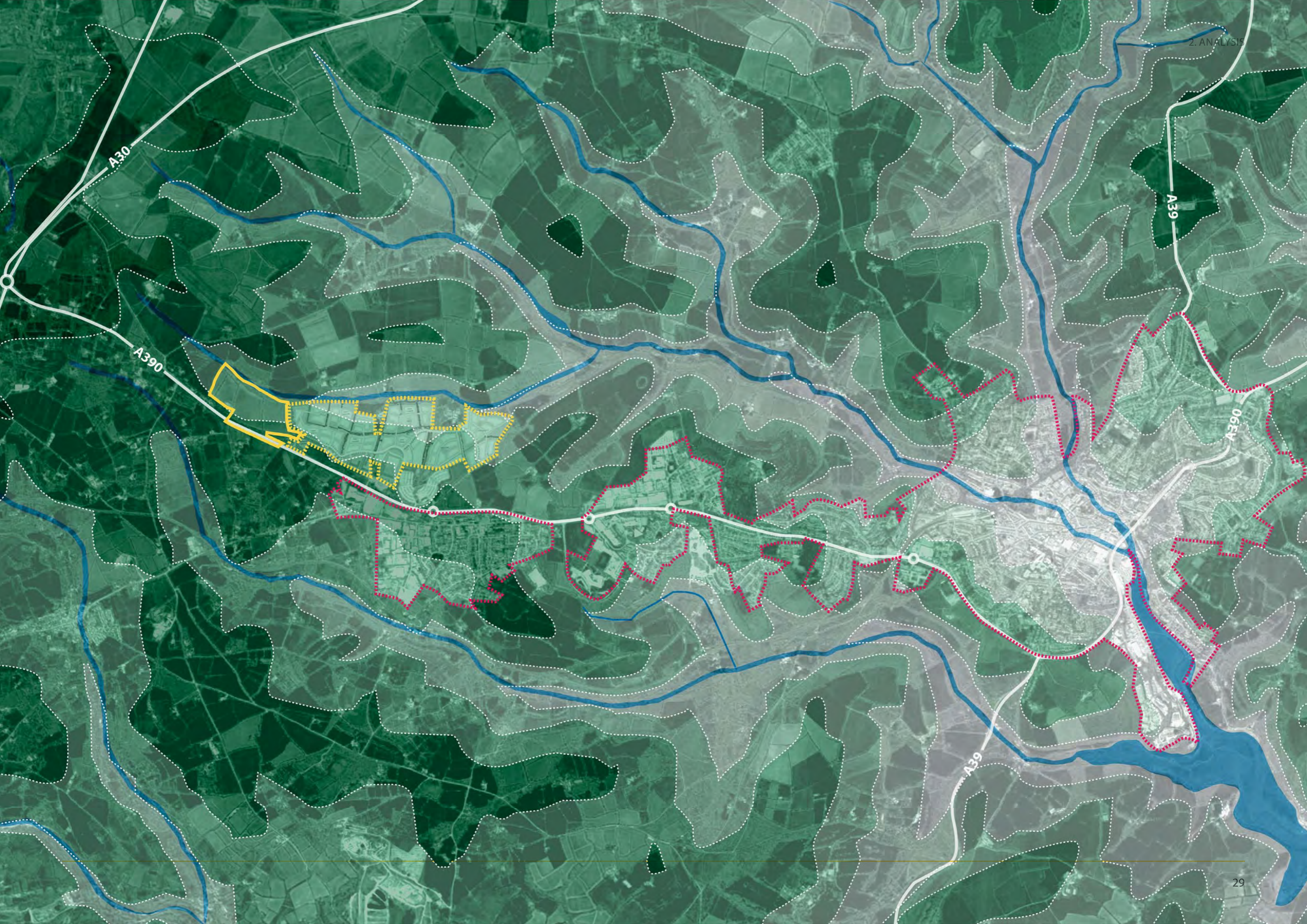
Truro has grown and developed around the historic city centre in a nucleated fashion along the bowl valley slopes. With opportunities for 'in-filling' being limited, the late 18th century saw a period of growth away from the centre, with Lemon Street forming an upwards linear expansion. Following the arrival of the railway, terrace houses followed the rail line up the hillsides above the central core. Late Victorian and Edwardian villas spread away from the medieval centre, following main routes, along ridge lines.

As Truro has continued to grow, the historic pattern of development, away from the centre, has continued and a number of settlements have been incorporated, creating suburbs. These include Kenwyn and Moresk to the north, Trelander to the east, Newham to the south and Highertown, Treliske and Gloweth to the west.



Images:

1. Truro Landscape Strategy, 2008: Diagram showing the hill and the bowl setting of Truro, which forms the structure of the city and limits its expansion.
2. Truro Landscape Strategy, 2008 : Diagram showing the structural edges provided by the edge of the bowl and the edge of the plateau. Structural paths provided by the river valleys.
3. Truro Landscape Strategy, 2008 : Placemaking: Integration of the landscape framework and the basic urban design and transport concepts to perpetuate legibility and local identity. Opposite page: Topography of Truro



2.6. Flooding

The Langarth Stream, a tributary to the River Kenwyn and designated as a Secondary River, is located to the east of the site at a lower elevation. To the north of the site a tributary to the Langarth Stream runs generally in a west to east direction also at a lower elevation. The watercourse is designated as a tertiary river and six contributory sources are identified within a 500 m radius of the approximate site centre. It is likely that these sources are springs / issues associated with the geology of the area.






A review of the publically available Environment Agency Maps shows that the application site is within Flood Zone 1 and that no historic flood events have been identified or recorded within the vicinity of the proposed development site.

The topography of the area is such that A390 forms the watershed of two catchments. The site is located adjacent to the watershed and therefore is unlikely to experience any major overland flow from adjacent land unless there is a failure of the drainage associated with the highway corridor.

