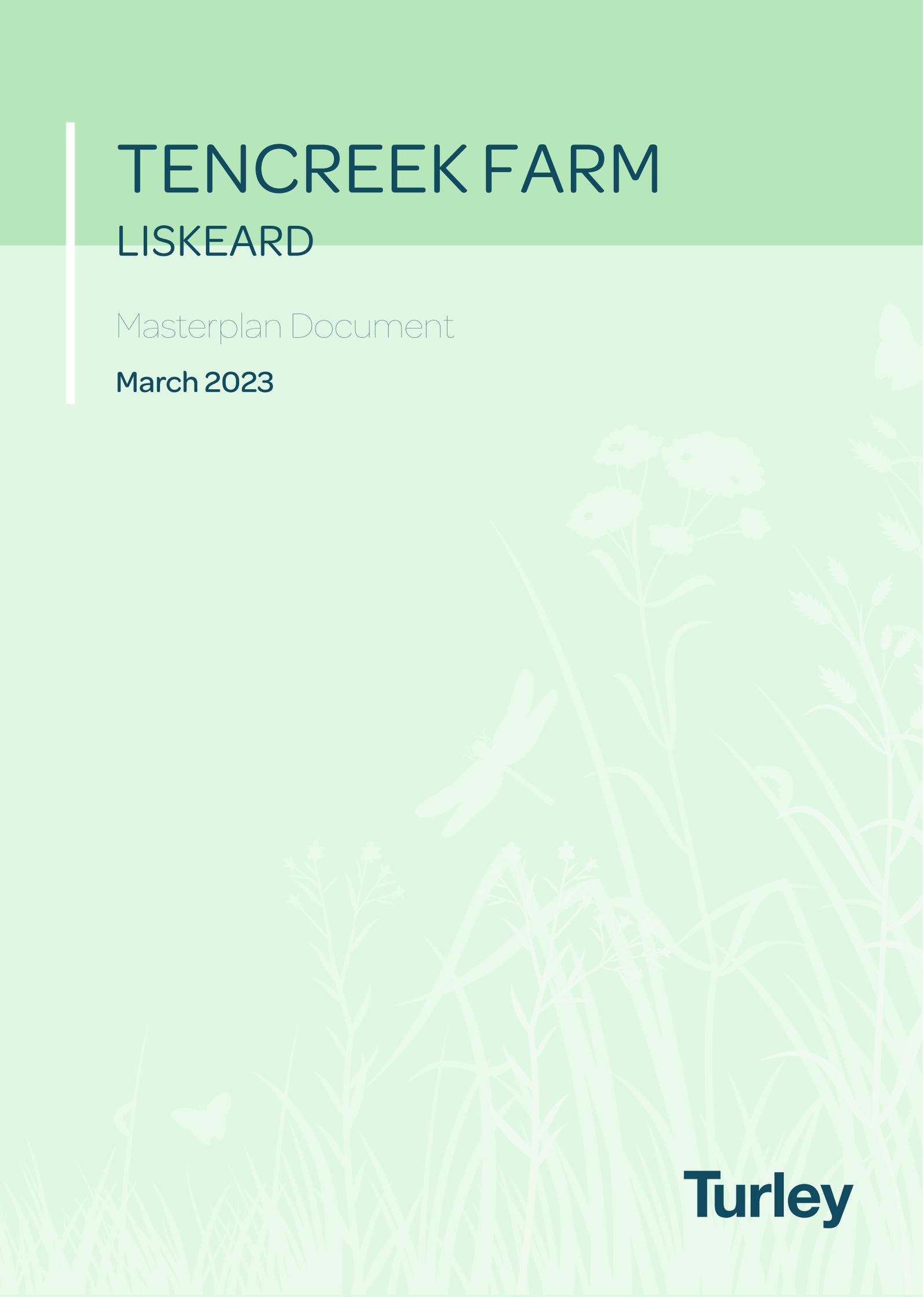


# TENCREEK FARM

## LISKEARD

Masterplan Document

March 2023



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# INTRODUCTION

A Comprehensive Development Strategy

# Masterplan & Design Guide

## Masterplan Vision

Our aspiration is to create a sustainable and healthy neighbourhood to the south-east of Liskeard. Development of the Menheniot Parish Development Plan allocated site will create a distinctive and well connected community, capturing and reflecting the landscape and character of the site and its surrounding area.

A fundamental aspiration is to enable residents to enjoy a healthy and active lifestyle by making it more attractive for people to choose to walk or cycle for short trips, helping to improve levels of physical activity, air quality, minimise congestion and create enjoyable streets for people. The masterplan will create a compact and walkable neighbourhood with a mix of homes and employment, all set within attractive, easily accessible open spaces.

New development will complement Liskeard through the delivery of high quality new homes, supported by a local centre, extensive open space, and improvements to infrastructure, set within the Menheniot landscape context.

## Document Purpose

Wain Homes Ltd have produced this Masterplan and Design Guide to further ideas and prospective design quality of Tencreek Farm allocation as identified in the Menheniot Parish Neighbourhood Plan. The aim is to ensure that good design is integral to all phases and components of development at Tencreek.

This document guides the more detailed aspects of layout and design in bringing forward detailed planning applications. The aim is for developers to strive towards the design objectives set out in the Cornwall Design Guide and the Menheniot Parish Design Guidelines to ensure that the design proposals are of high quality, integrate well with the Liskeard and surrounding landscape.

This document can be read alongside the Menheniot Parish Neighbourhood Plan and Cornwall Design Guide, consolidating its vision and design principles to provides specific commitments applicable to this site and the type of development approvals that can come forward.



Figure 1: The Ten Characteristics of a Well-Designed Places taken from the National Design Guide

## Document Structure

In January 2021, the Government published The National Model Design Code NMDC (2021), which provides detailed guidance on designing codes, guides and policies to promote successful design.

The Tencreek Masterplan and Design Guide follows on from the National Model Design Code, and Cornwall Design Guide, process of understanding the existing context of the area and setting design codes across each of the key themes of:

- Movement;
- Nature;
- Built Form;
- Identity;
- Public Space;
- Use;
- Homes and Buildings;
- Resources; and
- Lifespan

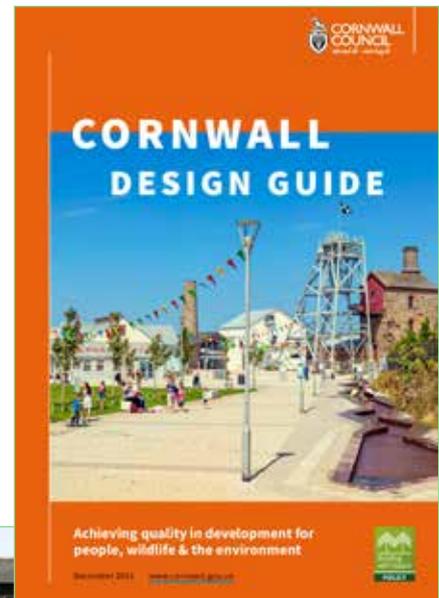
The design codes are identified in a set of coloured text boxes throughout this document and each code sets a fixed rule or parameter with an acceptable range for compliance which future development to adhere to. The codes are referenced and appear as the below example:

### M01 Streets

New streets should link at either end to other streets and allow free access for walking and cycling. Car access may be restricted within the street network so that not all streets allow through traffic.

*Meeting Cornwall Design Guide Outcome "Ensuring Connectivity from the Outset"*

The NMDC also sets out how a framework plan should be prepared for new development sites to show how the rules will be applied.



This code therefore includes a framework plan for Tencreek Farm in Menheniot Parish which has an allocation in the Neighbourhood Plan for a mixed use urban extension.

### Understanding the Context

The guidance in this code is based on national guidance as set out in the National Design Guide and the NMDC Guidance notes. In addition, it is based on an assessment of the local context of Liskeard.

The code has also been informed by the comprehensive character assessment of the Menheniot Parish within the Menheniot Parish Design Guidelines.

# The Site

To the west of the site is the A38, an existing retail park, a public house and Premier Inn. To the west of the site is open fields and to the north of the site is a woodland.

The site slopes from north to south towards a steep, wooded creek that is a short tributary to the River Seaton to the east of the site. The Seaton Valley is a steep sided valley running north-south where it's wooded creeks characterise the landscape. The valley joins an Area of Great Landscape Value to the south.

The site is in a sustainable location, which is well connected, with public transport links to surrounding amenities, workplaces and facilities, creating choice and ameliorate the need for car dependency. Retail, employment, community and other homes too are located in close proximity to the site.



- Site
- Area of Outstanding Natural Beauty
- National Park
- Area of Great Landscape Value

Figure 2: Site location within the region



Figure 3: Aerial photo showing the site



River Seaton

Charter Way

Creek & Woodland

Pebble Retail Park

A38

Tencreek Farm

Roseland Lane

The site is located at the south-eastern extent of Liskeard and consists of agricultural land. Notable features include:

- Bordered to the north by woodland, as the site descends towards a creek; a tributary of the River Seaton located approximately 600m east of the site.
- Bordered to the east and south by agricultural land and farm developments. Tenecreek Farmstead is located to the south of the development, where the site wraps around on its north and western side.
- To the west is the Premier Inn Liskeard and Liskeard Tavern , these form the southern extent of Bubble Retail Park.
- To the north west is the Bubble Retail Park which includes Morrison supermarket.
- Much of the western boundary is characterised by the A38, a dual carriageway forming part of the strategic road network linking east and west Cornwall.
- Bubble Retail Park forms the edge of present day Liskeard and the sites' connection would route to via the north-west of the site onto Plymouth Road towards the town centre.
- To the south is Roseland Lane, a country lane leading east towards the hamlet of Roseland. At present it has it's own, unrestricted, turning from the A38.



