

STRIDE TREGLOWN



Residential Development at Menehay Farm, Bickland Water Road, Falmouth

Design and Access Statement

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1. Introduction

1.1.1 This Design and Access Statement is submitted in support of a hybrid planning application for the residential development of land known as Menehay Farm, Bickland Water Road, Falmouth.

1.1.2 The application proposes the development of 226 new homes across a site of approximately 7.4ha. The application is made in hybrid form, namely:

- Full application for the development of 71 homes, landscaping details in this area and the means of access to the site (of a technical capacity sufficient to serve the whole development); and
- Outline application for the principle of development of the wider site for a total of 155 homes. All other matters relating to this element are reserved for later determination although the masterplan provides an indicative illustration of the layout for that area.

1.1.3 The Design and Access Statement has been prepared by Stride Treglown, acting on behalf of the applicant as Architectural Design and Master Planners, Landscape Architects and Town Planners to support the application. The statement provides an overview of the design concept and access considerations of the scheme.

1.1.4 This Design and Access Statement provides a comprehensive overview of the proposal and is set out as follows:

- Summary of proposed development;
- Site and Context Appraisal;
- Design Principles and Concept
 - o Amount and Housing Mix
 - o Layout
 - o Scale
 - o Landscaping
 - o Appearance and Design Concept
 - o Access
- Consultation and Engagement, and
- Conclusion.

1.1.5 The masterplan which forms the basis of the application proposes and seeks planning permission for the following:

- A hybrid scheme providing a total of 226 new homes, across three areas, (the northern, central and southern areas). The Central area is subject to the full planning application and both the northern and southern areas form the outline planning application.
- The scheme will comprise 35% of affordable units across 1, 2, 3 and 4 bedroom properties with a mix of affordable rent and shared ownership;
- The northern sector which forms part of the outline application area will deliver 84 units;

- The central sector which is subject to the full planning application will deliver 71 units, comprising 31 affordable units (43.6%);
- The southern sector which also forms part of the outline application area, will deliver 71 units;
- The creation of 11,865 m² public open space;
- Creation of access from Bickland Water Road, of a standard sufficient to serve the whole site and the overall quantum of development;
- The retention and enhancement of the public right of way crossing the site which connects Bickland Water Road to the access to Menehay Farm Touring Park; and
- Retention of existing hedgerows where possible.

2. Site & Context Appraisal

2.1. Introduction

2.1.1 This section provides a high level summary of the site and surroundings context, including:

- Site location;
- Site history;
- Site context
- Site access; and,
- Flood Zone details.

2.2. Site Location

2.2.1 The site is located to the west of Bickland Water Road, approximately 2.14 km to the west of Falmouth. The site is roughly triangular in shape with Bickland Water Road forming the eastern boundary, the access lane to Menehay Farm Caravan Park and Menehay Farm forming the western boundary and the northern boundary being formed by the private access road to Menehay House, although a public footpath also runs along this road.

2.2.2 The site is currently used for arable crop growing.

2.2.3 There are a range of local services, employment and leisure facilities within close proximity to the site, including two local primary schools (St Francis Church of England School and St Mary's Roman Catholic School), public houses, convenience store, church and employment / industrial estates as well as Falmouth Town AFC.

2.2.4 The site comprises four adjoining fields, separated by hedgerows and trees. The site boundaries generally comprise of mature trees, hedgerows and Cornish hedges.



Figure 1 – Site Location.

2.3. Site History

- 2.3.1 Cornwall Council have previously provided formal pre-application advice for a different residential scheme at this site in 2015 (ref PA15/01900/PREAPP) and the adoption of an Environmental Impact Assessment (EIA) Screening Opinion (ref PA15/05639).
- 2.3.2 The pre-application advice confirmed that, subject to the development of appropriate solutions and the presentation of these, the development of housing on the site would represent an appropriate use. With regard to EIA, the Screening Opinion confirmed that the proposals would, irrespective of any potential impacts identified through technical assessments conducted in support of a future planning application, not constitute development requiring the submission of an Environmental Statement.
- 2.3.3 The previous pre-application advice and screening opinion, whilst not constituting a decision in respect of a formal planning application, is considered to represent a positive material consideration in the determination of the current planning application.
- 2.3.4 The pre-application advice provided by the Council in relation to this scheme is discussed in the Planning Statement that accompanies this planning application.