The published geological conditions for the development area indicate that the site is underlain by the Porthowan Formation of the Gramscatho Group comprising mudstone and sandstone. Trial pits and soakage testing, undertaken within the adjacent Langarth site, indicates that the Porthowan Formation has weathered to a silty gravel and that the permeability of the weathered formation is suitable for infiltration systems.

The proposed development will integrate Sustainable Drainage Systems into the green infrastructure to control and treat surface water runoff. The commercial development and highway infrastructure will drain via positive drainage to storage basins located at the northern aspect of the site where the outfall to the adjacent watercourse will be restricted to the 1 in 1 year Greenfield runoff rate for the undeveloped site. The residential areas will drain to private infiltration systems comprising permeable paving and traditional soakaways. All systems will be sized to accommodate the 1 in 100 year plus 30 % climate change rainfall event.

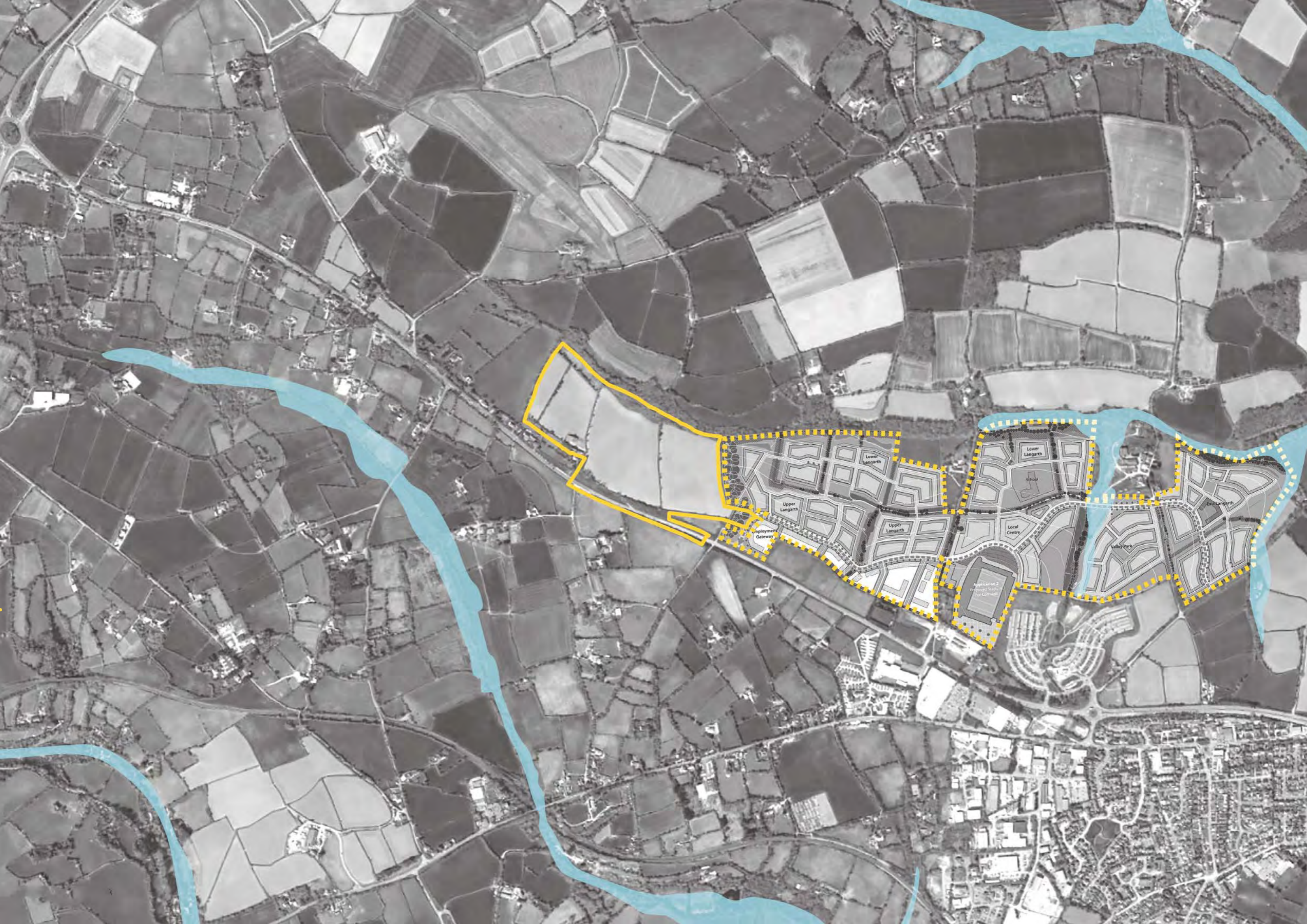
Key

-  Site Boundary
-  Langarth Masterplan
-  Flood Zone
-  Watercourse
-  A- Roads

Images:

1. Plan showing watercourses in Truro
Opposite page: Flood zone plan





Lower Langarth

Upper Langarth

Employment Gateway

Local Centre

Valley Park

Application 2 proposed site for Council

2.7. Movement

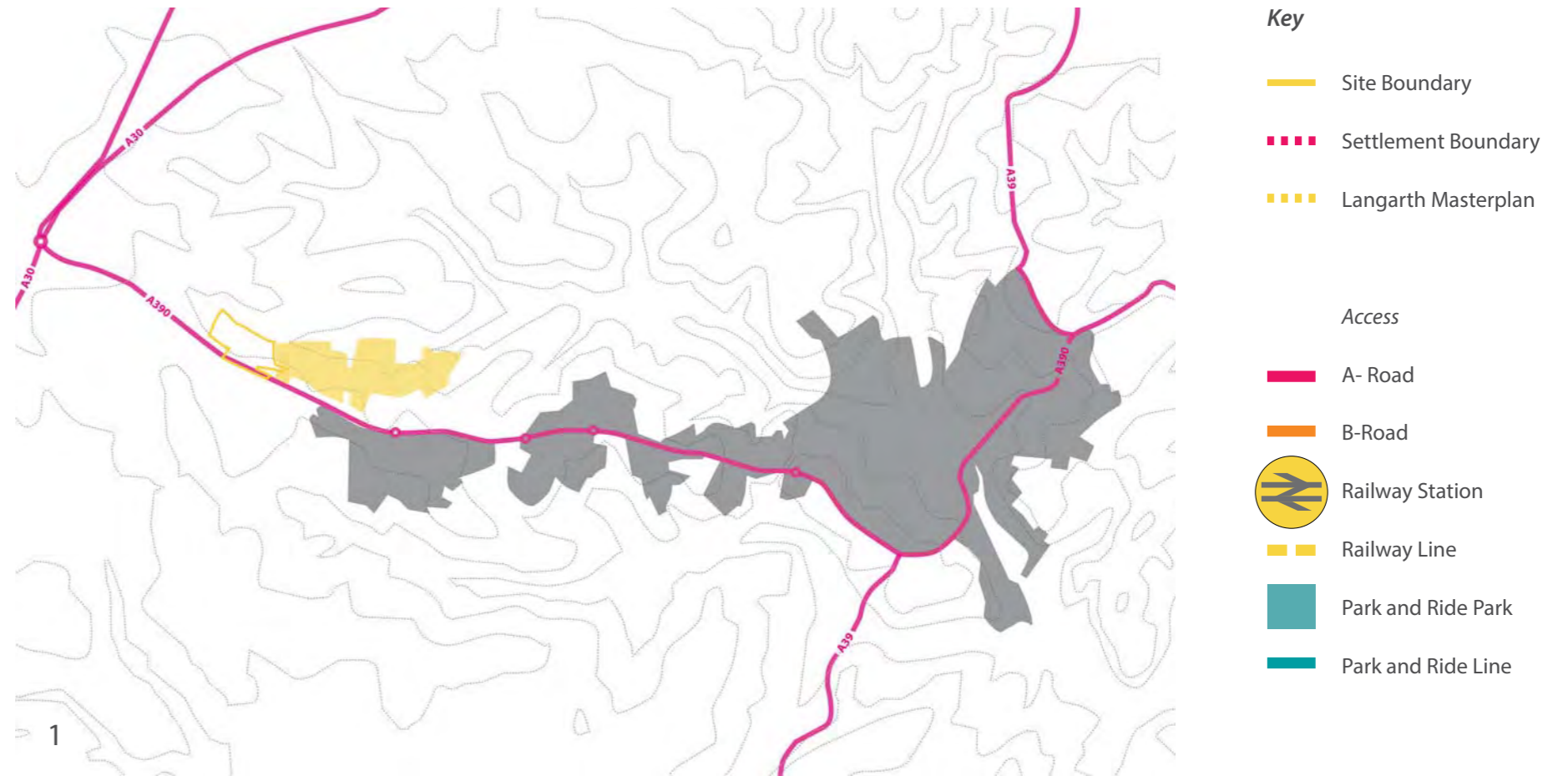
The main spine road, the A390, provides access to Truro, and connects to the A30, linking Truro to Exeter to the North and Penzance to the South.

The A390 acts as a spine road due to the landscape constraints discussed in the previous chapter. This spine road and the topographic constraints limits the expansion of Truro, allowing expansion to continue to the West along this spine road.

The railway line runs through Truro with the Truro railway station being located in the centre of city. Truro lies on the Cornish Main Line between Penzance and Plymouth served by First Great Western and Cross County trains. Truro is also the start to the Maritime Line to Falmouth Docks.

There is a park and ride park to the West of Truro, near the proposed site, and can be accessed from the Threemilestone roundabout. This western Park & Ride provides a major opportunity to promote sustainable travel into the city as this transport hub is already provided near the site.