Figure 5: Site boundary to the south-east



Figure 6: Southern boundary of the site looking east



Figure 7: Site entrances from the round about, showing two spurs, to the left unused and in front serving the hotel



Figure 9: Looking across the site towards the hotel, looking west



Figure 8: Adjacent hotel



Figure 10: Northern slope as the site descends towards the creek



Figure 11: Nearby supermarket



Figure 12: Looking from above the A38 eastwards across the site towards the Seaton Valley



Figure 13: Historic Liskeard town centre



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# PLANNING CONTEXT

Local Policy-Led Design

# Planning Policy

For the purposes of the proposed development, the development plan comprises:

- The Cornwall Local Plan Strategic Policies 2010 - 2030 (adopted November 2016); and,
- Cornwall Site Allocations Development Plan Document (adopted November 2019).
- The Menheniot Neighbourhood Development Plan (MNP) 2021-2030 (adopted April 2022)

The CLP was adopted in November 2016. It sets out the overall housing and employment land requirements for Cornwall, and the spatial distribution of development. Specific site allocations to meet the requirements set out within the CLP are then to be made in the Site Allocations DPD or a Neighbourhood Plan. Liskeard is a settlement where allocations are to be made through a Neighbourhood Plan.

The Cornwall Site Allocations Development Plan Document (SADPD) sets out that the allocation of land for Liskeard is for neighbourhood plans. As set out above the application site is located within Menheniot Parish and therefore the relevant neighbourhood plan is the MNP. However, the LNP is a significant material consideration as the site is allocated to meet the housing needs of Liskeard.

The site is allocated in Policy 4 of the Menheniot Neighbourhood Plan (MNP) for a mixed-use development site to meet the needs of the Looe-Liskeard community network area. It states that it is allocated for a mixed-use urban extension comprising residential development, employment floorspace, social and leisure facilities, and public open space, as shown on the proposals map opposite.

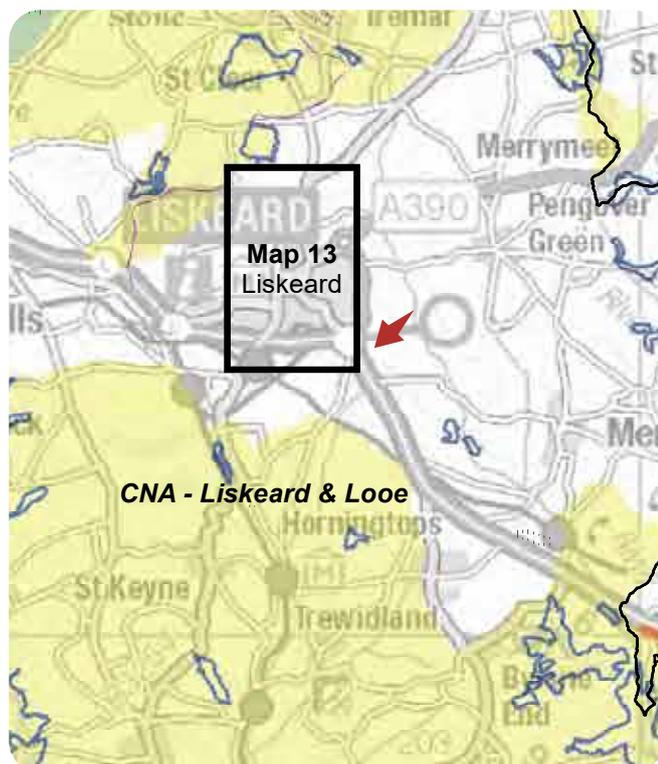


Figure 14: Site located on the Cornwall Local Plan Policies Map

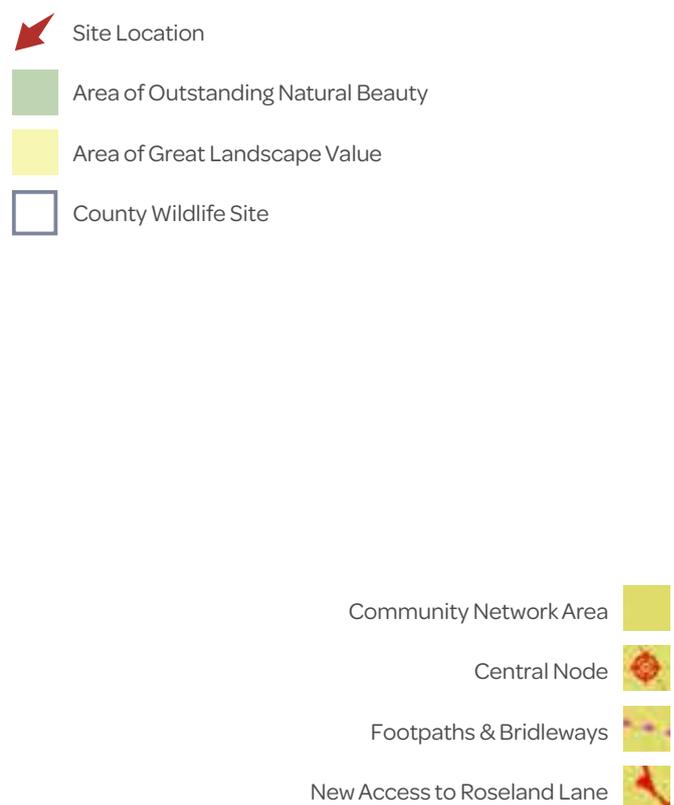
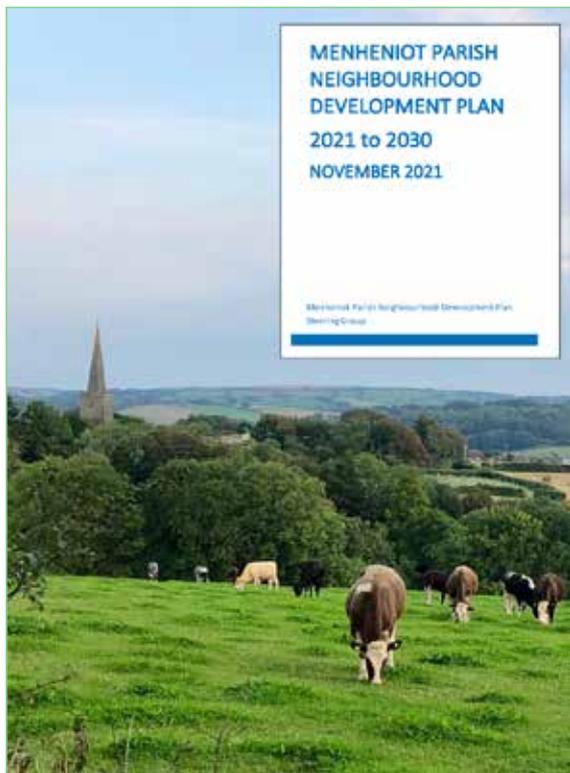




Figure 15: Extract from Menheniot Parish Neighbourhood Development Plan showing Map 11 and the 'Community Network Area at Tencreek' highlighted in yellow

Menheniot Neighbourhood Development Plan



**POLICY 4 - NEW HOUSING DEVELOPMENT SITE TO MEET THE NEEDS OF THE COMMUNITY NETWORK AREA**

1. Land is allocated for a mixed-use urban extension comprising residential development, employment floorspace, social and leisure facilities, and public open space, as shown on the proposals map.
2. Proposals for development in this area will be supported if they conform to a masterplan for the entire urban extension which demonstrates:
  - a) a competent understanding of site and its relationship to the town and surrounding landscape and shows how the urban extension can integrate with the town by creating a new neighbourhood and gateway; and
  - b) the, layouts, design solutions, densities, scale and massing etc. respond to and are informed by the historic and landscape character of site and its wider context The Menheniot Design guidelines 2019 and NDP Policy 14; and
  - c) Field boundaries retained, wherever possible; and
  - d) Appropriate archaeological assessment.
3. In preparing the masterplan the following requirements should be taken into account:
  - i. The housing mix of about 275 homes should reflect community needs current at the time of application to include a balance of family homes and small dwellings suitable for 1 and 2 person households, comprising open market and intermediate affordable housing, and specialized housing as required by Cornwall Local Plan Policies 2a, 6 and 8, with at least 25% of the dwellings provided as 'accessible homes', in line with Cornwall Local Plan Policy 13. Extra care housing or other forms of accommodation for older persons should also be considered.

ii. Developers are encouraged to include at least 5% of residential plots that are serviced and made available for self-build and self-completion developments, and to include provision for the involvement of a community land trust.

iii. The employment floorspace should be located to the west and south of the site, which is exposed to noise from the A38 road, in an area of about 4.0ha comprising about 3.75ha for Class B2/B8 uses and 0.25ha for Class E uses, the preferred mix of uses in Class E being those that will not unacceptably impact on the vitality and viability of Liskeard Town Centre (eg office, light industry, medical and nursery (childcare) uses, and local shopping). An element of live/work units will be supported in this area.

iv. The employment provision should aim to deliver higher value jobs by including attractive and adaptable spaces suitable for a wide range of modern manufacturing, innovation and evolutionary processes.

v. Social, leisure and any retail floorspace should be located adjoining the existing pub and hotel, where it is most easily accessible and able to serve as the local centre for the new neighbourhood;

vi. The main vehicular access will be via the existing roundabout to the north with provision for a circulatory street pattern integrating the various uses within the urban extension, through high quality urban design approaches, and good walking and cycling routes throughout the site.

