5.0 THE VISION

Launceston Town Council and Cornwall Council are looking to create the conditions to enable a better quality of development coming forward within the town. It is recognised that the communities to the south of the A30, such as Stourcombe, are relatively isolated; so the proposed new neighbourhoods offer an opportunity to create a more sustainable set of neighbourhoods; ensuring appropriate community infrastructure, including facilities for pedestrians/cyclists and public transport, employment opportunities, and areas of high quality green infrastructure and open space across the development.

We want to create sustainable ‘neighbourhoods’ that represent great places to live, in doing so:

- Providing new and improved community facilities within easy reach of new and existing residents
- A design quality that reflects Launceston’s rich heritage and culture
- Providing a series of connected neighbourhoods, that promote walking and cycling; in doing so creating better links to existing communities, so they can also benefit from new and existing facilities within the area
- Creating a network of green infrastructure that supports biodiversity and active lifestyles
- Providing new workspace that will support the economic growth of the town

5.1 THE CONCEPT PLAN

Figure 18 shows the Concept Plan layout for the study area highlighting different uses by colour, which should be reflected in any emerging planning applications. The key and the associated notes, describe the important features of the proposed development.

As a concept plan, this provides the basic “structure” of development. There is a much finer grain of design that will be required to test the concept plan. This refinement will ensure the final development reflects the finer quality townscape already seen in historic Launceston and better quality employment seen in other parts of the country (refer to exemplars in the Summary document).

KEY:
A: Sustainable drainage ponds running alongside brook at lower end of slope.
B: Footpath/cycleway along valley southside of the brook with bridges and boardwalks providing connections northwards into new residential development footpath networks.
C: Wetland landscape enhanced for habitat value and public access.
D: Public space landscaped on steeper valley side to provide a buffer to the sensitive stream corridor and to avoid development on the steepest parts of the site whilst allowing paths linking to residential areas.
E: Existing hedgerows retained with 20m minimum green space on either side and landscaped as green corridor with low level illumination to lanes or private drives alongside.
F: Residential development arranged in perimeter blocks, to ensure housing faces outwards on all the edges onto public streets or public spaces. Within blocks small parking courts can be integrated.
G: Main street to be the focus of a fully connected street network. To incorporate footpaths, cycleway and to include on street parallel parking. 30mph speed limit, access to parking courts not driveways, and street tree planting in areas protected from services.
H: Secondary access streets form main connections onto the primary route with 20mph speed limit, on street parallel parking, access to parking courts/on plot parking and residential driveways footpaths and some street trees.
I: Tertiary streets such as Rows and Lanes, with potential for on-street parking, shared surfaces 15mph speed limit, street trees and designs to minimise traffic speed and optimise pedestrian priority. These may be private drives and should include access for service vehicles unless they can be achieved from secondary streets.
J: Crossing of valley to be achieved with a bridge to permit water course and wildlife corridor and pedestrian paths to pass underneath and protect the sensitive existing stream corridor. Limited embankment may be used on approach to bridge. Pedestrian footpaths and cycleways and sensitive lighting should be included in bridge as part of a comprehensive high-quality design, since this will be a major feature of the development.
J1: Potential for a future/long term bridge link over the Valley. Further detailed assessment required to minimise harm on Badash Farm.
K: Pedestrian path network to provide access to routes in valley bottom from residential development above. Fully accessible routes to be incorporated where possible.
L: Option to create small landscaped green, parking and location for shop with apartments above as placemaking initiative at gateway to development. Incorporate new landscape onto the north east side of this junction.
M: Buildings providing positive frontage and avenue tree planting on Tavistock Road incorporating new pedestrian/cycleway linking to the west. Any level changes can be taken up by a low stone hedgebank alongside the road.
N: New traffic signal-controlled crossroads created at entrance to new development on Tavistock Road with pedestrian phases on all sides. Includes modification of end of the Stourcombe turn and new access from Lawhitton.
O: Priority junction for additional access into development from Tavistock road.
P: Green edge to development provides landscaped corridor with pedestrian route, following the hedgeline as part of a connected east west route. Additional landscaping provided in key areas. This is a linear “park” with varied character areas and routes and is overlooked by south facing housing set back from the green route.
Q: Pubic open space created on the flattest, highest area of land with the best views to the southern countryside. The design and purpose of this space will depend on community need but could include informal landscaping, space for events or more formal play/sport space. Adequate parking would be needed for the sports facilities, and provision of a community hall/changing facilities building shall be provided in the same location.
R: Larger sites for employment B1 (office), B2 (industrial), B8 (storage), as part of growth of the existing employment site. Larger footprint buildings located north of primary street and smaller workspace development would make better use of southern sites between the primary street and the green corridor.
S: New employment sites on land east of Badash Farm with vehicle access from the east. Smaller footprint sites due to steep slopes. Landscaped buffer on the west edge could be broken by some pedestrian linkages between Badash and these new employment uses. Potentially allow for some enabling retail provision if required/appropriate.
T: Badash listed farmhouse and outbuildings. Surrounding fields to north and west and treed valley to the east and south form part of the important setting. Potential to use ancillary buildings for mixed use.
U: Scarne listed farmhouse and outbuildings. Retain & enhance the enclosed small field and orchard to the south as a community orchard. Upgrade the road link to allow for a footpath to the District Centre. This will require careful detailing to avoid significant adverse effects on Scarne Farm.
V: Hurdon listed farmhouse and outbuildings. Screened by trees to the south.
W: New access street turns north along a widened Landlake Road to connect to Link road. (Alternatively the new street can run parallel to Landlake road allowing a section to be retained as hedge-lined footpath).
X: New gateway features/entrance to the town on Tavistock Road will signal the change from open countryside to urban setting, and assist in slowing traffic speeds.
Y: New local centre with potential for some neighbourhood facilities which could include local shops, cafe, community building, public house, restaurants & takeaways, creche etc.
Z: New Primary School (within permitted Hay Common development) with excellent pedestrian and cycle connectivity.
Note: The study area includes small parcels of land outside the DPD boundary that are considered to be important in providing an appropriate response to development around the historic, listed buildings of Badash Farm. The Allocations DPD contains a windfall policy which references small-scale rounding off and infill, which allows proposals to be considered on their merits. These areas are shown with a red hatch. More detail of the proposal around Badash Farm is included in Figure 27.
5.2 Parameter Plans

In order to help describe the components of the Concept Master Plan, we have included a series of Parameter Plans that cover:

- Land Use / neighbourhoods
- Access
- Green infrastructure strategy

Other components of the development for which we have set out key principles include:

- Topography
- Drainage
- Heritage

5.2.1 Land Use / Neighbourhoods

Figure 19 shows the broad land use distribution across the site. This reflects the DPD allocations although a finer grain of land use mix should be sought in any emerging applications. Large scale land use zoning should be avoided but it is acknowledged that certain industrial land uses would not be compatible with residential uses. Some employment / mixed uses (eg shops / hairdressers / offices/ public house), and light industrial (garages / small scale manufacturing etc) should be included within the LAU-H2 allocation area. This will help to reinforce the sense of a local centre within the scheme.

The existing retail provision on Hurdon Road will become the main neighbourhood centre of this area although there may be future aspirations to consider moving the existing large scale industrial uses from Scame Industrial Estate to areas close to the A30 and encourage a more focused and attractive local centre along the junction between the Link Road and Hurdon Road.