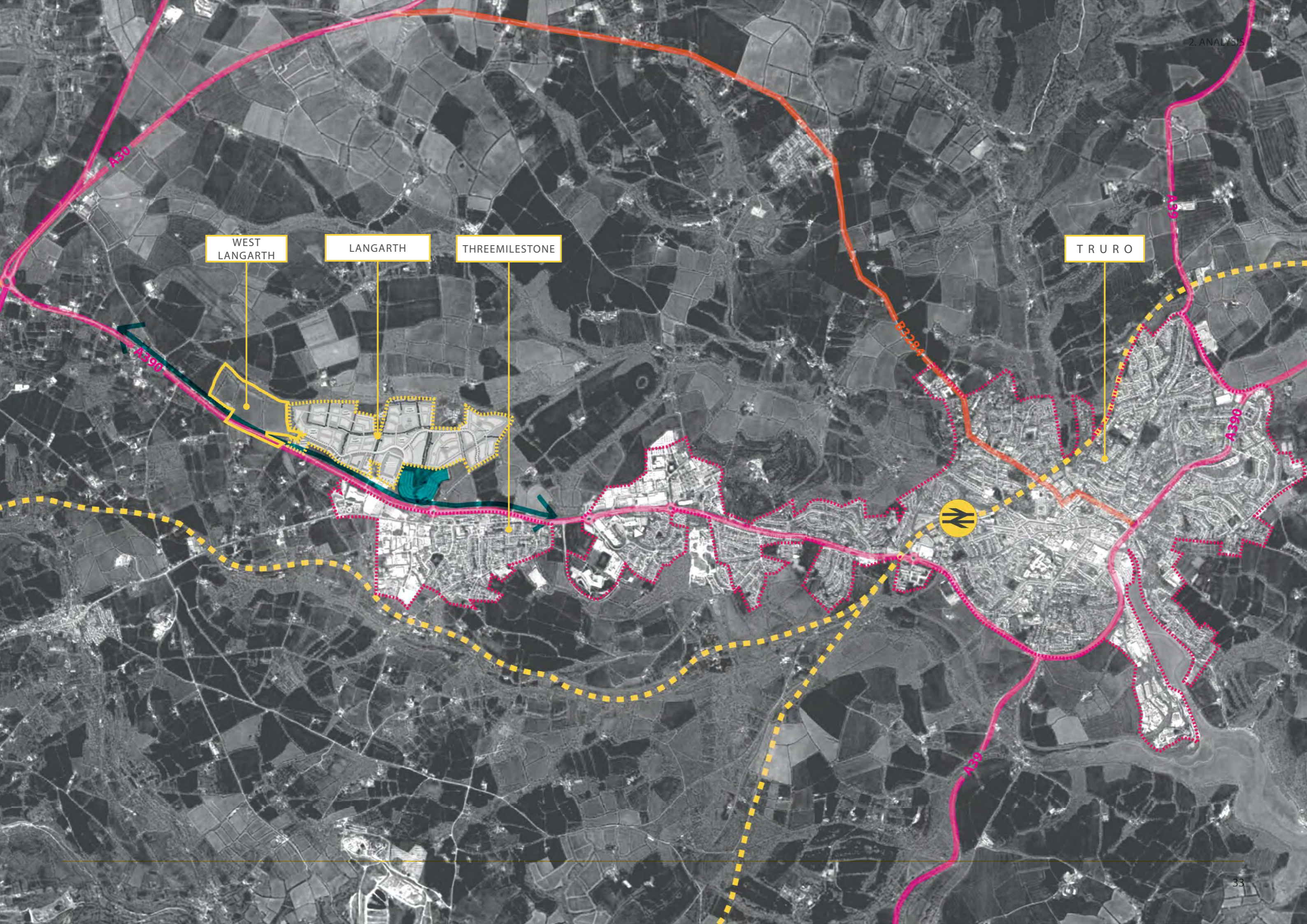
The site is located 6-kilometres west of the centre of Truro and 3-kilometres west of the Royal Cornwall Hospital, on the northern side of the A390. The Strategic Road Network (SRN) is located some 2-kilometres to the west, via the A30-Chiverton Cross interchange.



Images:

1. The A390 as a spine road
2. West Park and Ride map

Opposite page: Major transport routes and locations in Truro



WEST LANGARTH

LANGARTH

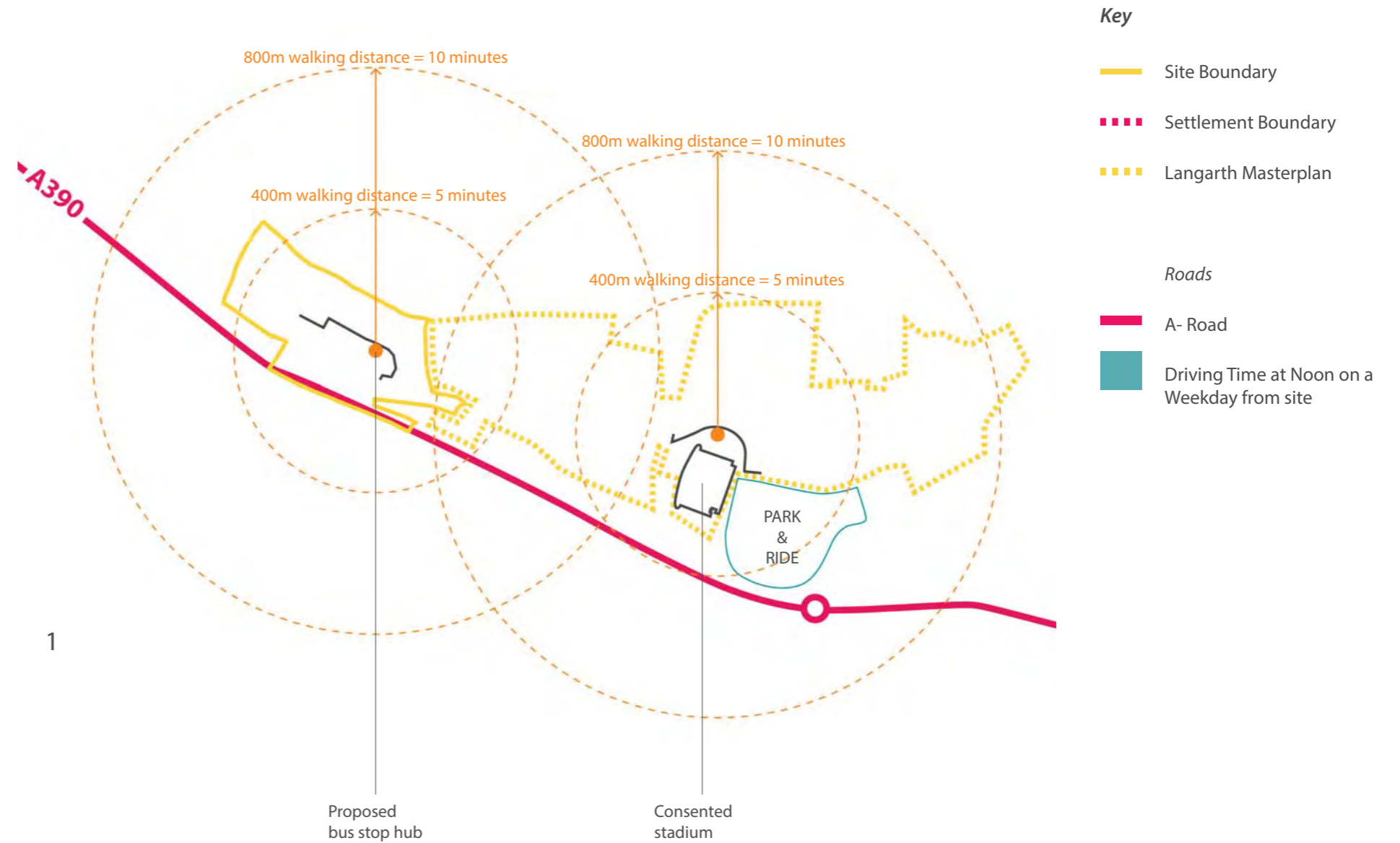
THREEMILESTONE

TRURO

2.8. Access into Truro

Due to the way Truro has expanded, the city centre, located furthest away from the A30, is accessed via the A390 from the West. To drive into the centre from the proposed site would take around 10 minutes. However, Truro is also well served by bus links as well as the park and ride which is located just under a mile from the proposed site.