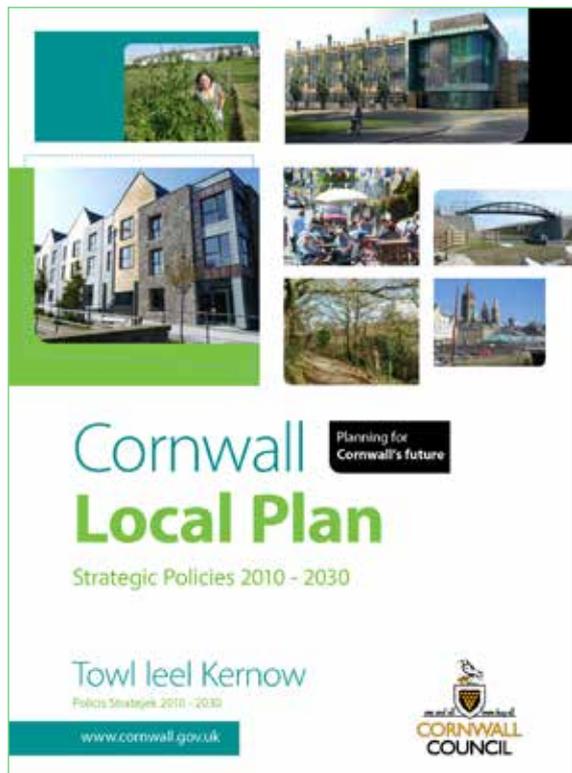
vii. Pedestrian connectivity represents an important component of the site and it should offer the opportunity to connect the new residential areas and employment opportunities to the wider community of Liskeard and Menheniot by, where achievable, safe walking routes, cycleways and efficient public transport.

viii. Public open space should be provided on site to meet relevant open space standards informed by Figure 9 of this NDP, and where off site contributions are considered appropriate these should be to Roundbury Park, Liskeard. The Community Woodland within the North of the urban extension should be integrated into the open space provision.

ix. To minimise the impact and reduce the dominance on the identified heritage assets adjoining the site, the density of the development should be reduced in the south west area of the site and layout and landscaping/boundary treatments should reflect the historic links between Tencreek Cottages and Tencreek Farmhouse.

x. The inclusion of measures to accommodate the A38 highway safety works proposed by Highways England including the local road links necessary to ensure adequate connections across the A38 for Menheniot Parish are maintained.

4. Planning permission for the development of only part of the site will not be supported unless it is demonstrably in accordance with the masterplan / concept plan for the entire urban extension



#### POLICY 5 - BUSINESS AND TOURISM

To ensure a continued supply of appropriate business space, proposals for new employment land and uses should be:

- a) well integrated with our city, towns and villages; and,
- b) within areas that are well served by public transport and communications infrastructure.

#### POLICY 6 - HOUSING MIX

New housing developments of 10 dwellings or more should include an appropriate mix of house size, type, price and tenure to address identified needs and market demand and to support mixed communities. Proposals should seek to:

- Address need and demand for affordable, market housing and starter homes including self-build and custom-build housing; and
- Use local evidence of the need and demand for specific types, tenures and sizes of housing to contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists; and
- Respond to the requirements of a changing population and of particular groups in the community, by increasing the supply of accessible and specialist housing (including ground floor flats, flats with lifts and bungalow accommodation) which is able to meet people's needs throughout their lifetimes based on locally derived evidence of need and demand.

On sites of 200 dwellings or more, additional specialised housing (including extra care housing) should be considered where demand exists, to meet defined specialist needs.

## POLICY 8 - AFFORDABLE HOUSING

All new housing schemes within the plan area on sites where there is a net increase of more than 10 dwellings or where dwellings would have a combined gross floorspace more than 1,000 square metres (not including replacement dwellings) must contribute towards meeting affordable housing need.

Development should provide the target levels of 25% affordable housing.

The target provision for affordable housing (other than starter homes) is typically in the following tenure proportions:

- 70% rented homes owned or managed as affordable housing, provided that the initial rent level (inclusive of any relevant service charges) does not exceed the local housing allowance
- 30% intermediate housing for rent or sale, provided that the homes are available at first and subsequent occupation at a price which is affordable to a typical local household, taking into account the estimated purchasing power in such households



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# ASSESSMENT

An analysis summary of the local context

## Local Facilities and Connections

There is a range of services within Liskeard which can be accessed from the site. Within the immediate context is Liskeard Tavern, a modern out-of-town pub and restaurant. Adjacent to this is The Bubble Retail Park. A large Morrison's Supermarket is also in this area, accessed from Plymouth Road.

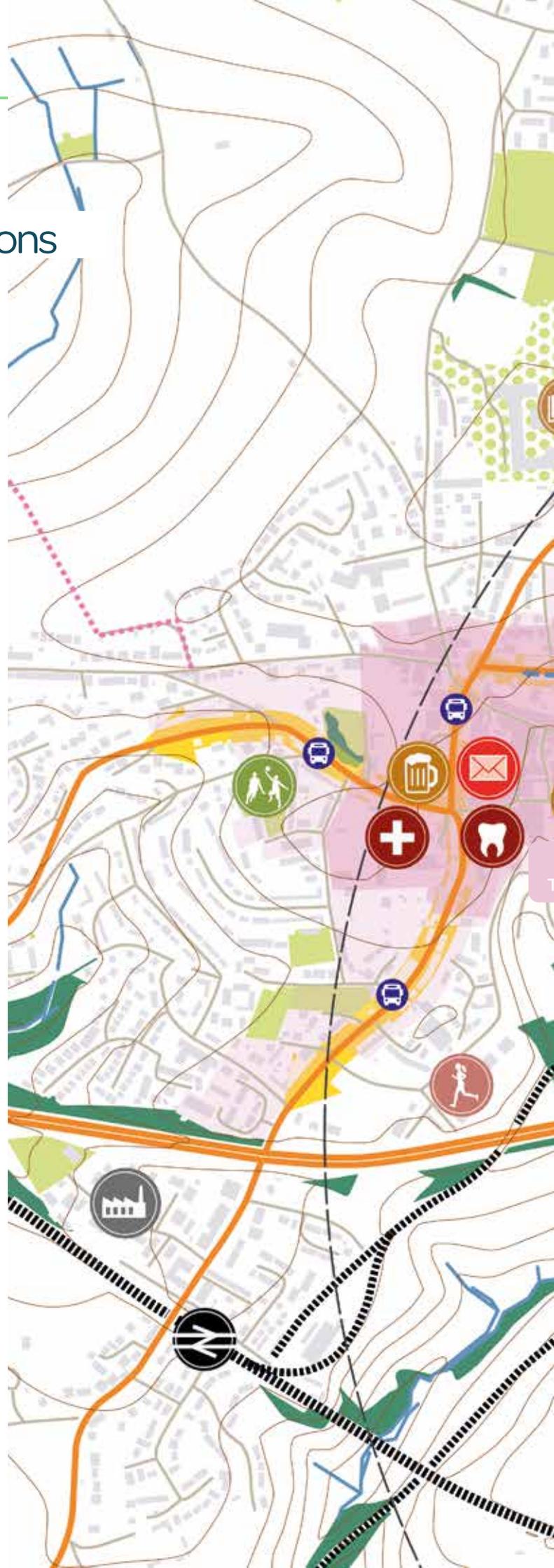
The nearest primary school is St. Martins C of E Primary School, roughly 13 minutes walk from the site. Liskeard provides secondary education and sixth form at Liskeard Community College approximately 1.5km from the site.

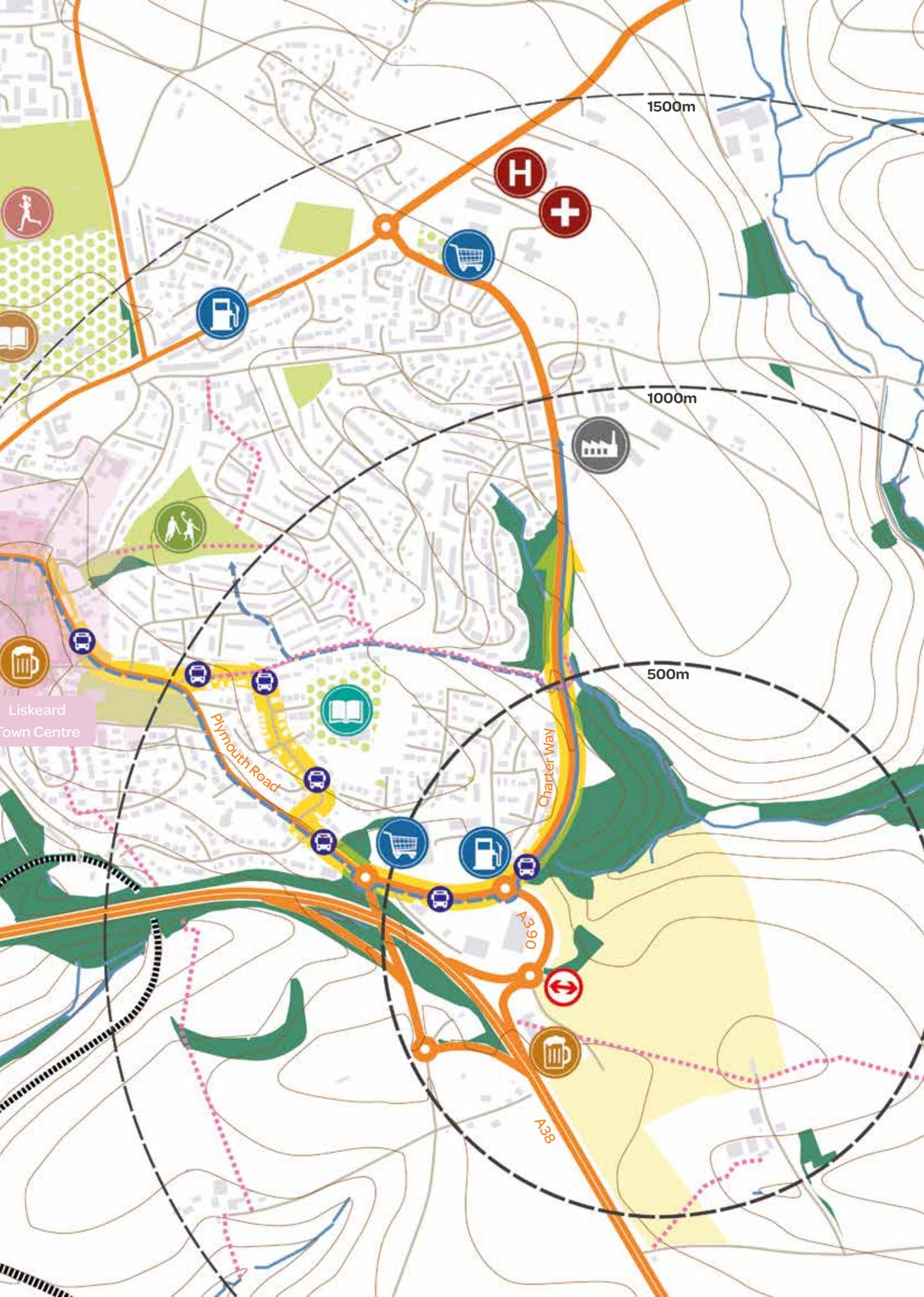
Liskeard town centre contains a handful of doctors surgeries and dental practices. Further to this Liskeard Community Hospital is located on the northern edge of town.