With regards to allocations LAU-E1 and LAU-E2, more sensitive uses other than large scale industrial should be considered to help accommodate the footprints onto the steeper slopes. This should include offices and potentially some residential uses plus the potential for ancillary / enabling retail along the frontage of the Main Street and Link Road.

Large expanses of “dead” frontage (no surveillance) and industrial fencing will be avoided on public facing streets.

The capacity of local community facilities (doctors / schools / dentists / leisure facilities) will also need to be considered and funding established to ensure that capacity is available for emerging applications. Engagement with health providers has taken place as part of the formulation of the Cornwall Site Allocations DPD and will now continue to be progressed in relation to the Southern Growth Area Concept Plan with a particular emphasis on implications of Launceston Medical Centre and clinical staffing levels in the longer term. The Medical Centre is currently being expanded which will cater for the new development area. If it proves to be necessary, new healthcare facilities can be incorporated into the proposed local centre.
Site boundary

Predominantly residential

Land outside the DPD boundary but identified for development

Green spaces / Sports pitches

Potential Retail

Predominantly commercial B1

Predominantly commercial B2

Local Centre

Figure 19: Broad Land Use

# Concept Plan

Launceston, Cornwall | Concept Plan Document

**Site boundary**

- Predominantly residential
- Land outside the DPD boundary but identified for development
- Green spaces / Sports pitches
- Potential Retail
- Predominantly commercial B1
- Predominantly commercial B2
- Local Centre

**Figure 19: Broad Land Use**
5.2.2 Access and movement

The transport strategy set out within the concept plan will enable a change in movement opportunities within Launceston. New cycle and pedestrian routes through a permeable new neighbourhood will provide opportunities to access services and facilities to the north and in the town centre by walking, cycling and public transport.

Access includes vehicles, public transport, cycle and pedestrian movements.

Vehicles

The main access into the site is via the new Main Street that connects onto Tavistock Road to the east and the Link Road to the west. There are also potential connections onto Landlake Road and Hurdon Road which should be included.

Further vehicular connections are limited due to topographic constraints and the limitations of the existing highway network, although there is the potential for a connection onto Haye Common Drive. Any future opportunities to create connections to the north should be explored.

All land holdings should be developed to include for maximum vehicular, cycle and pedestrian connectivity between land holdings. Culs-de-sac should be avoided where possible.

Car parking should be distributed across the site in the form of small parking courts, on street parking and on plot parking (behind the build line as a preference). Electric car charging points should be included within the scheme. Parking standards should reflect Cornwall Council’s parking strategy document.

Public transport

The Main Street will become the principal public transport corridor on the site. Bus stops should be included to ensure that no house is more than 400m from a bus stop. The use of technology such as Real Time Passenger Information (RTPI) will make public transport more attractive and convenient, to encourage the maximum usage by those living and working within the site.

Cycles and pedestrians

Cycle and pedestrian movement, connectivity and integration will be a priority and should be inherent in any streetscape design in any emerging developments. Community facilities should all be within the following walking distances.

- Secondary School = 1000m
- Primary School = 500m
- Local Shop = 500m

The wider network of footpaths and cycleways are discussed under green infrastructure.

Designing Out Crime

Pedestrian and cycle movement corridors will be, wherever possible, overlooked from streets with active frontages and that are properly lit. However this may not apply to routes in the open countryside that are likely to be predominantly used in daylight hours.
Figure 20: Access and movement

- Existing Primary Road
- Main Street
- Main Street (Future Link)
- Secondary Street
- Tertiary Lanes/Row
- Access lanes
- Bridleway / Cycleway
- Footpath
- Bus Stop
5.2.3 Street Cross Sections

The character of the street hierarchy is illustrated in the sketch cross-sections shown here.

The Main Street is the spine of the development and has a range of characteristics along its length. This variety relates to the differing land uses, setting and context of the street. These include: the local centre with a mix of uses including retail, employment and residential development; areas that are predominantly residential; and areas where both sides of the street have employment uses, both B2 and B2. There will be good cycle provision along the Main Street with dedicated cycle lanes to both sides of the street.

SECTION AA: Main street in local centre

Figure 21: Nansledan High Street
SECTION BB: Main street in predominantly residential area

1-3m privacy zone

1.8m footpath

1.5m min cyclelane

6.1m highway

1.5m min cyclelane

1.8m footpath

Tree planting with scope for parking and urban swales

SECTION CC: Main street in employment area. B1 (office) to left, B2 (industrial) right

1-2m privacy zone

1.8m footpath

1.5m min cyclelane

6.1m highway

1.5m min cyclelane

1.8m footpath

1.5m min cyclelane

1.8m footpath

Parallel parking & tree planting and urban swales

Parallel parking & tree planting and urban swales
SECTION DD: Shared surface on edge of development, over-looking public space with footpath / cycleway

- Shared surface: minimum 4.1m
- Footpath/cycleway: within greenspace
- Existing hedgerow and trees retained where applicable
- 1.8m utility zone
- 20m (minimum of 10m throughout development)
SECTION EE: Secondary street

Privacy zone

Parallel parking & tree planting and urban swales

1.8m footpath 5.5m highway 1.8m footpath

1-3m privacy zone

SECTION FF: Tertiary Street

Privacy lane

Parallel parking & tree planting & urban swales

1.8m footpath 4.8m highway 1.8m footpath

0.5m Privacy lane
5.0

5.2.4 Open Space Requirements

Cornwall Council have carried out a study looking at the Open Space Strategy for larger towns in Cornwall (Adopted July 2014). The summary for Launceston (Figure 23) identified that there was a shortfall of sports provision, mainly due to the lack of flat land in the town. The study identified that any future developments should include 114 m² of open space per dwelling which should be allocated across a range of open space typologies as set out below.

<table>
<thead>
<tr>
<th>Components</th>
<th>Existing requirements based upon assessment of distribution</th>
<th>Recommend. on future provision</th>
<th>Future quantity provision standard town wide (m²/person)</th>
<th>Minimum quantity needed for new housing (m²/dw)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assumed housing numbers</td>
<td>950</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS requirement @ 114 m²/dwelling</td>
<td>108,300 m²</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks &amp; Amenity</td>
<td>18,981 m²</td>
<td>Increase to average</td>
<td>8.69</td>
<td>19.98</td>
</tr>
<tr>
<td>Natural &amp; Semi-Natural Green Space</td>
<td>31,141 m²</td>
<td>Increase in line with inland towns</td>
<td>14.25</td>
<td>32.78</td>
</tr>
<tr>
<td>Formal Sports</td>
<td>54,796 m²</td>
<td>Increase to future Playing Pitch Standard</td>
<td>51.4 - typ8</td>
<td>57.68</td>
</tr>
<tr>
<td>Children's Play</td>
<td>1,529 m²</td>
<td>Increase to county standard</td>
<td>0.25</td>
<td>0.58</td>
</tr>
<tr>
<td>Teen provision</td>
<td>551 m²</td>
<td></td>
<td>0.70</td>
<td>1.61</td>
</tr>
<tr>
<td>Allotments</td>
<td>1,292 m²</td>
<td></td>
<td>1.85</td>
<td>1.36</td>
</tr>
<tr>
<td>Cemetery</td>
<td>N/A</td>
<td></td>
<td>2.44</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>79.60</td>
<td></td>
<td>37.53</td>
<td>114.00</td>
</tr>
</tbody>
</table>