2.4. Site Context

- 2.4.1 The site is located to the west of the built area of Falmouth along Bickland Water Road, the main road that runs in a north – south direction linking Goldenbank in the south with Kergilliack and Ponsharden in the north.
- 2.4.2 The site is well serviced by local facilities with two primary schools within 500m of the site, Budock Church within 300m and several public houses within the village of Budock Water. The nearest train station, Penmere Station, is to the east of the site less than a mile away and within 15 minutes walk.
- 2.4.3 Menehay House located just beyond the North West corner of the site is a Grade II Listed Building and is set within a mature garden and has several outbuildings associated with the building. Consideration of the close proximity to the Listed Building has been considered within the design of the Masterplan. A separate report into the context of the listed building and potential impacts of the development on the listed building has been submitted as part of this planning application.



Figure 2 - Business Park adjacent to the site.

- 2.4.4 Being located on the edge of the settlement of Falmouth, there is built development directly to the east of the site on the opposite side of the Bickland Water Road, this development is a mix of both residential development and employment uses in the form of a business park. The residential development is predominantly dating from the 1970's /1980's. The business parks are again of various ages, with some buildings being of recent construction.
- 2.4.5 The business parks appear to be of primarily B1 uses, and therefore compatible with residential uses, as is the existing situation with residential development being located close to the eastern boundary of the business parks.
- 2.4.6 The west of the site is bounded by a lane which leads to the rear of Menehay House and also provides access to Menehay Touring Park, a touring caravan and camping site.



Figure 3 - Menehay Caravan Park

- 2.4.7 The site is on a public transport route, with an hourly Monday to Saturday bus service to Falmouth, Swanvale, Golden Bank and Longfield. Located to the west of the town, the site is also well placed for access to one of the main industrial and retail areas of the town, with Falmouth Business Park located on the opposite of Bickland Water Road to the site. Bus stops are located along Bickwater Road, with the nearest north bound stop being located at the south of the site, at the entrance to the caravan park. The nearest south bound bus stop is approximately 400m south along Bickland Water Road at the junction with Davey's Close.



Figure 4 - Junction to south of site & location of bus stop.

- 2.4.8 Cornish hedges are a common feature of the area, used both adjacent to the site as can be seen from the adjacent picture and also form the boundary of much of the western part of the site.
- 2.4.9 A comparatively narrow pallet of materials have been used on buildings surrounding the site, both surrounding industrial buildings and residential properties use wooden cladding, and traditional slate hanging; as well as render and traditional stone featuring in the surrounding area, often depending on the age of the property.



Figure 5 & 6 - Examples of housing close to site.



Figure 7 - Example of recent office development close to the site.

- 2.4.10 Due to the edge of settlement location of the site there is a large amount of mature vegetation and hedge rows, the majority of the site is surrounded by Cornish hedges and mature trees. It is intended to retain and integrate the existing hedgerow features and field boundaries into the site.
- 2.4.11 Please refer to Section 3 for further details.



Figure 8 - View across site.

2.5. Site Access

2.5.1 There are currently three vehicular access points into the site; the first is via a gateway off the Bickland Water Road, at the north east of the site at the top of the third field. The second is on the northern boundary of the site along the private drive way to Menehay House, this access appear to be rarely used and is currently locked. The third access is along the western boundary of the site into the northern most point of the southern field.

2.5.2 A public footpath also crosses the site. The footpath enters the site at the northern western corner of the southern field and runs in a south westerly direction, exiting along the eastern boundary of the site in the south eastern corner onto Bickland Water Road. The photo opposite shows the entrance of the footpath into the site.

2.5.3 Footpaths also run around the site on both the western and northern boundaries.

2.5.4 The site is located on a public transport bus route, currently provided by First Group with a Monday – Saturday service to Falmouth (no services on a Sunday or Bank Holiday).



Figure 9 - Entrance to footpath that crosses the site.