The site has easy access to the A38 which provides connectivity to Plymouth in the east and Bodmin to the west. Local bus routes 11, 73, 236 and 237 can be accessed from stops near to the site providing connections to Liskeard town centre, Plymouth and Launceston.

Liskeard railway station is situated approximately 1.6km west of the site and provides rail services to Plymouth and St. Austell.

- |   |   |
|---|---|
|  Site                  |  Town Centre           |
|  Dedicated Cycle Route |  Public Open Space     |
|  Proposed Cycle Route  |  School Playing Fields |
|  Public Right of Way   |  Conservation Area     |
|  Bus Corridor          |  Main Roads            |
|  Medical Centre        |  Petrol Station        |
|  Hospital              |  Pub                   |
|  Dentist               |  Recreation Ground     |
|  Primary School        |  Gym / Indoor Sports   |
|  Secondary School      |  Employment Area       |
|  Supermarket           |  Railway Station       |
|   |  Bus Stop              |





1500m

1000m

500m

Liskeard  
Town Centre

Plymouth Road

Charter Way

A360

A38

# Site Constraints and Opportunities

This page and the plan overleaf provides a summary of all the site constraints and opportunities and is the foundation for the design of the masterplan for the site.

## Topography

- The site slopes steeply from the highest points along its southern boundaries around Tenecreek Farm to low points along the northern boundary.
- The development should work with the natural topography and contours of the site so that development sits comfortably into the landscape.

## Drainage

- The entire site lies within Flood Zone 1, land with the lowest risk of flooding. Additionally there is no surface water flooding on site.
- The sloping nature of the topography makes placement of sustainable drainage features challenging.

## Arboriculture

- Three individual trees and one tree grouping are listed as Category A and should be retained where possible.
- Tree losses required to accommodate the development can be limited to small sections of the internal hedgerow network all of which is classed as Category C.
- The opportunities for new tree planting as part of the development is expected to provide a future net gain in tree cover given the limited amount of tree loss.

## Landscape

- The sites northern aspect will be exposed by the sloping land form. Consideration should be made to how the development responds to views from the north.
- Create a woodland and open space network throughout the site, strengthening the woodland resource to the north of the site, and linking with local watercourses and retained hedgerows.

## Heritage

- Features, such as historic field patterns bounded by mature hedges, could allow sensitively designed development to be accommodated into the landscape. Enhancing the relationship between built form and countryside.
- The development is situated a short distance from Tenecreek Farm. The farm has two Grade II Listed Buildings which are largely screened by mature trees. The masterplanning principles will ensure that the proposed development minimises adverse impacts on these existing heritage assets.

## Access and Movement

- An existing Public Rights of Way (PROW) passes a short distance from the southern boundary.
- Primary vehicular access will be formed from an existing road stub at the adjacent roundabout for the junction between the A38 and A390.
- Pedestrian and cycle routes will be provided to encourage sustainable modes of transport.
- Convenient access can be provided to bus stops on the A390. Bus routes using these stops can provide links to the centre of Liskeard as well as to other settlements in the surrounding area such as Dobwalls, Launceston and Plymouth.
- Need for a safeguarded route to provide alternative access to Roseland Lane in the event that the A38/ Roseland Lane junction is closed or restricted, such as for safety improvements by National Highways.

## Utilities

- No utilities have been identified which would pose a major constraint to development. The 33kV overhead power lines which cross the site can be under grounded removing them as a constraint.



Morrisons Supermarket

The Bubble Retail Park

Premier Inn Liskeard

Tencreek Farm

Charter Way - A390

A390

A36

PRoW 618/15/3

- Site Boundary
- 1m Contours
- Direction of slope
- Water course
- Woodland
- Existing trees and vegetation
- Category A Tree
- Category B Tree
- Category C Tree/Hedgerow
- Existing Buildings
- Listed Buildings
- Bus Stops
- Bus Routes
- - - Public Rights of Way
- ↻ Principal Access
- ↻ Alternative Roseland Lane Link
- ↻ Potential New Foot-Cycle Access
- - - 33kV Overhead Power Lines



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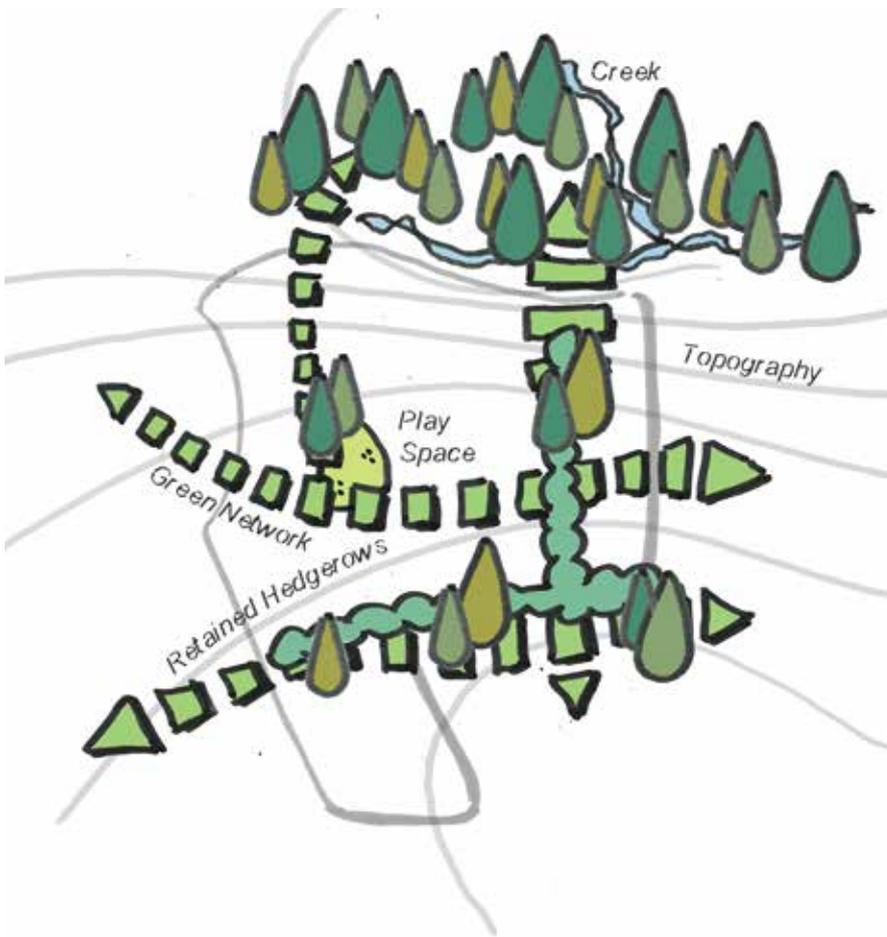


# MASTERPLAN & DESIGN GUIDE

# Design Principles

The design principles for the masterplan have been informed by the assessment of the site and its context and engagement with stakeholders and the community. They establish the vision for how the masterplan integrates with the landscape and Liskeard.