Figure 23 shows the size of these open space requirements in relation to the site area. The size of the sports provision is significant although there is an understanding within the council's Open Space Officer level that strategic sport provision needs to be considered on a town-wide basis and intensification of existing sports provision (e.g., Launceston College pitches- create more 3/4G all weather dual use provisions) may well be required.
Figure 23: Open space requirements

- **Sport**
  - 5.47ha // 13.5Acre // 234x234m
- **Children play**
  - 0.15ha // 0.37Acre // 39x39m
- **Allotments**
  - 0.13ha // 0.32Acre // 35x35m
- **Teen provision**
  - 0.05ha // 0.12Acre // 23x23m
- **Natural and semi-natural green space**
  - 3.11ha // 7.68Acre // 176x176m
- **Parks and amenity**
  - 1.89ha // 4.67Acre // 137x137m
5.2.5 Green Infrastructure Strategy

Figure 6 shows the main distribution of open space across the site:

The Concept Plan has incorporated and followed the BWN (Building with Nature) criteria. Applicants should seek BWN accreditation when progressing more detailed plans for the site. Below is some guidance from a high level BWN review of the Concept Plan which has been undertaken by an independent BWN assessor. The text highlights how the concept Plan has addressed the BWN criteria and which aspects of GI more detailed proposals will need to focus on and address in seeking BWN accreditation.

These standards can be accessed:
https://www.buildingwithnature.org.uk/how-it-works

Figure 24 shows the main distribution of open space across the site. The flatter areas have been identified for sports provision (actual pitch types to be agreed at outline application stage) and the more sensitive stream valleys have been retained and protected within large linear parks. The levels in these areas are generally too steep to develop efficiently.

The quantum of semi natural green space is therefore significant due to the amount of "un-developable" land within the allocation. The flatter areas should therefore be used for residential development to maximize the use of the land.

As a consequence of the stakeholder workshops, a requirement for a linear park on the southern boundary of the site was considered important to enable proposed and existing residents the opportunity to walk and cycle within safe, green corridors. These should be a minimum width of 20m but should vary to create an attractive edge condition when considering the detail design of the spaces and positive frontage of the development. This area needs to feel like a linear park rather than an over sized grass verge.

In addition to these pedestrian corridors, additional footpath links to the wider landscape should be included in any emerging application. These could follow the existing stream corridors and provide "informal" secure footpaths so that there is no conflict between the farming practices and dog walking.

Within the proposed new valley park in the east of the concept plan area, it is proposed that green infrastructure features such as tree planting and sustainable drainage systems (SuDS) will enable climate change adaptation and mitigation measures. The potential for tree planting to support the Forest for Cornwall on the southern slopes below the concept plan site will also be explored. Valley Park facilities should include: walking / cycle paths; play areas; running routes; nature trails; water features; and areas for wildlife habitat enhancement. Some areas could be terraced to improve usability.

Play Space

Both children’s (Type 4) and youth (type 5 inc MUGA) play space will be included and distributed appropriately within the scheme to reflect walking distances, sizes and content, as identified in the Open Space Strategy for Larger Towns in Cornwall document dated July 2014.

Hedgerows

Existing hedgerows should be retained where possible and, if removed (to allow for sensible and connected street patterns), mitigated through transplanting and creating new hedgebanks with a 10% minimum net gain in habitat types in acceptance with CC guidelines of landscape features within the concept plan. Existing retained corridors should be augmented with additional native planting and features to encourage wildlife (eg swales).

Designing out crime

Younger children’s play areas should be located close to dwellings to allow for greater over-looking and natural surveillance.

Youth play needs to be 30m away from residential properties but there does need to be a degree of overlooking. Refer to the NPFA/Fields in Trust guidelines for play space design.

Development blocks are arranged to provide frontage onto green spaces and to avoid rear fences backing onto them.

Retained hedgrows that are in the public domain and require an ecology 'buffer', resulting in a narrow but accessible space between the hedge and a rear garden boundary should be avoided.
Open space strategy including landscape, ecology, footpaths and cycle routes

- Community sports
- Potential intensification of off site pitches to all weather pitches
- Community parks - Valley Park & Southern Park
- Urban parks & green spaces
- Wildlife corridor - utilising retained hedgerows & tree cover
- Neighbourhood square
- Indicative SuDS
- Bridleway/ cycleway and connections to surrounding areas
- Footpaths & connections to surrounding areas
- Play area (NEAPs- natural play)
- Allotments/ growing areas
- Community orchard
- Informal walks with connections from adjacent residential areas 600m radius

Figure 24: Green Infrastructure strategy
5.0

5.2.6 Urban Design Framework Plan

The Urban Design Framework plan shows:

- The proposed range of densities across the site
- Focal corners and landmark sites

Density

A range of densities across the site encourages variety and interest in the street scape and helps to ensure an appropriate relationship with sensitive environmental and heritage assets as well as edge conditions with the open countryside. Higher densities along the Main Street will help to create a distinctive, primary route through the development that is defined and enclosed by built form. Lower densities at the edges of the development area allow for a more subtle junction between the buildings and the adjacent areas of open space and countryside, whilst still providing surveillance and overlooking to the streets, footpaths, cycleways and green spaces that are located around the perimeter of the development area.

Focal corners and landmark sites

To aid legibility and to encourage variety and interest in the street scape, certain sites – most notably corner plots – play an important role in creating a successful development and in ‘place-making’. These sites are highlighted in the plan and should be carefully considered in any detailed proposals for the site. There is no one-size-fits-all response to these sites but successful solutions may include the use of contrasting materials and / or colours; scale and massing that creates a visual focus; and architectural detailing and design that distinguishes the building from its neighbours. The variety of architectural detailing and approaches seen in the historic character and identity of Launceston provides many precedents and examples.

Employment Areas

Whilst Launceston is a successful and busy employment hub in east Cornwall, some of the design of the employment areas is add hoc, piecemeal and poor quality in terms of its response to townscape and place-making. Greater care and detailed planning needs to occur to bring strategic employment sites forward. Consideration of public boundary treatments (not chain link fencing), positive building elevations to streets, tree & simple hedge planting along the roads and the careful placement of service yards, bin stores and car parking to avoid and screen unsightly areas.

The distribution of uses is also a major consideration. Whilst the DPD identified land use “zoning” in terms of employment areas, careful consideration of “mixing” uses to allow for residential and employment areas to merge needs to be considered. That is why the employment areas have extended beyond the confines of the DPD allocation. Its is not necessarily implying that the employment area should be expanding but that there needs to be more detailed consideration of the form, mix and detail of the employment uses along the Main Street (similar to the historic town centre) to create a mixed use environment.

Offices could be designed to provide flexible spaces that could be converted to residential (or vice versa) in the future. This is similar to the streets in the centre of the town- mixed use. Certain types of employment (offices) can provide a seamless transition between predominantly residential and predominantly employment areas.