There will be good connectivity between the proposed site and the Langarth site. Walking distances between the proposed district centre and the stadium will be just over 10 minutes.



Images:
1. Diagram showing walking distances between the proposed site and the Langarth masterplan
Opposite page: Driving times from the site

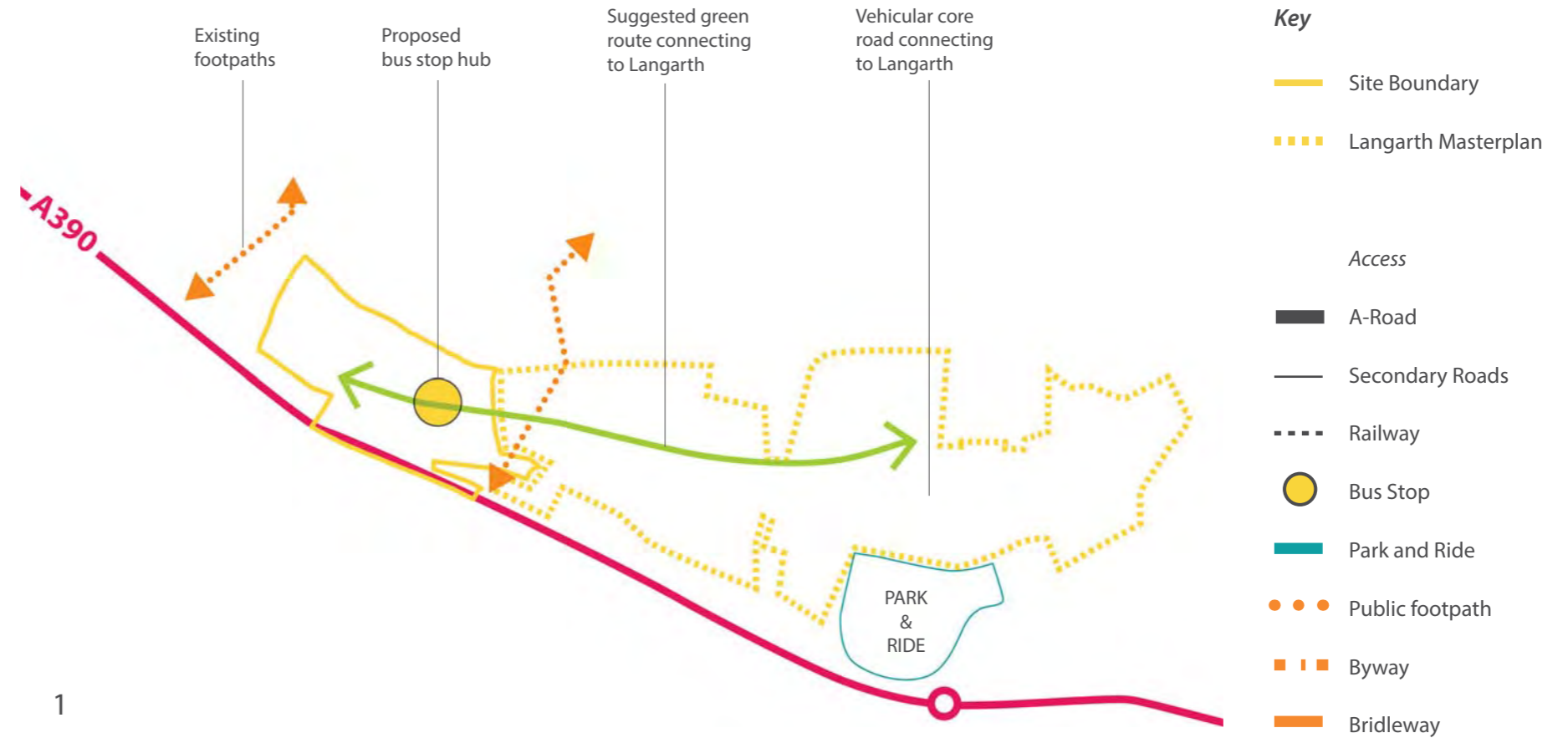


2.9. Access around the Site

The site lies in between two public footpaths, one running past the site's eastern boundary, and one running through the field to the west of the western boundary. As well as these, the scheme will look to provide for a more permeable pedestrian access across the site (along the south-north axes).

The site is located near Threemilestone which has a number of bus stops. There is also a bus stop to the north-west of the site on the A390. These stops are the closest existing stops to the site.

As mentioned previously, the Park and Ride site is located to the south-east of the site.



Images:

1. Diagram showing improved permeability through the site
Opposite page: Access routes and public transport links around the site



A390

Upper Langarth

Lower Langarth

Local Centre

Valley Park

2.10. Facilities

The centre of Truro is located about 6 km from the proposed site, with good bus links. The centre of Truro has facilities for the community including a library, the Cathedral and a number of shopping areas and high streets.




The site is 3 km west of the Royal Cornwall Hospital, which is located on the northern side of the A390.

The Truro and Penwith College is located near the Royal Cornwall Hospital but to the south of the A390.

There are a number of schools near the site, within Threemilestone and Chacewater.