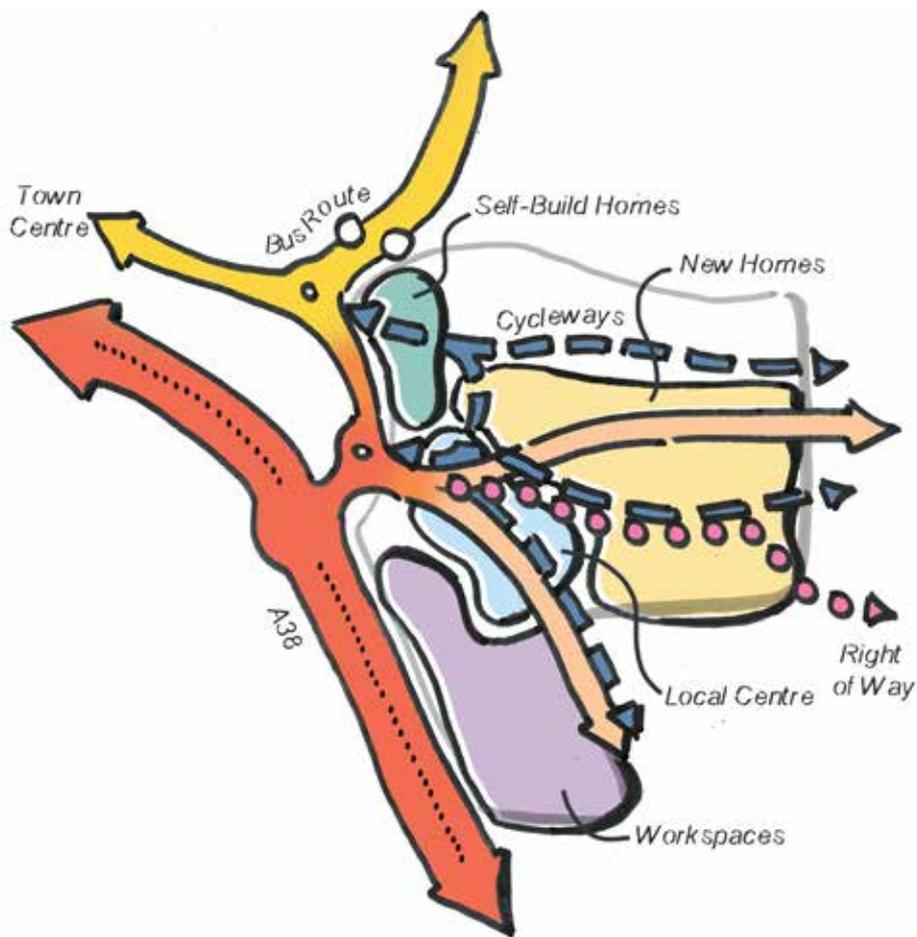
## Creating a Green Network



The existing hedgerows form a backbone for a green network integrated throughout the masterplan, connecting the tapestry of open spaces including opportunities for play and food growing, with the surrounding countryside and the creek leading to the River Seaton Valley.



## Catering for a Growing Community



A mixed community of new homes and employment opportunities needs the underlying ingredients to make a successful community. It needs to connect well to the regional infrastructure on the A38 as well as the existing bus routes towards the town centre and railway station. Walking and cycling will be prioritised tying into the existing network with direct and enjoyable routes.

# Masterplan

The illustrative masterplan sets out a comprehensive strategy for the delivery of homes and employment spaces, its access and links to Liskeard and the landscape setting of Menheniot Parish.

This creates a robust community structure integrated into the landscape and enjoys its proximity and accessibility into Liskeard, complimenting the nearby employment, retail, leisures and existing neighbourhoods of the town.

This masterplan fulfils the description of the allocation area set out within the Menheniot Parish Neighbourhood Plan.

The masterplan benefits from the ease of access A38 and the wider region as well as opportunities for walking, cycling and buses for schools, healthcare, conveniences and towards the town centre.

The mixed community, nestled within the landscape, with strong linkages represents sustainable growth of Liskeard.

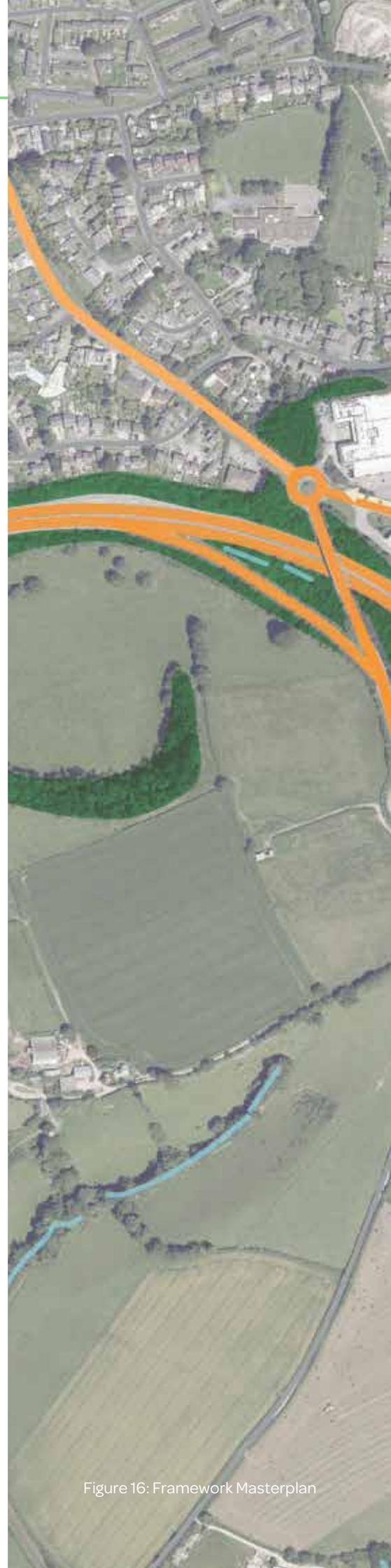
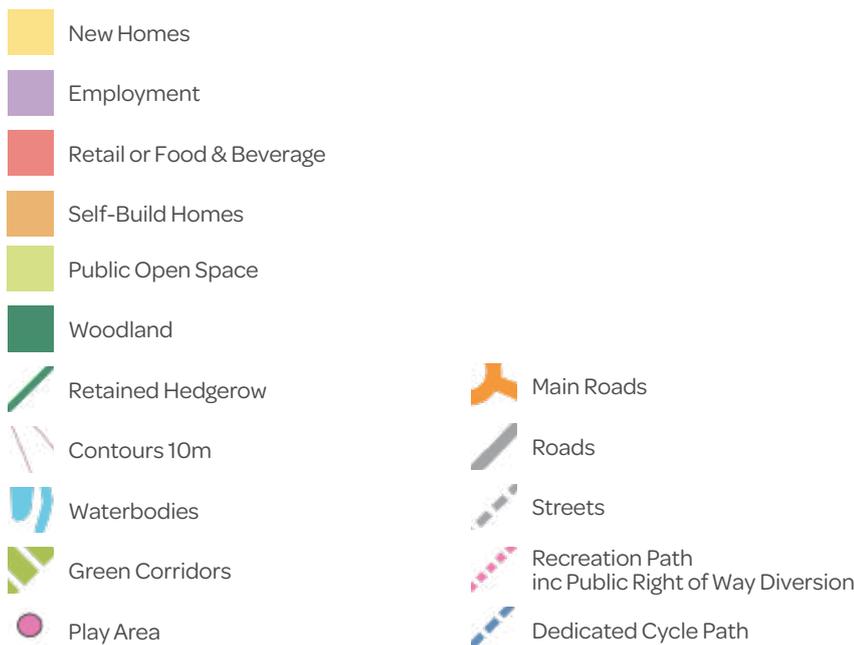


Figure 16: Framework Masterplan



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# Movement

*Objective: That new development should create a walkable, safe network of streets that discourage car use and encourages walking and cycling.*

The movement strategy draws upon best practice guidance to:

- Provides street design guidance to deliver high quality streets and places;
- Inspire stakeholders to deliver the highest quality development through positive and constructive working relationships;
- Promotes good quality design by helping people understand the criteria that deliver it; and
- Instils confidence that the masterplan will be bought forward with appropriate and enjoyable streets.

The masterplan is based around a sustainable movement strategy designed to minimise trips and encourage active transport and reduce car use (such as to choose to cycle to the town centre and not drive). Primarily it does this by forming direct connections to the nearby bus stops, providing dedicated cycle routes and retaining a diverted public right of way through the masterplan.

All of the roads have been designed to encourage low vehicle speeds. This will help to ensure more vulnerable road users feel safe sharing the roads with motorised traffic.

The street layout, including the street hierarchy, and complimentary walking and cycle connections sum to a permeable and connected neighbourhood orientated towards people and their safety, comfort and enjoyment.

New access are created a for:

- Foot and cycle access to Charter Way and the Bubble Retail Park for direct routing towards the town centre.
- Safeguarded Roseland Lane access through the masterplan to the split level junction, in the event its A38 junction is closed or restricted by National Highways, or others, as part of safety improvement works.

## M01 Streets

New streets should link at either end to other streets and allow free access for walking and cycling. Car access may be restricted within the street network so that not all streets allow through traffic.

*Meeting Cornwall Design Guide Outcome “Ensuring Connectivity from the Outset”*

## M02 Speed Suppression

All new streets should be designed for a 20mph speed limit.

*Meeting Cornwall Design Guide Outcome “Ensuring Connectivity from the Outset”*

## M03 Public Transport

Most new homes should be within a 5-minute walk of a bus stop. Consideration should be given to enabled streets for future routes.

*Meeting Cornwall Design Guide Outcome “Facilitating Public Transport Use”*

## M04 Active Travel

New development should incorporate clear cycle and footpath routes and contribute to the improvement of cycle and footpath routes in the wider area. These should be wide, well surfaced, safe and well lit.

All new homes and uses should make a 4% m<sup>2</sup> equivalent for convenient and secure cycle parking, appropriate for residents, staff and visitors where necessary.

*Meeting Cornwall Design Guide Outcome “Ensuring Connectivity from the Outset” & “Convenient Cycle Parking”*



-  Primary Road
-  Roseland Lane Access
-  Secondary Street
-  Tertiary Lane
-  Public Right of Way
-  Cyclepath
-  Bus Route & Stops

Figure 17: Movement Strategy

## Street Hierarchy

Streets and routes will be of different configuration across the masterplan. This responds to the change in importance and focus on different types of users. For instance if the street is the main route for private cars to navigate to their home or a side street serving a small number of homes.