This will require a detail design code to explore the layouts in more detail.
Figure 25: Urban design framework plan

- Site boundary
- Focal corners and landmark sites
- High density residential (40-55 units/ha)
- Medium density residential (30-40 units/ha)
- Low density residential (10/30 units/ha)
- Green spaces / Sports pitches
- Retail
- Predominantly commercial B1
- Predominantly commercial B2
- Local centre/mixed use

Legend: 0m 500m
5.0

### 5.2.7 Quantum Plan

The table below provides an initial quantum for development and green space across the site. This has been done to provide an initial assessment of development land and the likely average densities in order to deliver the quantum of housing and employment land required in the DPD. No detail work has been carried out yet to ascertain the actual densities and net to gross calculations for the employment land. This will follow as part of any further detail work.

<table>
<thead>
<tr>
<th>RESIDENTIAL</th>
<th>EMPLOYMENT</th>
<th>NATURAL GREEN SPACE/Parks</th>
<th>PARK / OPEN SPACE</th>
<th>SPORT</th>
<th>RETAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>• R1 : 0.13ha</td>
<td>• E1 : 1.26ha</td>
<td>• N1 : 1.46ha</td>
<td>• P1 : 1.30ha</td>
<td>• S1 : 3.76ha</td>
<td>• RE1 : 0.73ha</td>
</tr>
<tr>
<td>• R2 : 0.64ha</td>
<td>• E2 : 1.46ha</td>
<td>• N2 : 1.00ha</td>
<td>• P2 : 0.61ha</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R3 : 0.25ha</td>
<td>• E3 : 1.85ha</td>
<td>• N3 : 2.02ha</td>
<td>• P3 : 0.52ha</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R4 : 0.70ha</td>
<td>• E4 : 1.60ha</td>
<td>• N4 : 3.26ha</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R5 : 1.80ha</td>
<td>• E5 : 0.59ha</td>
<td>• N5 : 0.59ha</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R6 : 4.54ha</td>
<td>• E6 : 0.38ha</td>
<td>• N6 : 6.14ha</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R7 : 4.81ha</td>
<td></td>
<td>• N7 : 0.94ha</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R8 : 4.80ha</td>
<td></td>
<td>• N8 : 2.49ha</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R9 : 4.99ha</td>
<td></td>
<td>• N9 : 0.14ha</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R10 : 0.69ha</td>
<td></td>
<td>• N10 : 0.18ha</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R11 : 1.65ha</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• R12 : 0.73ha</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL : 25.73ha</strong></td>
<td><strong>TOTAL : 7.14ha</strong></td>
<td><strong>TOTAL : 18.22ha</strong></td>
<td><strong>TOTAL : 2.43ha</strong></td>
<td><strong>TOTAL : 3.76ha</strong></td>
<td><strong>TOTAL : 0.73ha</strong></td>
</tr>
</tbody>
</table>

C. 37 units/ha average density = 952 Units
Figure 26: Launceston Parameter Plans and Quantum

- Tesco supermarket
- Neighbourhood retail centre
- Secondary school
- Primary school
- Health centre
- Town centre
- Primary school
- Sports pitches
- Leisure centre
- Neighbourhood retail centre
5.0

5.2.8 Topography & Drainage

It is acknowledged that the site is not all flat! Gradients of roads should however reflect Cornwall Council standards where possible although where necessary, gradients can be increased to avoid large scale cut and fill and to help create attractive street scapes.

Large scale buildings and sports pitches have been located on the flatter ground. Roads should try and respond to the levels where possible.

Drainage

A drainage strategy is required. This must cover the whole concept plan area.

Design requirements: The applicant/detailed proposals should note the following sustainable drainage hierarchy. This is listed in order of preference:

1. Where possible infiltration at source e.g. individual soakaways/infiltration systems serving a single dwelling/building.
2. Above ground communal infiltration systems sited in communal open space.
3. Below ground communal infiltration systems sited in communal open space.
4. Above ground communal attenuation systems sited in communal open space, with a flow controlled discharge to a watercourse.
5. Below ground communal attenuation systems sited in communal open space, with a flow controlled discharge to a watercourse.
6. Attenuated flow controlled discharge to a surface water sewer (subject to agreement with South West Water Ltd).
7. Attenuated flow controlled discharge to a combined sewer (subject to agreement with South West Water Ltd) Not preferred.
8. Discharge of surface water to the foul sewer is not acceptable.
9. Discharge to the sea will be considered, but must be supported with evidence that coastal erosion will not occur.

The Councils requirement in relation to surface water drainage systems are that surface water runoff should be managed on the site where possible to prevent potential flooding issues elsewhere. The applicant should submit details of a sustainable surface water drainage scheme for the site designed to the following standard:

1. Infiltration systems must be sized to cater for the 1 in 100 year critical duration event plus a minimum allowance of 40% for climate change.
2. Where it is proposed to discharge surface water to a watercourse all off-site surface water discharges from development must mimic greenfield discharge rates.
3. In instances where the ground conditions are unsuitable for infiltration systems then surface water should be attenuated in attenuation features e.g. ponds, swales etc prior to discharge into the watercourse. The developed site design discharge flow rate for 1 in 1 year, 1 in 10 year, 1 in 30 year and 1 in 100 year peak rainfall event, plus a minimum allowance of 40% for climate change, must be no greater than the present day 1 in 10 year greenfield run off rate. For single property developments a rate of 1.5 l/sec should be used. For larger developments where the greenfield run off rate is less than 5 litres/second, a rate of 5 litres/second can be used.
4. Discharge to a surface water sewer or combined sewer will only be considered if infiltration has been fully explored and been found to be unfeasible. The maximum acceptable flow rate from the developed must be agreed with South Water Ltd and evidence of this provided. The acceptable discharge rate should be no greater than the 1 in 10 year greenfield run off rate or the rate agreed with South West Water Ltd, whichever is the lesser.
5. Overland flood flow routes must be considered at the design phase. A plan indicating exceedance routes is required and this must indicate the routes and likely impacts of overland flows on adjacent development sites, property, infrastructure and highways. Consideration must be given to historic, known flood flow routes and flood related issues and these issues should be mitigated. Designers must consider how these flows will be managed within the development and provided details of management features e.g. dropped or raised kerbs, detention areas etc.

Sustainable drainage systems should aim to mimic the natural environment prior to development. The development should seek to implement wider landscape, amenity and ecological benefits which a fully integrated sustainable drainage scheme can offer. The use of above ground drainage systems such as ponds, swales and suitable planting can also offer water quality benefits.

Percolation tests: Percolation tests must be conducted to test if infiltration is viable. These tests must be undertaken in accordance with the procedures set out in BRE Digest 365. A representative number of tests must be conducted to provide adequate coverage of the site to allow an initial assessment to be made. Further testing may be required in the locations and at the effective depth of potential soakaways or permeable surfaces.
Soakaways: The applicant should consider the following in relation to soakaways:

1. A minimum safety factor of 10 should be considered for all soakaways and infiltration systems.
2. Soakaways should be sited least 5m from any built structure in order to comply with Building Regulations Part H.
3. Where possible there should be a 5m separation distance from any adjacent soakaway or infiltration system.
4. Soakaways must not be sited adjacent to retaining structures.
5. The location of existing and/or proposed trees must be considered to ensure that soakaways are not sited within the root protection area.
6. Private soakaways must not be sited beneath highways that will be offered up for adoption.
7. Silt traps must be installed on all soakaway inlets. Soakaway must have and appropriate number of inspection chambers fitted.