2.6. Flood Risk

2.6.1 The site is not located within a high risk flood zone, it is located within Flood zone 1.



Figure 10 - Extract of Environment Agency Flood Map for Planning

3. Design Principles and Context

3.1. Introduction

3.1.1 This chapter summaries some of the key topics that have been considered as part of the design and planning process which have informed the final masterplan.

3.2. Amount and Housing Mix

3.2.1 This hybrid scheme consists of the central section of the site which is subject to the full application and both the northern and southern sections subject to the outline planning application.

3.2.2 All sections are to provide a mixture of both open market housing and affordable units (rental and shared ownership) of various sizes to provide a choice to the market and meet local identified need. Of the 79 affordable units, it is proposed that 55 units will be available as affordable rented units and 24 shared ownership units.

3.2.3 The table below sets out the schedule of accommodation across each section of the site.

		Northern Section – Outline Application	Central Section – Full Application	Southern Section – Outline Application	TOTAL
Affordable Units (Rental and Shared Ownership)	4 BED	-	2	1	3
	3 BED	12	2	8	22
	2 BED	4	15	14	33
	1 BED	-	12	9	21
AFFORDABLE TOTAL		16	31	32	79 (35%)
Open Market	4 BED	32	20	17	69
	3 BED	28	9	11	48
	2 BED	8	11	8	27
	1 BED	-	3	-	3
OPEN MARKET TOTAL		68	43	36	147 (65%)
OVERALL TOTAL		84	74	68	226

3.3. Layout

3.3.1 The development of the site layout has been influenced by a number of characteristics and constraints relating to the site. The development follows the grain of the existing landscape and surrounding area. The field patterns and mature trees within and around the perimeter of the site have guided the organic form of the proposed development. The formation of the dwellings have been informed by the gradient of the site whilst providing a sensitive approach to the existing and natural breaks of the land which is created by the existing tree / hedge structures.

3.3.2 We have formed and integrated the development around these areas which both provides the existing landscape a stronger sense of place whilst enabling the development to merge around it sensitively. The entrance to the site provides the development with 'key' landmark buildings which on entry address the current highway alignment and also provides positive frontages to the initial entrance to the site. The site has been designed with a natural spinal road which runs throughout the site and creates a strong connection between the three separate areas of the site.

3.4. Scale

- 3.4.1 The scale of the development responds to the nature of the site and its context. Two storey dwellings are predominant locally to the site. The scale of the development is sensitively respectful to its contextual location. The massing and form of the buildings located throughout the development step down in line with the existing site gradients which allows the massing to be reduced and formed sensitively in accordance with the existing / proposed site conditions.
- 3.4.2 The neighbouring dwellings are predominately two storeys which corresponds with the proposed development house types. The existing housing at the east of the site has been followed in terms of massing to provide the 57 units.

3.5. Landscaping

- 3.5.1 During the analysis of the site and development of the masterplan concepts the dominance of the field structure and the visual importance of the mature trees along the boundaries was clear, and therefore where possible these features have been incorporated into the scheme and landscape issues have been given equal importance to housing and street design.
- 3.5.2 As the scheme developed, key factors emerged:
- The need for sustainable drainage
 - Provision of a range of open space
 - Clear requirements for maintenance of habitats for bats
 - Retention of hedgerows
- 3.5.3 The open spaces provided by the new development will have multiple functions forming informal and formal play areas, outdoor space and the provision of swales. These structures will help manage water run-off from the development which will limit the impact of the new development on the existing infrastructure and create an attractive landscape.
- 3.5.4 As the design evolved it became obvious that the key issue (i.e. the retention of the hedgerows) could be transformed into a range of opportunities for the development. These could include the provision of play areas, sustainable drainage, informal public open space and increased biodiversity. The retention of the hedgerows and existing mature trees aided the creation of an organic masterplan which was sympathetic to, and enhanced the existing context. The development of open space around the hedgerows also gave better habitat creation for the resident bat population (by moving light sources further away from the hedgerows).