The street hierarchy will add variety to the masterplan and be part of the character to component areas (in contrast to everything looking the same). This aids identity of individual streets, homes and businesses.

The street hierarchy comprises of:

- Primary Roads provide routes to all new homes and buildings across the masterplan. Roads have footways with verges and street trees, or enlarged front gardens. These can include pinch points and pedestrian priority crossing points.
- Secondary Streets are conventional streets with footways that can benefit from including incidental planting or raised shared surface areas (such as around crossing points or junctions).
- Tertiary Lanes are generally shared surface and serve a small number of homes. These should be the street preference, where needed, when adjacent to green and public open space. Generally where adjacent to public open space parking should be behind the prevailing building line.

These street types primarily govern the street configuration and the division of space between different users, such as pedestrians and cars, and the inclusion of other features such as planting, crossing points or traffic calming.

Secondly these street types express a preference for the interface at street edge between the street and character area such as front gardens, building set back, height and the approach to parking. Each of these elements will effect the character of street and its feel as a 'main route' or 'side street'.

Streets comprising non residential uses, and therefore not front gardens, should still be configured with green infrastructure such as verges or green edges with buildings set back from the street edge.

### M05 Parking

Parking provision should be in line with the local plan standard. On Primary Roads and Secondary Streets on-plot parking preference should be for side parking behind the building line.

*Meeting Cornwall Design Guide Outcome "Accommodating Vehicles"*

### M06 Servicing

New development should integrate the requirements of utility providers, refuse collection and emergency access without compromising the quality of place by obstruction of movement (including pedestrians and cyclists) or visual intrusion.

### M07 Public Rights of Way

Development is connected to the public right of way network and will be clearly signposted. Where diverted a similar direct path must be offered.

*Meeting Cornwall Design Guide Outcome "Ensuring Connectivity from the Outset"*

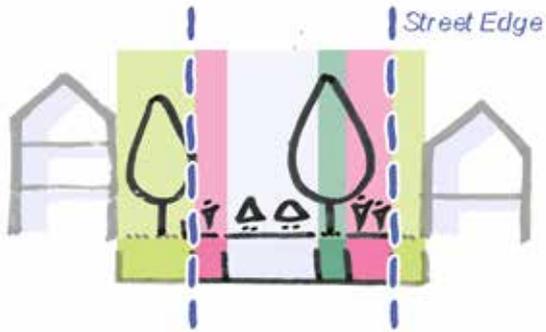
### M08 Street Hierarchy

All streets should be allocated to a level of the street hierarchy. These should be of descending levels moving through the masterplan and culminate in a street pattern that prioritises pedestrian and cycle connectivity.

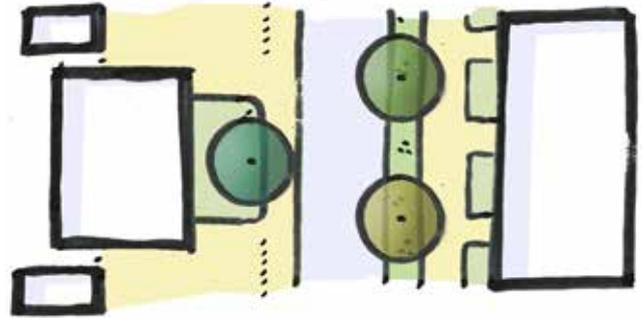
- Primary Roads should provide the main point of access for the majority of vehicles and cater for employment uses.
- Secondary Streets should give access into each part of the neighbourhood
- Tertiary Lanes should allow only for frontage access and may include home zones.

*Meeting Cornwall Design Guide Outcome "People Friendly, Design-led Streets"*

Typical Road Section

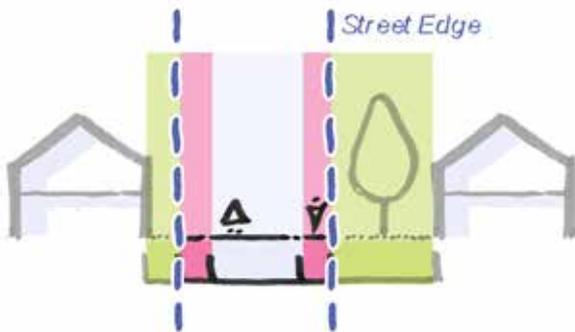


Typical Road Plan

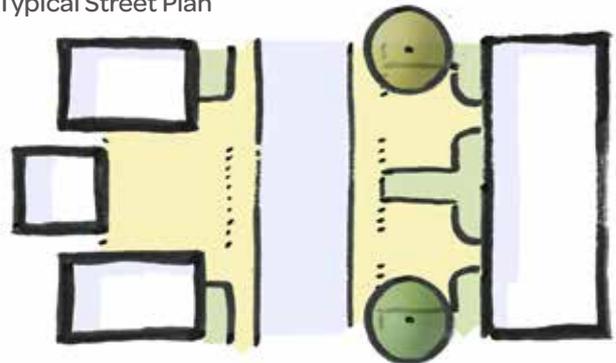


Typical primary road plan and section showing use of either a verge or wide front gardens for street tree planting with at least one 3.0m wide footway for walking and cycling.

Typical Street Section

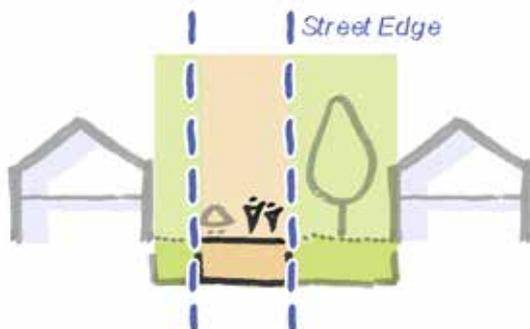


Typical Street Plan

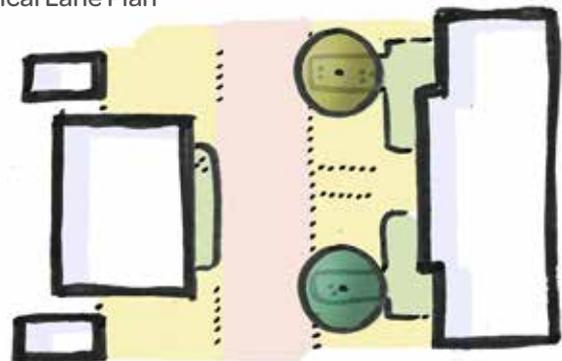


Typical secondary street plan and section showing use a mix of front and side parking approaches.

Typical Lane Section



Typical Lane Plan



Typical tertiary lane plan and section showing use a mix of front and side parking approaches accessed from a shared street.

- Carriageway
- Verge
- Footway
- Shared Surface
- Front Garden

# Nature & Landscape

*Objective: Development should enhance the natural environment by creating a network of green spaces and enhancing biodiversity and the wellbeing of residents.*

The landscape-led approach creates a coordinated and forward-thinking spatial strategy for the proposed development which creates a space for people and nature.

The masterplan provides a high quality, landscape setting for the development which encourages healthy living and well-being for all residents.

This builds on the existing established green backbone of hedges and trees that form existing field boundaries. These will be enhanced as part of a green network connecting different green open spaces with particular attention to the woodland edge as the site descends towards the creek. The creek must be allowed to continue to thrive and be a haven for habitats and wildlife.

## N01 Drainage

Sustainable drainage for the benefit of the site and the River Seaton watershed while enhancing biodiversity and sense of place, this can be outside the site allocation boundary.

*Meeting Cornwall Design Guide Outcome "Managing Water"*

## N02 Biodiversity

The Masterplan must achieve a 10% increase in biodiversity as measured by using the Natural England Biodiversity Metric 3.0. Where possible, enhance biodiversity must be enhanced, including the retention of existing trees, hedges and habitats, the reduction of light pollution and the creation of new habitats and ecological networks.

*Meeting Cornwall Design Guide Outcome "Retention, Protection & Enhancement of Habitat"*

## N03 Street Trees

All new streets should incorporate street trees within the public realm at spacings of at least one tree every 24m.

## N04 Positive Planting

Where established, healthy and mature existing flora should be maintained in a way to enable it to thrive. Complementary planting must be tailored specifically for the site and contribute to positively for pollinators, habitats, climate resilience, air pollution and microclimate.

*Meeting Cornwall Design Guide Outcome "Ensuring Connectivity from the Outset"*

## N05 Food Growing

Development will support community food growing in private gardens, hedgerows and fruiting trees.

*Meeting Cornwall Design Guide Outcome "Growing Healthy Food"*

## N06 Addressing Noise

Buildings comprising employment uses located adjacent to the A38 must be configured to reduce penetration of road noise.

*Meeting Cornwall Design Guide Outcome "Addressing Pollution"*

## N07 Lighting

Proposals will minimise the need for external lighting with particular consideration for bedrooms and use of measures to reduce light pollution.

*Meeting Cornwall Design Guide Outcome "Addressing Pollution"*



- Equipped Play Area
- Public Open Space
- W Attenuation Basin
- Woodland Edge
- Green Avenue
- Retained & Enhanced Hedgerow
- Noise Barrier
- Greenway

Figure 18: Movement Strategy

# Built Form & Heights

*Objective: To create a characterful neighbourhood environment with well proportioned streets and public spaces.*

The built form will add variety and richness to the community by enclosing and overlooking streets with curated frontages. This will help support identity as well as the safety, comfort and enjoyment of public spaces (including the streets themselves).

For homes, a range of heights could be employed to support the delivery of a variety of housetypes. These must be arranged to reflect the landscape, change in levels and contribute positively to the street scene.