Greenfield Runoff Rate: We will accept Greenfield Runoff Rates (GFR) based on the IH124 method as this provides lower more conservative rates.

Urban Creep: An allowance of 10% must be made within the drainage design for urban creep.

Attenuation/Detention Ponds and Basins: The applicant should consider the following in relation to attenuation pond:

1. Ponds/basin must be designed with suitable upstream pre-treatment systems and/or separate sediment forebays.
2. Pond/basin embankments gradients must be 1 in 3 or shallower. Benching should be should be provided to achieve this.
3. The design must include a safe maintenance access to all areas of the pond and flow control features. A flat safety bench must be provided around the perimeter of the pond to provide a suitable distance from the top water level.
4. A freeboard of 300mm must be provided from the top water level to the safety benching.
5. Exceedance flow routes from the ponds must be considered and managed through design and integrated in the landscaping.

Swales: The applicant should consider the following in relation to swales:

1. Swales should be designed in accordance with The SuDS Manual C753 unless site or local conditions dictate that a stricter standard is required.
2. Swales used for the purposes of conveyance, attenuation and infiltration are acceptable.
3. Swales should be a shallow, broad, flat bottomed and vegetated open channel.
4. The maximum depth of the channel should be no greater than 600mm.
5. Designed and constructed with a trapezoid or parabolic cross section, but can have a variety of profiles either uniform or non-uniform.
6. Check dams should be incorporated within the flow path to temporarily create ponding and overspill conditions from one section of the swale to the next where slopes are greater than 3%.
7. Swales must be designed to empty half of their volume within 24 hours to ensure that storage and treatment volumes are available for subsequent storms.
8. Permanent reinforcement matting is required where velocities are increased.
9. Unlined swales must not be used on brownfield sites or be used to treat runoff with high contamination loadings where infiltration into groundwater sources is possible.
10. Where the swale us used for infiltration the highest recorded groundwater level must be at least 1m below the base of the swale.

Attenuation Tanks: The applicant should consider the following in relation to attenuation tanks:
1. Attenuation systems come in many forms but the most common are geocellular tanks, oversized plastic pipes, oversized concrete pipes, precast or in situ cast concrete box culvert sections. These types are generally acceptable in Cornwall.

2. Attenuation tanks must be designed with suitable upstream pre-treatment systems to capture sediment and debris.

3. Attenuation tanks must not be sited under roads which are to be offered up for adoption under a section 38 agreement, unless the system is to accept only highway surface water flows. Advice should be sought from the Highways Adoption Team.

4. Exceedance flow routes from the attenuation systems must be considered and managed through design and integrated in the site where possible.

5. Details relating to headwall construction and the provision for flow control devices must be provided.

6. Consent could be required for works adjacent to or over the watercourse along with discharge consent to the watercourse.

Contaminated Land: Consideration must be given to the proximity of any contaminated land close to the proposed sites of infiltration systems. Care must be taken to ensure that contaminants are not mobilised as a result of the construction and operation of soakaways and other infiltration systems. If infiltration systems are proposed in locations where land remediation is to be undertaken, percolation tests must be undertaken again once remediation works have been completed. Infiltration systems must then be designed using data which reflects the post remediation ground conditions.

Construction Phase Surface Water Management: A Construction Phase Surface Water Management Plan is required. This should provide details of how surface water is to be managed throughout the construction phases of the development. Consideration should be given to the management of runoff from the site and the effects of silt and surface water on land, property, watercourses and the highway throughout the development.

Foul Water: South West Water Ltd must be consulted by the applicant to ensure that there is sufficient capacity within the network to cater for the proposed development. The applicant must provide written confirmation from South West Water Ltd to support this application.

SuDS Management and Maintenance: Details of the proposed surface water drainage management and maintenance regime must be provided along with a schedule and plan indicating the extent of the drainage assets managed and those to be conveyed to private owners.
5.2.9 Heritage

Proposals for the site will need to consider the important issues of the setting of the town as a whole and the setting of the concept plan area within the historic landscape which rolls away into open countryside. It will have to respond accordingly with regards to the quality and approach to the design of: the buildings and spaces; views; development density; scale, form; and massing, as well as landscaping.

There is a subtle variation in historic landscape character across the master-plan area, which includes the more focused settings of the various listed groups in and around the site, adding another layer of complexity to the need to understand the significance of ‘settings’. This, as well as the archaeological potential of individual sites and assets, will be an important element in considering local distinctiveness and influencing place-making within the wider area. The heritage context should therefore form an important consideration and a Heritage Impact Assessment will be required to inform and support any emerging planning applications and any emerging schemes will include character areas and architectural and landscape typologies that will reflect this context.

A Heritage Impact Assessment was prepared to support the allocation of the concept plan site within the Cornwall Site Allocations DPD, which should be referred to, to inform the more detailed assessments


The Cornwall and Scilly Urban Survey Report undertaken by Cornwall Council, provides a detailed character analysis of Launceston and should also be referred to, to inform heritage impact assessments and planning applications.


Engagement with Historic England is also advised. Although there are four farm clusters within the study area, the two main historic clusters that are likely to be affected by any emerging applications are Badash farm and Scarne Court.

Badash Farm

Badash Farm, including its outbuildings and edge settlement location and setting, is an important heritage asset, notwithstanding that it is presently in a poor condition and in need of repair. The Cornwall Site Allocations DPD policy states that: “development of the site should ensure the listed buildings and immediate setting are appropriately respected. This should be achieved, in part, by locating buildings on the eastern half of the site, drawing them away from the historic assets”.

Landscape design and careful consideration of access and the nature of approach routes is an important part of dealing with the setting of this site.

Figure 27 shows a detail proposed concept diagram for the Badash Farm area. This is not a detailed layout and will require further assessment once specific land uses have been identified. It does however provide an indication of appropriate uses; scale and massing; and storey heights within this area. The historic integrity of the Badash Farm cluster will be the primary aim within this area, subject to the identified allocations.
Key:

A  Larger footprint B2 uses on flatter ground. Buildings – and active elevations - fronting adjacent street where possible

B  B2 uses scaled and located to respect topography. Buildings – and active elevations - fronting adjacent street where possible

C  Smaller footprint B1 located on steep slopes to respect topography

D  Existing vegetation retained and enhanced to provide green buffer between new development and listed farmhouse cluster

E  New retail building to be located to provide positive frontage and setting to the north east corner of the plot. Car park boundary treatment to be sensitive to the adjacent farm setting

F  Very-low density residential development that respects and responds to the historic setting.

G  Low density residential development to provide a positive frontage and ‘edge’ to the adjacent land uses

H  Sensitive infill development within the farm complex in accordance with the Cornwall Historic Farmsteads Guidance document.

A Heritage Impact Assessment was prepared to support the allocation of the concept plan site within the Cornwall Site Allocations DPD, which should be referred to, to inform the more detailed assessments.

Figure 27: Illustrative sketch of Badash Farm area
Scarne Court Farm

The Hurdon Road Future Direction of Growth is a long term residential allocation. The Grade II listed Scarne Court Farm complex is on its north-western edge, and while some of the outbuildings have been restored as a local employment hub, the original cottage would benefit from restoration. The important components of Scarne Court include the orchard to the south of the existing farm house. Development of the orchard area should be avoided but the orchard should be enhanced to form a community orchard.