Site Ecology

- 3.5.5 Ecological surveys undertaken on the site identified the most important feature to be the resident bat population which use the hedgerows through the site to navigate and feed.
- 3.5.6 Features which make good hedgerows for bats are mature trees, a diverse shrub layer and a wide continuous field margins. The presence of a ditch (swale) further enhances the value of the hedgerow for bats by increasing areas to forage in. The proposed design aims to increase species diversity of planting within the hedgerows with further native trees and hedgerow species. The site has been identified to be species poor at present. Careful consideration has been given to the limited breaks needed to the hedgerows to ensure the master plan works and have been kept to an absolute minimum.

3.5.7 This development aims to retain the majority of the run off on site and thought the use of Swales and soak always to remove any additional risk of flooding from water leaving the site.

3.6. Appearance and Design Concept

3.6.1 It is important that the new development has good connections with the local character and surrounding environment. This is achieved through an analysis of street character, built form and materials.

Palette of materials

3.6.2 The proposals for the external elevations, will principally comprise of a mixed palette of materials with strong glazed window modules and architectural characteristics of the buildings have been emphasised at the entrance of the site and throughout the development at certain locations which create a sense of place. This also provides the development with an identity.



Figure 11 - Example House Elevation – showing natural stone, cladding and render.

3.6.3 The palette of materials will consist of:

- Brickwork,
- Render (of various natural colours to add variety and a sense of place), and
- Natural stonework to the key elevations

New public Realm Space

3.6.4 The design creates a series of attractive streets and open spaces wrapped within existing hedgerows and mature trees. This development will form a new safe and secure community

Shared surface - Roadway

3.6.5 Shared surface principles help restore the balance between traffic and communities. This in turn helps streets become safer, more sociable, and better places to live in. The design gives a clear message to drivers that they are to drive slowly, and with consideration for people's movement within the development.

Swales and Sustainable Drainage

3.6.6 The open spaces provided by the new development will have multiple functions forming informal and formal play areas, outdoor space and the provision of swales. These structures will help manage water run-off from the development. This will limit the impact of the new development on the existing infrastructure and create an attractive landscape.

Urban Form

3.6.7 The development follows the grain of the existing site. The field pattern and mature trees within the site guide the organic form of the proposed development. The layout also responds to the surrounding development enabling it to nestle into the existing landscape.

3.6.8 Careful consideration from the outset was given to the character of the existing site, both in relation to the existing features within the natural context and also that of the towns' edge to the east of the site. The key concept has been to retain as much of the existing features of the site as possible and marry these and the proposed houses with the existing built form.

3.6.9 The design creates a series of attractive streets and open spaces wrapped within existing hedgerows and mature trees. This development will form a new safe and secure community.



Figure 12 - Example Street Elevations

3.7. Access

- 3.7.1 All properties feature level access to front doors and where possible the levels across the site have been designed to be accessible to all users.
- 3.7.2 Consistent with local policy, onsite parking provision is proposed at a rate of 2 car parking spaces per house, although 1 bed apartments have been allocated 1 car parking space per dwelling. These are either as private drives, or small parking areas close to the property. A total of 428 car parking spaces have been included across the whole development, with 127 car parking spaces being provided within the central area, subject to the full planning application. In addition cycle storage will be feasible within sheds. The site layout has allowed for bin storage areas serviced from the primary road with suitable turning heads to allow refuse vehicles to serve all properties directly.
- 3.7.3 The existing footpath through the site will be retained and enhanced by improvements to the surfacing of the path.
- 3.7.4 In addition to the footpath that crosses the site the existing footpaths that border the site link to the improved footpath and provide links to the wider footpath network in this part of Falmouth and wider afield.
- 3.7.5 An hourly bus service operates along the Bickland Water Road, with the nearest bus stop being located immediately adjacent to the south of the site. The service (Number 68) operates Monday – Saturday and provides services to Falmouth Town Centre, Swanvale, Golden Bank and Longfield.