A positive example of a residential street turning a corner by continuing its frontage and overlooking



A poor example of a residential street turning a corner by not turning its frontage and not providing overlooking on both sides

## B01 Utilising Topography

Buildings should step up and down with the rise and fall of levels, reflecting the landscape and avoid uniform levelling.

## B02 Building Heights

Homes should generally be 2 floors with some 1 or 3 floor. Higher homes, if used, should generally be arranged on higher order streets with emphasis legibility of the scheme, such as supporting street rhythm or drawing attention to street corners.

Employment should generally be up to 9m to the ridgeline and comprise shallow pitch roofs.

## B03 Density

All new homes should be greater than 35dph and not exceed 50dph.

## B04 Public & Private

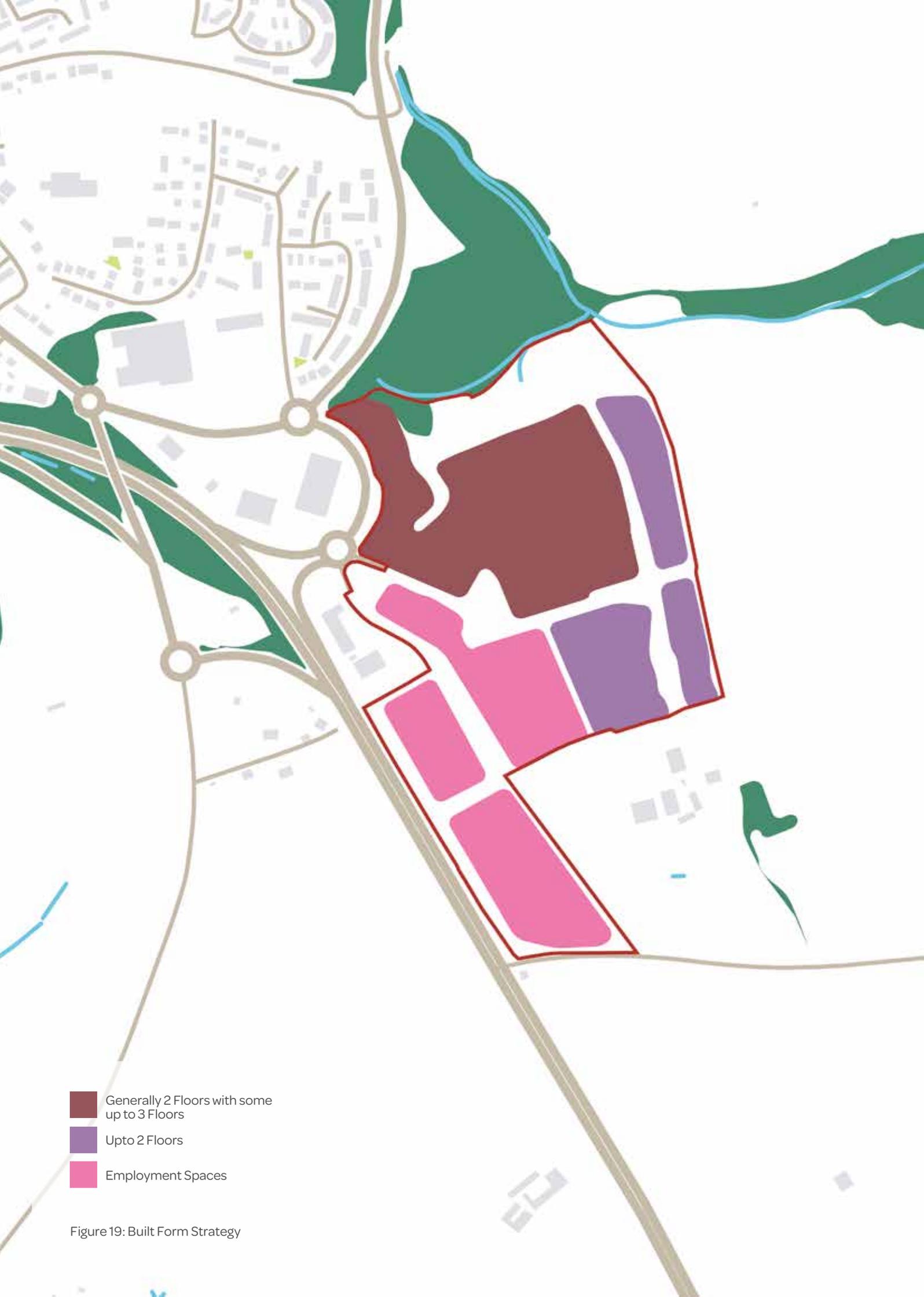
New development must create a clear separation between the public fronts of houses that face onto streets and the private rear gardens.

## B05 Frontages

In all cases frontages should face the street. Higher order streets should have a more continuous and a higher incidence of entrances where this can be reduced (relatively) on lower order streets. Particular focus should be given to fronting and overlooking key public open space where possible.

## B06 Tencreek Farm

The should be consideration of building heights, boundary treatments, landscaping and planting to reduce the development’s inter-visibility with the Listed Buildings at Tencreek Farm.



- Generally 2 Floors with some up to 3 Floors
- Upto 2 Floors
- Employment Spaces

Figure 19: Built Form Strategy

# Identity

*Objective: All schemes should be designed to respect and enhance the character of Liskeard, the landscape setting including steep creeks and valleys.*

The appearance of buildings should have due regard for the character of Liskeard and Menheniot, itself set out within the Menheniot Design Guide 2019. Cues to that the design should respond to include street layout, roof form, materials, fenestration and front doors.

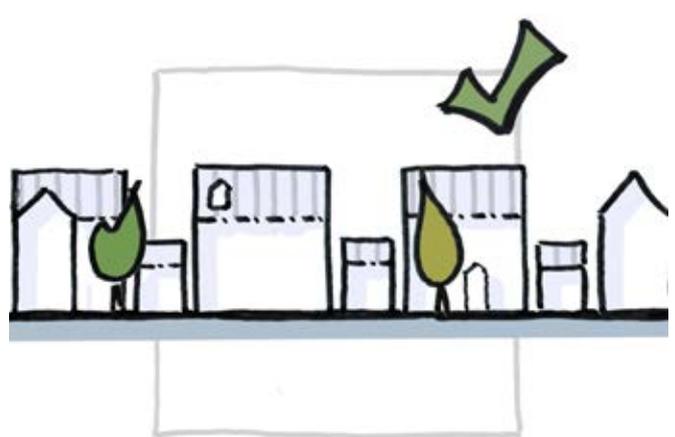
The identity includes the landscape and topography as well as the integration of greenery, including the streets, public open space, front and private gardens.



An example of all homes facing and fronting the street with clear front doors.



A poor example of a street rhythm, problematic for identity, comprising irregular heights and building treatments.



A positive example of positive street rhythm, reinforcing identity, comprising a uniform height, frontage and regular building arrangement

## IO1 Sense of Place

Detailed proposals should be designed to enhance local character and legibility by making use of local vernacular, materials and detailing.

## IO2 Future Proofing

New development should be guided by this masterplan that provides a long term framework for the entire buildout period and not prevent possible future development.

## IO3 Identity of Buildings

All buildings should take account of the principles set out in Para I.2 of the National Model Design Code Guidance Notes on the 'Identity of Buildings'.

## IO4 Public Art

All new schemes should include a strategy for the provision of public art.

# Public Spaces

*Objective: Development should create and enhance an attractive, safe and inclusive network of public spaces, including streets, squares and green space.*

Public spaces are those explored by all, residents, workers and visitors. They should both be functional and enjoyable.

## P01 Open Space Provision

New public open space should be provided in line with standards established by Cornwall Council and should provide at least 89.98m<sup>2</sup> open space per home that can be split between parks, natural and semi natural spaces, sports facilities, play areas (for different ages including teenagers) and allotments.

## P02 Play Provision

All homes should be within 100m of a Local Area of Play (LAP), 400m of a Local Equipped Area of the Play (LEAP) (see national Model Design Code Guidance notes for definitions).

## P03 Open Space Design

Spaces will provide incidental opportunities for play and enjoyment. This can include adjacent to retained hedgerows. Spaces should be designed to be overseen from surrounding buildings, streets and public spaces. All new open spaces should be designed in line with the guidance in N.1.iii 'Open Space Design' within the National Model Design Code Guidance Notes.

*Meeting Cornwall Design Guide Outcome "Spaces that Inspire Interaction & Play"*



## P04 Home Zones

Tertiary level streets should be designed using home zone principles as set out in Para P.2.iii 'Home Zones' within the National Model Design Code Guidance Notes.

## P05 Safety

All streets, green corridors and green spaces, where topography allows, should be fronted onto and overlooked by development. Streets and public spaces should be designed for natural surveillance from other street users and surrounding buildings. Secured by design principles as set out in Para P.3.i 'Secured by Design' within the National Model Design Code Guidance Notes.

*Meeting Cornwall Design Guide Outcome "Everyday Inclusive Green Spaces"*

## P06 Inclusive Streets & Spaces

Streets and spaces should be varied and meet the needs and interests of a diverse community with regard to different ages and physical ability. Where topography allows, without excessive engineering, streets should be of an accessible gradient or have a choice of an alternative accessible route.