The Cornwall Site Allocations DPD policy states that: “development of the site must give due consideration to this heritage asset”.

The existing Hurdon Road access will need to be improved and may need to be widened to allow for pedestrian and cycle access. This is an important link to the existing neighbourhood centre but the treatment of the road will need to be carefully considered due to the historic sensitivities and ownership constraints.

Hurdon Farm

The Landlake Rd Future Direction of Growth employment allocation is situated to the north of the Grade II Hurdon Listed Farm House. The Cornwall Site Allocations DPD policy states that: “Due regard should be given to the Grade II listed Hurdon Farm complex, which is located to the south of the site. This should include drawing buildings away from the southern boundary of the site (on the eastern side of the site); plus retaining and enhancing the tree planting on the southern boundary of the site”

The concept plan includes landscape buffers to Hurdon Farm which should include additional tree planting to augment existing field boundaries.

Newton Farm

The Grade II listed Newton Farm sits to the south of the Withnoe urban extension which allocated for approx. 300 dwellings. The Cornwall Site Allocations DPD policy states that: “development of the site should ensure the listed buildings and its setting are conserved and where appropriate enhanced. An appropriate assessment of the farm’s significance will be required to ensure the location of any development and other mitigation measures are used to minimise any harm”.

The concept plan includes landscape buffers to Newton Farm which should include additional tree planting to augment existing field boundaries.
5.3 Building with Nature:

The Concept Plan has incorporated and followed the BWN criteria. Applicants should seek BWN accreditation when progressing more detailed plans for the site. Below is some guidance from a high level BWN review of the Concept Plan which has been undertaken by an independent BWN assessor. The text highlights how the concept Plan has addressed the BWN criteria and which aspects of GI more detailed proposals will need to focus on and address in seeking BWN accreditation.

Cornwall Council supports the Building with Nature standard and is using it in the development of concept plans and the Council’s own development proposals. It is expected that any scheme coming forward in the area covered by the concept plan should be capable of achieving award of the standard.

Building with Nature was developed to help develop successful green infrastructure as part of comprehensive development planning and is a recognised industry standard. It sets out five core standards to define a green infrastructure approach to planning and development alongside standards for design related to water, wellbeing and wildlife. They distinguish green infrastructure from a more conventional approach of the design and delivery of open and green space. The CORE standards encompass the following principles and set out how a successful scheme led by green infrastructure can be drawn together as part of a concept planned approach:

1. Green infrastructure forms a multifunctional network, operating at a landscape scale.
   Ensures that individual features form and contribute to a multifunctional network of green infrastructure operating at a landscape scale.

2. Green infrastructure reflects and enhances the character of the local environment.
   Ensures that the green infrastructure reflects the character of the local environment and positively contributes to local identity, landscape character and vernacular, and a sense of place.

3. The type, quality and function of green infrastructure responds to the local policy context.
   Ensures green infrastructure effectively meets local priorities and needs as articulated in local policy or through consultation with local stakeholders.

4. Green infrastructure is resilient to climate change and enhances environmental quality.
   Ensures that green infrastructure is resilient to climate change, and opportunities for shade provision, carbon storage, improved soil and air quality, and reduced noise and light pollution are maximised.

5. Provision is made for long-term management and maintenance of green infrastructure.
   Ensures that adequate provision is made for how green infrastructure will be managed and maintained including the responsibility for these activities and their funding.

The standards may be accessed at: https://www.buildingwithnature.org.uk/how-it-works.
Launceston Southern Urban Extension Concept Plan Building with Nature – high level review of concept plan

There are twenty three standards associated with Building with Nature, which are set out below. This is a checklist used to ensure that new developments retain, incorporate or re-provide biodiversity. The emerging concept plan incorporates a number of the strategic aims and should accommodate detail requirements as Outline and reserve matters Application are brought forward. Strategic objectives include:

Core Standards

5.3.1 Core 1: The green infrastructure forms a multifunctional network

The concept plan document outlines the baseline conditions for a number of different parameters, including habitats, access, land use and drainage, which all contribute to the existing green infrastructure within and connected to, the site. The concept plan has also taken account of policy requirements for green infrastructure provision.

Significant existing green infrastructure features include the valley leading south from Badash Farm, which has two lines of hedgerows and trees, Scarne Farm, with an old orchard and an area of wetland on the northern site boundary. The aim of the concept plan will be to create a series of linked green corridors that connect with the developed areas. These enhanced green infrastructure features will provide wildlife habitats, sustainable drainage and areas for people to use.

The work carried out to date demonstrates in broad terms, that the green infrastructure will form a network and that it has multiple benefits.

To meet this standard, individual planning applications will need to demonstrate how their proposals will deliver this green infrastructure, ensure that it is multifunctional and well connected.

5.3.2 Core 2: The development identifies important local character features as a starting point for the green infrastructure proposals and incorporates them into the development in order to reference, reflect and enhance the local character

It has been mentioned above that consideration has been given within the concept plan to existing green infrastructure features within the site, and the presence of existing features have formed the basis for the green infrastructure strategy.

Reference is made within the concept plan to the historic importance of the town of Launceston and surrounding areas. In particular, the site covers four listed farmsteads: Badash Farm, Hurdon Farm, Scarne Court and Newton Farm, all of which will be considered sensitively within the concept plan. The concept plan recognises the challenge posed by topography, in that the area has many steep hills, which limit people’s use of walking and cycling as a means of transport. It is recognised that there are plateaux within the site.

Whilst there are no flood risk zones within the site, it is recognised that on site surface water storage is required to minimise impacts downstream of the site.

The concept plan includes consideration of ecology, and a Phase 1 Habitat survey of the site, along with a more detailed assessment of hedgerows was undertaken to inform development of the concept plan, and identify key features for retention. Of particular importance are wildlife corridors (north-south and east-west) which follow stream valleys and run along the upper plateau, along with the hedgerow network. Individual planning applications will need to reference the work above, undertake more detailed studies to confirm the baseline of green infrastructure features, and explain how the detailed design incorporates local character features (including relevant features outside the site), and how it responds and fits into the site topography.

5.3.3 Core 3: The type, quality and function of green infrastructure respond to the local context.

The concept plan references the various local policies that will need to be followed when preparing plans for individual developments, and planning applications will need to demonstrate how these requirements have been met.

Community and stakeholder consultation has been carried out, and this has identified local need in terms of green infrastructure, including lack of publicly accessible sports pitches, provision of play spaces and walking routes in more level parts of the site, ensuring open spaces form a network and are connected by pedestrian routes, incorporate the four historic farms into the green infrastructure.

The concept plan has therefore been developed to include an improved and better connected network of cycle and pedestrian routes, creation of public open space on the flattest land, with good views to open countryside, protection and enhancement of the stream valleys as part of the drainage system and to provide wildlife corridors, all delivered through a series of parks.

The concept plan also includes food growing spaces (a community orchard and several allotment/community growing areas), and a range of play areas.

Individual planning applications will need to set out how they will achieve the aspirations of the concept plan, and how this relates to the identified local needs.
5.0

5.3 Concept Plan

5.3.4 Core 4: The green infrastructure is resilient to climate change; and
minimises the scheme’s environmental impact with respect to air, soil, light, noise, and water; and enhances the quality of air, soil and water.