Key

-  Site Boundary
-  Settlement Boundary
-  Langarth Masterplan

Roads

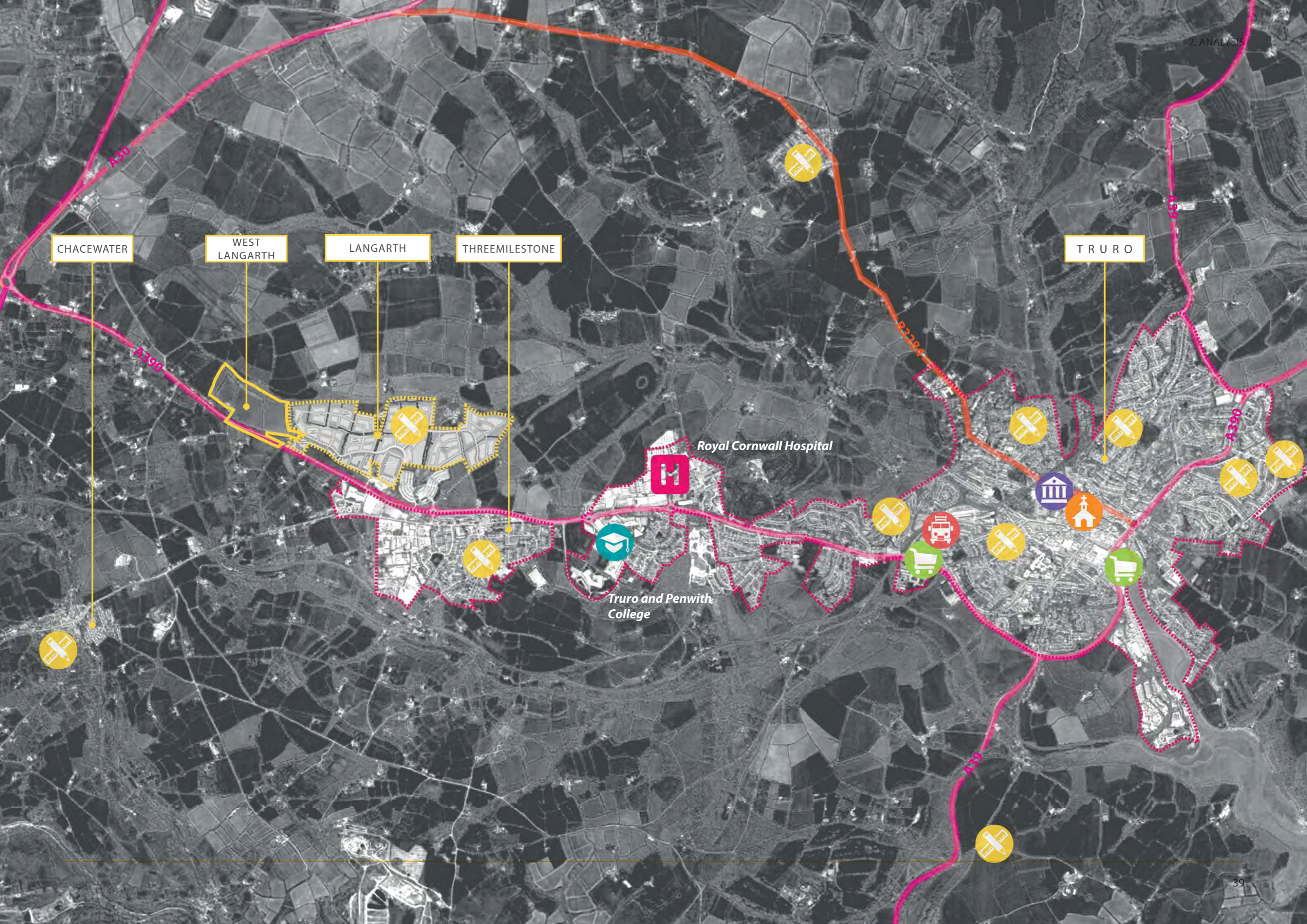
-  A- Road
-  B- Road

Facilities

-  School
-  College
-  Hospital
-  Superstore
-  Library
-  Cathedral
-  Fire station

Images:

1. Truro Centre
2. Lemon Quay
3. Opposite page: Facilities in and around Truro



CHACEWATER

WEST LANGARTH

LANGARTH

THREEMILESTONE

TRURO

Royal Cornwall Hospital

Truro and Penwith College

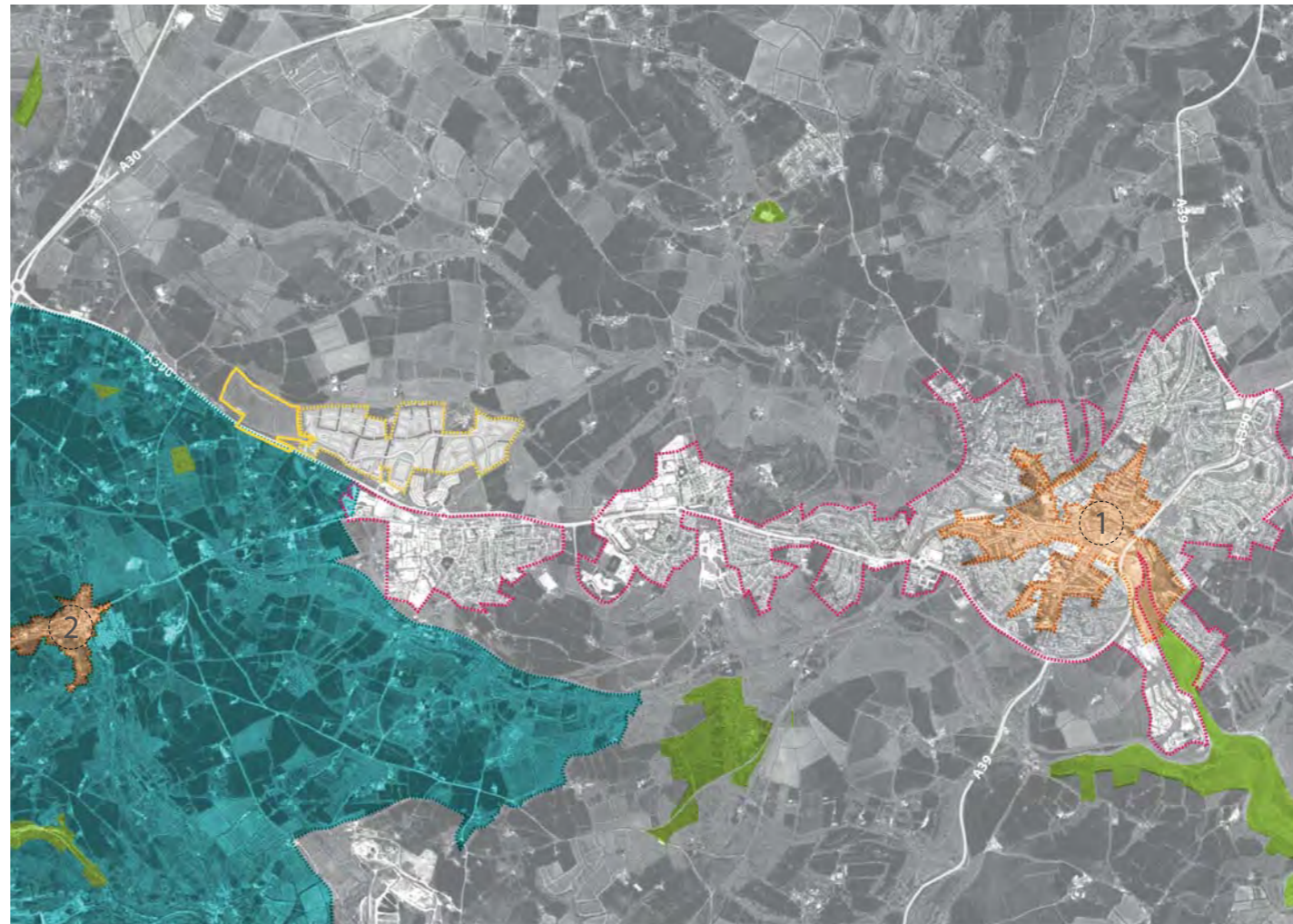
2.11. Heritage

The Application Site is situated within a wider landscape with considerable heritage value. Key considerations in the wider area include the northern limits of the Cornwall and Devon Mining World Heritage Site (WHS) (Gwennap Mining District), the sites of two scheduled monuments (comprising three round barrows in total), two listed milestones and a listed farmhouse. All of these are situated within 1km of the Application Site.

A grade II listed milestone (NHL 1136637) is located within the south-eastern part of the Application Site boundary. Current development plans would require the repositioning of this designated heritage asset which would require Listed Building Consent from the Local Planning Authority as part of the planning application. In order to minimise the impact on the milestone of this repositioning the milestone would need to be moved perpendicularly back as opposed to further along the road in order to preserve its mileage statement, and its current spatial arrangement will need to be re-established in the new location. The significance of the milestone strongly relates to its functional relationship with the road and development proposals relating to the milestone would need to maintain this relationship. However, the repositioning of the milestone should result in less than substantial harm to its significance.

The Application Site boundary extends southwards to encompass the line of the A390 highway. Proposed development in this area comprises the widening of the road and the creation of a new junction to access the Application Site. This development will take place within the current carriageway and on the northern verge and will therefore have no direct impact on the World Heritage Site. Site inspection confirmed that local topography, existing vegetation from field/enclosure boundaries and along the A390, and previous development along the A390 effectively screen the remainder of the proposed development. As a result of the proposed development's position set back from the A390 and the presence of dense hedges and tall earth banks, views of the proposed development within the Application Site would also be restricted from the northern boundary of the WHS. Also the Application site is only a small element within the diverse wider landscape surrounding the WHS. Given the above, and the fact that the proposed development would not affect any of the elements which make up the outstanding universal value of the WHS, only a negligible impact would arise as a result of the proposed development.

The listed buildings and scheduled monuments further afield are effectively screened and sufficiently distant that the proposed development would not result in more than a negligible effect to their significance.