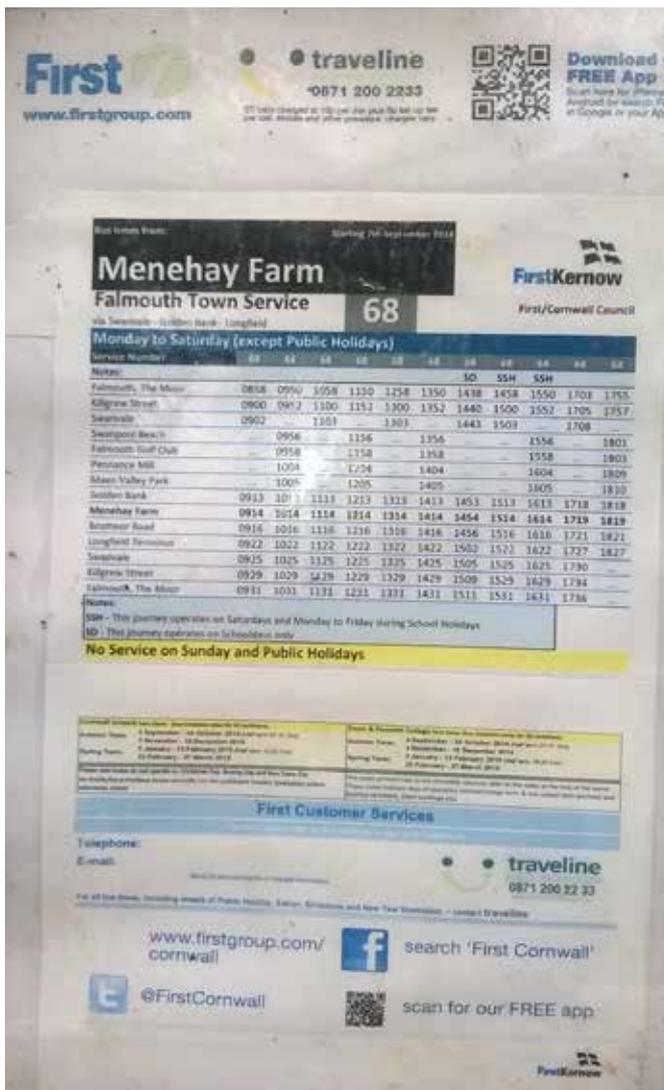


Figure 14 - Photograph of bus stop information at the south of the site.

3.7.6 In summary it is felt that the proposed hybrid scheme of 226 residential units:

- Is consistent with the national and local planning and transport policies;
- Will have a negligible impact on the local highway network;
- Provides suitable parking spaces and turning facilities;
- Is within an accessible distance of community facilities and public transport.

4. Consultation and Engagement

4.1. Statement of Community Involvement

4.1.1 A Statement of Community Involvement (SCI) is included within the application submission. The SCI provides details relating to how the application has been prepared following a range of public and stakeholder consultation and engagement events. This section of the Design and Access Statement provides a brief overview of the consultation and engagement work undertaken.

4.1.2 As part of the consultation process the following events have occurred:

- Public Consultation event at Falmouth Football Club, June 2016. . An open event, presenting scheme layout and design, answering resident's questions and providing the opportunity for feedback.

4.1.3 In summary, the following responses were received from the various consultation events:

- Road safety and traffic congestion
- The loss of green land on the edge of the Town
- Lack of capacity in the foul drainage network leading away from the site
- Providing much needed housing.

4.1.4 The following pictures were taken at the public consultation event held in June at Falmouth Football Club:



Figure 15 - Public consultation event



Figure 16 & 17 - Public Consultation event

5. Conclusion

- 5.1.1 This Design and Access Statement has summarised the proposed masterplan for a hybrid residential planning application at land at Menehay Farm, Falmouth.
- 5.1.2 In order to inform the masterplan proposals, the team has undertaken work to understand the site and the range of issues requiring consideration and a design response. This analysis, considered together with other factors including the planning policy context and local housing need, has led to the design of the masterplan that is submitted as part of this planning application.
- 5.1.3 There has been an ongoing process over recent months to develop the proposal and design of the scheme to be in line with survey work and policy requirements. As part of this work, the applicant has adhered, as far as possible, to previous pre-application advice provided by Cornwall Council for residential development on the site, consulted with local residents and commissioned specialist survey work to inform the design.
- 5.1.4 The proposals seek to stitch the new with the old and ensure that there are opportunities for the integration of the development and the local community. The development presents an opportunity to secure a significant and positive contribution to this area of Falmouth for existing and future generations through providing affordable housing for local people.



Figure 18 – Site Elevation

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Promenade House
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