The concept plan sets out a requirement that emerging applications will need to demonstrate how they will seek to reduce emissions and mitigate against the impacts of climate change. There will be a requirement to achieve a minimum 10% Biodiversity Net Gain, plants selected for soft landscaping will need to be drought tolerant, food growing space is included within the concept plan, and there will be a strategy to manage water use and maximise flood prevention.

In particular, the new valley park in the east of the concept plan area will include features such as tree planting and sustainable drainage systems, which will contribute significantly towards climate change adaptation.

Individual planning applications will need to provide detail as to how this standard is met, for example, providing trees in key locations to provide shade for people and buildings, providing smaller scale habitat areas (including street trees) to provide stepping stones for wildlife between the larger habitat networks, consider how green infrastructure can be used to mitigate noise impacts, minimising negative impacts from street and security lighting, etc.

5.3.5 Core 5: Provision is made for long term management and maintenance of all green infrastructure features post development.

Individual applications will need to provide a Green Infrastructure and Biodiversity Management Plan (or equivalent document) to set out the management and maintenance that will be required for the green infrastructure features, along with identification of who will be responsible for ensuring this is carried out and how the management activities will be secured, including consideration of how the community will be engaged in the process.

5.3.6 Wellbeing standards

The concept plan includes extensive green infrastructure, which is designed to link up existing areas of interest, whether these are historic farmsteads, or steep sided valleys, into a coherent network, with areas of open green space on level ground. The green infrastructure will provide informal local walks, as well as connections to the wider footpath network outside the site (to the countryside to the south, and towards nearby shopping areas to the north). Natural play areas, community sports pitches and a range of park areas will also be provided, as well as a three food growing spaces. All of this provision is situated in small pockets scattered throughout the site, so that they are easily accessible.

The need for these features was identified, in part, by the consultation with community and stakeholders. The concept plan concepts go at least some way towards meeting WELL 1 & 2, and potentially also WELL 5 & 6.

More detail will be required as part of the individual planning applications on the smaller scale provision of accessible spaces throughout the development, particularly to ensure that there are a number of smaller green spaces that are accessible for all (particularly people who are less mobile, and may not be able to walk, cycle or use the food growing spaces), located close to housing, yet still provide an opportunity to take some enjoyment from nature, even if this is just through a view, or being able to sit down and socialise with other people. These designs should also consider how vulnerable and excluded groups can be encouraged to make use of the green infrastructure.

Similarly, individual applications will need to consider how green infrastructure is designed in a way that it can be used throughout the year, thinking about features such as path surfacing that will be useable in the winter and wet weather, planting that is designed to have year round interest, and provision of shade/shelter through orientation of green infrastructure in relation to buildings, ensuring that spaces are well maintained to attract use year round, etc, as these are important considerations for WELL 3. Consideration also needs to be given to active travel routes, and whether these are useable/attractive to use throughout the year, and this may require sensitive design of lighting, etc.

WELL 4 may be achievable, but this would require more work to be undertaken to identify local health inequalities, relate this to local policy and priorities, and then develop detailed designs to include features which will support these local priorities.

5.3.7 Water Standards

The concept plan identifies that a drainage strategy will be required, to cover the whole of the concept plan area. Individual applications will be required to follow the sustainable drainage hierarchy within their drainage design.

In order to meet WAT 1, the development proposals will need to demonstrate that the drainage design will minimise surface water run-off and manage flood risk, and should incorporate a range of different SUDS components to increase resilience within the system. WAT 2 requires demonstration that the drainage system will improve water quality and prevent pollution. In order to achieve WAT 3, there needs to be demonstration that the SUDS features also have benefits for people and wildlife, highlighting the need for green infrastructure to have multiple benefits.

To achieve WAT 4, then the individual applications will need to demonstrate that the drainage strategy adopts an innovative approach, which moves beyond the minimum requirements. WAT 5 would require applications to use a wide range of SUDS features, to provide more and better treatment stages, and therefore improve water quality and provide an efficient and resilient system. WAT 6 can be achieved if the surface water drainage scheme is designed in such a way as to enhance local distinctiveness.
5.3.8 Wildlife Standards

The concept plan has been informed by a Phase 1 Habitat Survey, which has highlighted the higher value habitats, and these are largely retained and enhanced within the concept plan. Existing green corridors are proposed to be enhanced, and will be buffered from adjacent development, and there will be extensive connections between habitats within the site. The concept plan requires that individual planning applications will need to demonstrate a minimum 10% Biodiversity Net Gain. These aspects go some way to meeting WILD 1 & 2, though more detail will be required in individual applications to fully meet the standards.

WILD 3 needs more detailed information on priority species which are present, or could be present within the site or nearby habitats, and the information needed to assess this will not be possible until further ecological surveys are undertaken as part of individual development proposals.

It is likely that WILD 4 will be met by individual applications, as Cornwall Council require developments to incorporate a range of appropriate bird and bat boxes, as well as bee bricks.

In order to achieve WILD 5, it would be necessary for individual applications to demonstrate that green infrastructure is designed to connect to ecological features outside the site (and this would include between individual parcels of development within the overall concept plan site). The concept plan does show that many of the green infrastructure features connect to ecological features outside the concept plan area, and there are extensive links within the concept plan.

WILD 6 looks at how biodiversity measures are incorporated into the scheme in relation to development phases, as well as ensuring that measures are in place for ongoing management and monitoring of these features. This detail will need to be provided by individual applications, but may require a degree of cooperation between the developers of different parcels.

Note: the reference to “smaller scale” features in paragraph 5.3.6 should be interpreted that green infrastructure features should be continued within the urban blocks (as gardens) to allow for integrated and continuous green corridors. Green infrastructure in gardens will therefore need to be considered in any emerging detailed application.

Image 14: Existing Oak trees, east of Scame Court.
6.0 | TOWNSCAPE CHARACTER
6.0 Townscape Quality

One of the main criticisms of the recent planning applications south of the A30 has related to the poor architectural and townscape quality and character, together with the lack of a ‘context led’ approach to the design.

To ensure that the ‘sense of place’ is reinforced, all applications should demonstrate how they respond to and reflect the historic townscape character of Launceston, which is summarised below.

The making of Launceston

Built on two hills either side of the Kensey River valley close to the lowest historic crossing point of the River Tamar, Launceston has occupied an important site both defensively and as the gateway into Cornwall. Its roles as the capital of Cornwall from the Middle Ages until 1835, the home of the Assizes and an important local market have all shaped its development.

The contrasting roles and locational requirements of a market and a defensive castle, as well as the attractions of the valley in between those functions, resulted in the creation of three distinct boroughs – St Stephens; Launceston (Dunheved); and Newport respectively.

During the nineteenth century the town’s importance as a centre for administration and commerce continued to develop, and the arrival of the railway heralded the beginnings of a nascent tourist industry. Despite losing the Assizes to Bodmin in 1835 and the market finally closing in the 1990s Launceston is still an important local centre.