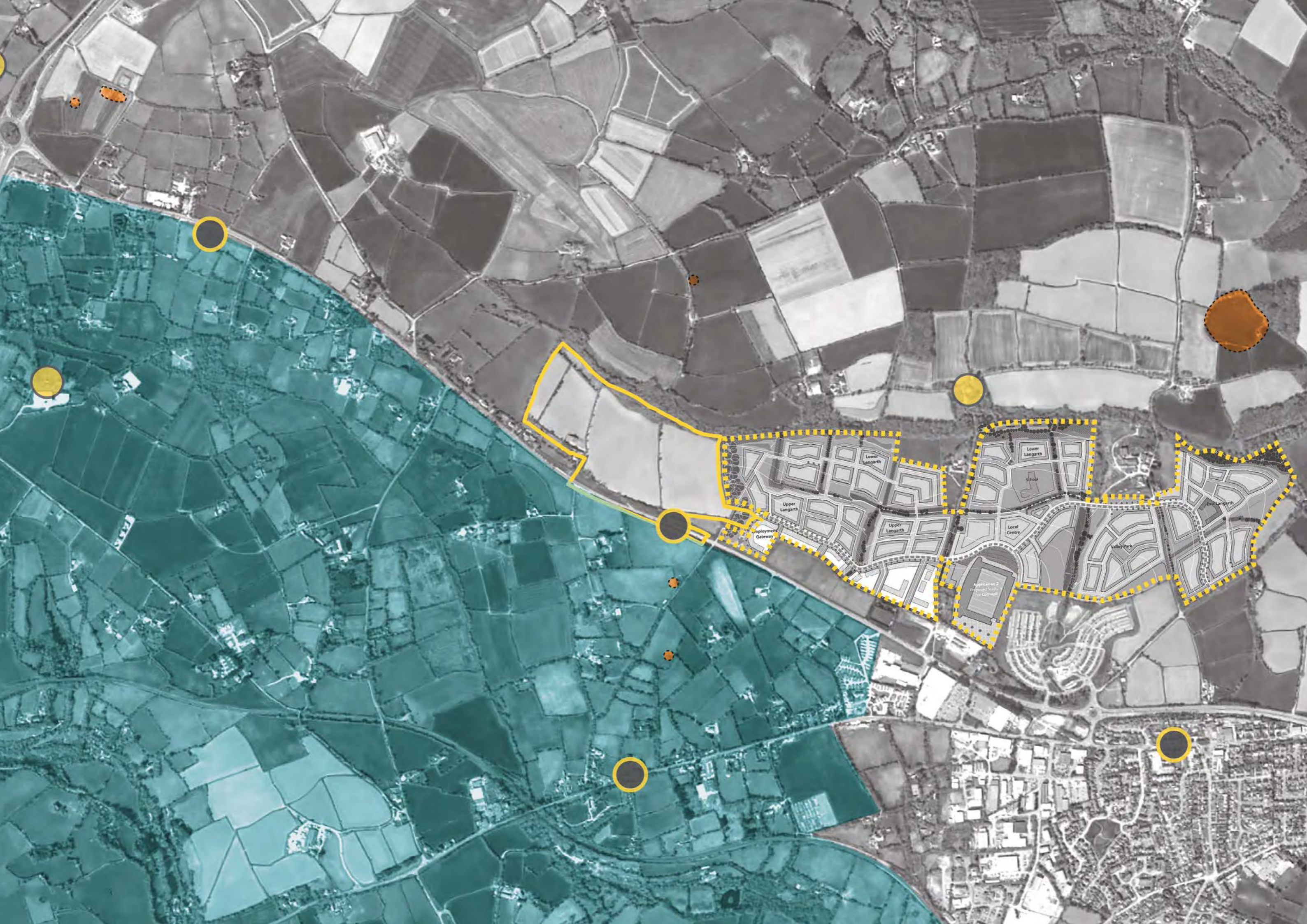


- Key**
- Site Boundary
 - - - Settlement Boundary
 - - - Langarth Masterplan
- Heritage**
- Scheduled Ancient Monument
 - Grade II Listed Building
 - Grade II Listed Milestone
 - World Heritage Site
 - Conservation Area
 - 1 Truro Conservation Area
 - 2 Chacewater Conservation Area
 - Site of Special Scientific Interest

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Non-designated buried archaeological remains are known in the wider area around the Application Site, and limited cropmarks are situated within the Application Site, which may represent evidence of Prehistoric activity. However the extent of cropmark activity within the Application Site is limited when compared to that in the wider area, and indicates that potential is focussed on a relatively small area in the south-western part of the Application Site. Furthermore the Application Site has been subject to long term ploughing, which would have eroded any remains present. It is therefore considered unlikely that the Application Site contains widespread remains of high significance. Given also the outline nature of the application, it is considered that the archaeological interest of these remains could be suitably preserved via a programme of archaeological mitigation works, which could be secured via condition. Should localised remains of higher interest be located, the outline nature of the scheme would ensure that these could be accommodated if necessary.

Images:
1. Heritage and environmental designation around Truro
Opposite page: Heritage designations around the site



Yellow circle marker

Yellow circle marker

Black circle marker

Yellow circle marker

Yellow circle marker

Orange circle marker

2.12. Existing Architectural Character

Apart from the consented masterplan for Langarth, Threemilestone is the most significant development close to the site.

The vast majority of development is post war though there are some older rubble stone groups of terraced cottages. Threemilestone comprises two thirds residential and one third industrial estate with a school and other local facilities.

The street network mainly reflects the planning patterns of the post war period with highways designed to ease access for cars and other vehicles, adoptable footpaths and pockets of residences served by cul-de-sacs. Existing links to the new Park & Ride across the A390 are currently poor. The residential built form is nearly all 2 storeys with some streets of bungalows. Density varies from 20 per hectare to 30 per hectare, this fairly uniform character results in very little hierarchy to the streets and visually the residential area has the appearance of a fragmented housing estate rather than a village or garden suburb. Some later smaller developments respond to recent PPG3 guidelines on density and design guidelines.

The employment areas are a mix of some smaller older units with double pitch roofs that have painted sheet or brick walls, 1980's style units with a recon stone base and profiled metal sheet and the neat and tidy Threemilestone Retail Park which is a group of external steel frame units with metal cladding of a unified design. The units are mainly set back from the road and do not address the main street, the more recently constructed units having good landscaping with grass verges and rubble stone walling.

Some recent examples of office units are well designed with the edge of the foot way defined by Cornish hedgerows.

Materials

The palette of materials used within Threemilestone are generally considered to be not particularly distinctive when compared to nearby traditional settlements and this reflects its predominantly 20th century character. In summary the materials can be characterised as follows:

Residential Materials Palette

Walls: Older properties are painted rubble stone. Post war residential areas are mainly render with some rubble stone and some recon rubble stone. There are some examples of tile hanging but these reflect the late 1970's style of the houses rather than being typical of the area. (Slate hanging is more commonly seen in the more traditional villages). There are some examples of red brick.

Roofs: Slates and concrete tile.

Employment Materials Palette

Walls: Depending on the age painted walls, recon stone bases with profiled metal sheeting above or metal cladding. There are some examples of brick.

Roofs: Usually profiled sheet material either metal or asbestos cement.

Images:

Opposite page: Images showing the existing architectural character