Launceston’s history and geographical location have created a town with a strong, locally distinctive character including:

- The castle and historic town centres that incorporates historic buildings from a variety of periods, and in a range of architectural styles and materials;
- A striking natural setting with dramatic topography and striking vistas;
- A surviving medieval street pattern;
- Carefully planned suburban streets; and
- Characterful areas of historic open space embedded within the urban setting.
6.0 Broad Character Guidance

The Cornwall and Scilly Urban Survey: Historic Characterisation for Regeneration Study for Launceston, 2005, includes a set of principles for regeneration that have been derived directly from the analysis of the character of the town including:

- Respect for the fundamental importance of Launceston’s natural setting and topography;
- Recognition of the superior quality and particular distinctiveness of Launceston’s historic environment;
- Commitment to achieving comparable quality and character in new buildings and evolving townscapes;
- Promoting a continuing diversity of functions and activities in the town; and
- Respect for the different character areas within the town and a commitment to acknowledging and reinforcing the urban hierarchy and diversity they represent.

The characterisation study also identified a set of key themes for regeneration and conservation that are directly relevant to Launceston and its character.

For large-scale, new development within Launceston these principles and themes can be the prompt for the following design guidelines:

- The importance of development responding directly to its setting, topography and inter-relationship with the wider landscape;
- Awareness of key views into, out of, and within the new development;
- The scope for different areas of the new development to establish their own distinctive character and identity, which should be derived, in part at least, from the differing environmental character and context of the sites;
- The importance of local distinctiveness in new-built development, based on the forms, massing, materials, textures and colours that relate to the area, interpreted in a contemporary manner, appropriate to the 21st century;
- Use of local materials, construction techniques and skills; and
- Creating mixed-use developments with a diversity of uses, functions and activities.

Image 21: Variety of materials, Southgate Street, Launceston

Image 22: Variety of materials, St Stephens Hill, Launceston

Image 23: Response to topography, St Stephens Hill, Launceston

Image 24: Buildings respond to topography, St Thomas Hill, Launceston

Image 25: Variety of materials, Scarne Court

Image 26: Simple two-storey terraced houses, West Bridge Road, Launceston
6.0 Townscape Character

Additional principles and guidelines that should be applied to new development, which retain and reinforce Launceston’s character include:

- Creating a variety of building typologies and development densities that reflect and enhance the grain of the existing town and help to create a range of streetscapes – for example:
  1. Small houses on terraced streets;
  2. Larger houses on terraced streets;
  3. Semi-detached villas on larger plots;
  4. Detached houses in leafy suburbs; and
  5. Mixed use (shops / offices / houses / apartments etc) streets in the local centre;

- Using materials and architectural details that can be found in the town eg render, brick, stone and slate;

- Creating character areas that respond to their context (historical, landscape, land use etc).

- For rendered buildings, a colour palette that reflects the subtle palette within the town;

- For contemporary designs, ensuring that they also respond directly to the town’s character;

- Incorporating a variety of techniques to respond to the steep level changes, such as: stepped buildings up the slopes; raised pavements; and split-level buildings;

- Providing a variety of storey heights from small 2 storey terraces, taller 2 storey terraces and houses, 2.5 storey terraces and paired villas with rooms in the roof and 3 storey focal buildings at important junctions and nodes; and

- Integrated streets and land uses with, for example, high quality offices and industrial units within the streetscape.

In advance of any planning applications, a Design Code for the site(s) will be required which will form the basis of any future planning application(s). This must ensure that there is a consistent and integrated approach to the development as a whole and that piecemeal or uncoordinated parcels of development are avoided. This document provides the first steps to make this happen, but must be reinforced and backed up by future, more detailed design work.
Examples of contemporary but contextual housing that respond to the existing “sense of place”.

Image 33: Alexander Road, Residential Apartments; Lavigne Lonsdale

Image 35: Contextual Houses; FCB Architects

Image 34: Alexander Road, Residential Mews Housing; Lavigne Lonsdale

Image 36: Contextual terraced housing, Chichester; Ben Pentreath
7.0 Key Principles Checklist

The concept plan and associated parameter plans provide a framework for development of the site. However, it is very important that the design and technical teams for the individual parcels of development that are brought forward are consistent with the core principles and aspirations for the site.

The principles that are integral with the concept plan and the parameter plans should be taken into account for all development within the site. The following key principles provide a checklist that summarises the guidance provided in the concept plan document as a whole. The checklist, which should be referred to, will be used to assist Cornwall in the planning decision making process regarding any proposals.

General Guidance Documents:
• All schemes should comply with the Cornwall Design Guide and Street Design Guide.
• All schemes should take into account the Climate Change Action Plan published by Cornwall Council.
• All schemes should incorporate Sport England Active Design principles, verified through cross-reference with the Active Design checklist, where applicable.
• All schemes should conform to the Building with Nature Standards, verified through the Building with Nature checklist, where applicable.
• All schemes should conform and reflect the requirements of the Open Space Strategy for Larger Towns in Cornwall, July 2014.

General Layout Principles:
• The Concept Plan provides the basic principles in terms of distribution of land uses, open space, access and connectivity. Further master planning work and detail design coding will be necessary to ensure that these ambitions are realised.
• The Concept Plan aims to encourage integrated, holistic and joined up thinking with developers and the Council(s) to deliver attractive, contextual, high quality places to live, work and play.

Layout:
• Residential development to be in perimeter blocks providing frontage and surveillance into streets and public spaces. Rear timber fences onto streets and green spaces will be avoided.
• Cul-de-sac should be avoided where possible.
• Large expanses of ‘dead’ frontage, with limited or no surveillance, will be avoided on public facing streets.
• The use of industrial fencing, large expanse of blank facade will be avoided on public facing streets.

Land Use:
• Density of residential development will vary across the site. Development on Main Street should have higher densities with lower densities at the edges.
Access and Movement:
- The Main Street to have a varied character along its length that is derived from the inter-relationship with buildings and their respective uses. Enclosure of space by buildings should define the character, not a linear, uniform highway corridor. Pedestrian and cycle users will be the priority in terms of connections and movement.
- On-street, parallel parking to be incorporated within all streets in the hierarchy with tree planting.
- A mix of car parking strategies should be used including on-street, on-plot (to the side or rear) and small parking courts.
- Parking provision should reflect Cornwall Council parking standards.
- Connectivity of the street and path networks for pedestrian and cyclists should be included both within the proposed layout and into the surrounding existing street network, to provide good accessibility to existing facilities. This is an essential component of any emerging master plan.
- All dwellings should be within 400 metres of a bus stop with Real Time, which are to be located along Main Street.
- Cycle and pedestrian movement is to be encouraged and should be inherent in any streetscape designs for the site.
- Where possible, pedestrian and cycle routes should be over-looked by streets with active frontages.

Green Infrastructure:
- Existing hedgerows should be retained, where possible and, if removed (to allow for sensible and connected street patterns) should be mitigated through transplanting and the creation of new hedgebanks with a 10% minimum net gain of landscape habitat within the master plan.
- Youth, children’s and toddler play areas should be located close to dwellings to allow for greater over-looking and natural surveillance in accordance with Fields in Trust/CC Open Space Strategy guidance on size and content.

Townscape:
- The design of building form, massing, materials, colour and architectural details should be derived from an understanding and appreciation of the local context and historic character of Launceston. This should reflect the variety and character that is evident in the existing town.
- It is important that there is a consistency and integration of character between different developer’s schemes. The creation of character areas that respond to the landscape and historical context is a very important consideration and should inform the architectural and place-making language at the next stage of detail design. The Design Code for the site as a whole and for individual developments, should be formulated to ensure this co-ordination and consistency.