*Meeting Cornwall Design Guide Outcome "Everyday Inclusive Green Spaces"*

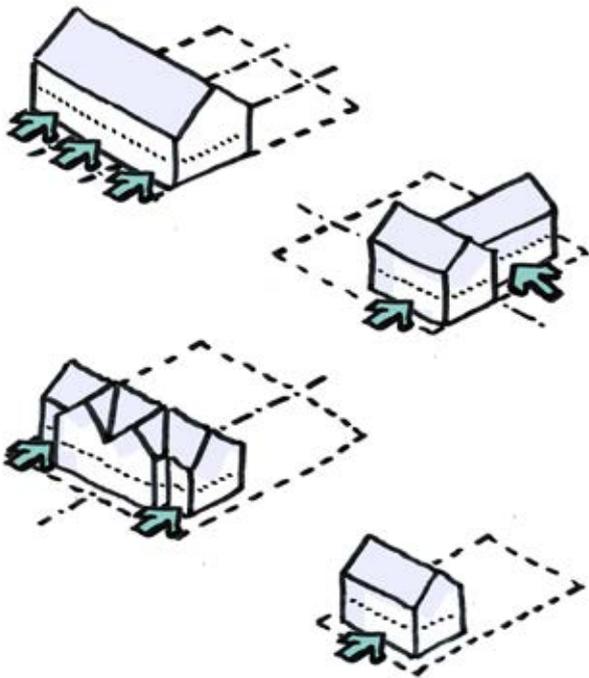
# Use

**Objective: To create a mixed neighbourhood, with places to live and work, and contribute to the local economy.**

Reflecting on the allocation aspiration, the site can provide for:

- Up to 275 new homes
- At least 5% of residential plots should be serviced and made available for self-build
- Around 4.0ha of employment space
- A portion of Commercial, Businesses and Services (Class E) provided not detrimental to the vitality of Liskeard town centre

Taken from the Menheniot Parish Neighbourhood Development Plan Nov 2021.



Examples of different house types including terrace, semi-detached and detached.

## U01 Housing

New schemes should include a mix of housing in terms of type and tenure. They should meet Cornwall’s affordable housing standard and include a diversity of house types (such as detached, semi-detached and terraced).

*Meeting Cornwall Design Guide Outcome “A mix of Home Tenures, Types & Sizes”*

## U02 Employment

New workspaces and business units should take advantage of their location on the A38 with a mixture of sizes and respond to local business need.

*Meeting Cornwall Design Guide Outcome “The Right Mix of Uses”*

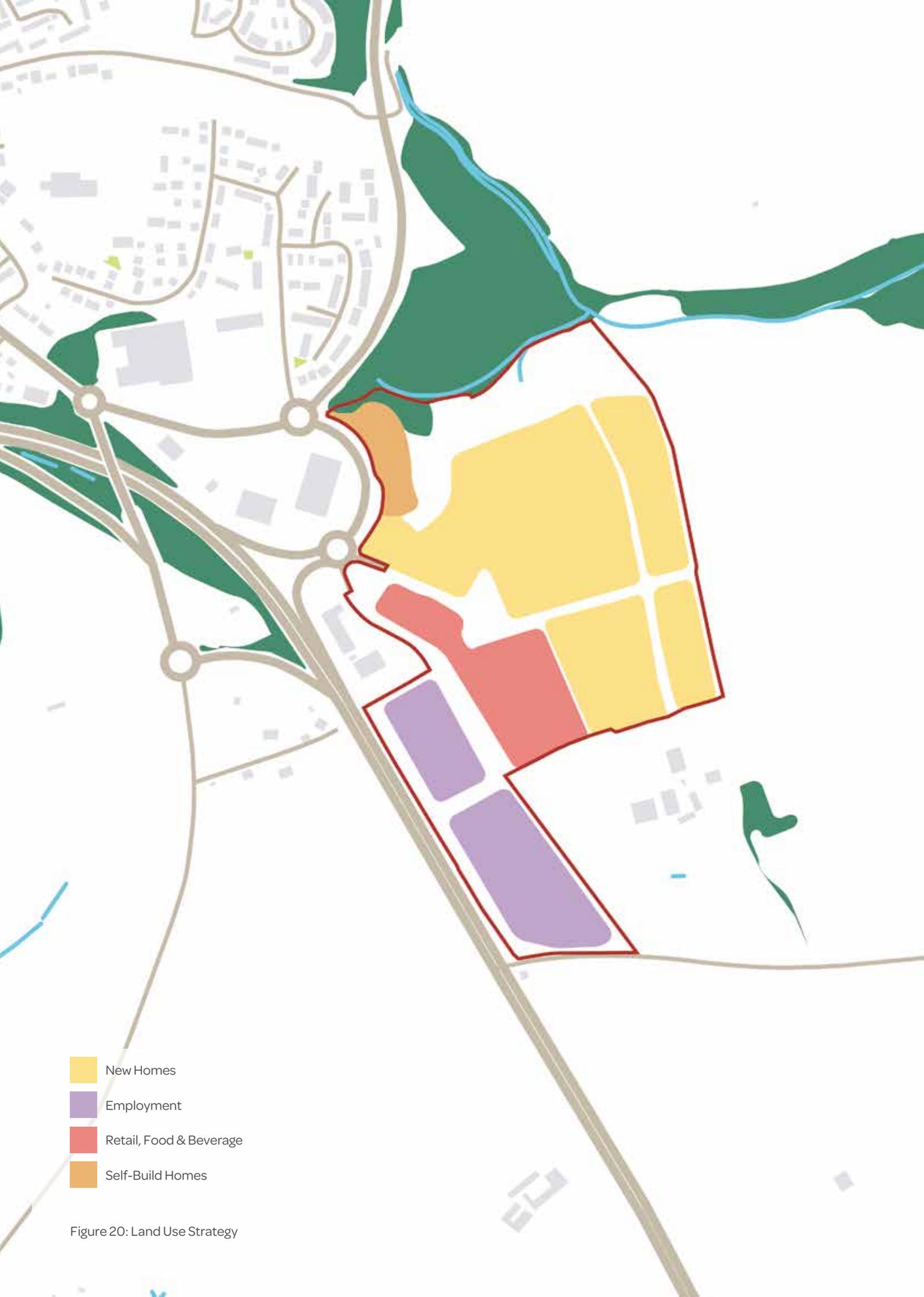
## U03 Self Build

Self Build homes should be built in line with the same prevailing approach of new homes, including building line, height, roof form, front and back gardens and frontages.

## U04 Encouraging Activity

All spaces, streets and routes to different points of interest for everyday life will be accessible for all users without a difference in quality linked to tenure or uses. This should be supported by provision of seating, shelter (from wind or rain) and lighting where pertinent.

*Meeting Cornwall Design Guide Outcome “Encouraging Activity & Social Interaction”*



- New Homes
- Employment
- Retail, Food & Beverage
- Self-Build Homes

Figure 20: Land Use Strategy

# Homes

*Objective: All new housing will be well designed and suitable to the needs of its occupants.*

Reflecting on the allocation aspiration, the site can provide for:

- At least 25% of homes as ‘accessible homes’, Building Regulations Approved Document Part M4 (2): Accessible and Adaptable Dwellings

Taken from the Menheniot Parish Neighbourhood Development Plan Nov 2021 cross referenced to Policy 13 within the Cornwall Local Plan Strategic Policies Nov 2016.

## HB01 Housing

The Nationally Described Space Standards will apply to all new housing.

*Meeting Cornwall Design Guide Outcome “Space to Live”*

## HB02 Accessible Homes

At least 25% of homes should be built to Part M4(2) standards. These homes should be given preference to be on accessible streets, avoiding steep topography, and locations.

*Meeting Cornwall Design Guide Outcome “Accessible & Adaptable Homes”*

## HB03 Daylight

Housing should be designed to maximise internal daylight, while avoiding overheating, and all homes should be dual aspect.

*Meeting Cornwall Design Guide Outcome “Internal Comfort”*

## HB04 Privacy

A minimum privacy distance of 17m will apply between windows to the rear of properties. There will be no privacy distance at the front of a property.

*Meeting Cornwall Design Guide Outcome “Outlook, Light & Privacy”*

## HB05 Private Gardens

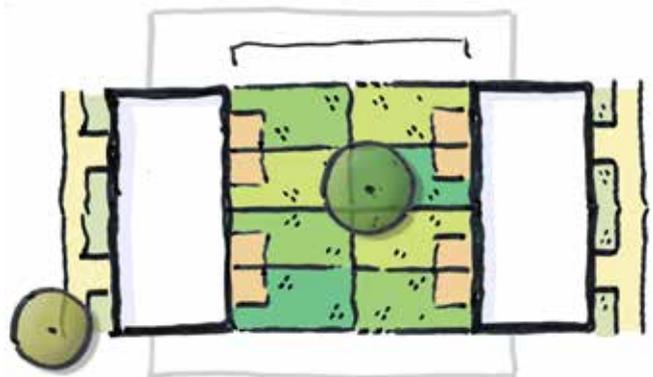
All new homes should have access to external amenity space. For houses, this should generally be at least as large as the footprint of the house. Where rear gardens are adjacent to public realm enhanced boundaries, such as brick walls and not closed board fences, are encouraged.

*Meeting Cornwall Design Guide Outcome “External Amenity, Storage, Refuse & Recycling”*

## HB06 Front Gardens

Front Gardens should be a frequent feature of houses providing defensible space. These should include planting as well as an option for waste collection space.

*Meeting Cornwall Design Guide Outcome “External Amenity, Storage, Refuse & Recycling”*



A typical block arrangement showing front gardens and rear gardens with a suitable distance between backs of homes for privacy

## Resources

*Objective: Homes must be resilient and adaptable to change.*

### R01 Optimising Solar Gain

Development reduces the energy load of the development through good layout, orientation, form factor and design to benefit from solar gain (whilst avoiding overheating).

*Meeting Cornwall Design Guide Outcome "Operational Energy Efficiency"*

### R02 Renewables Ready

Homes and employment uses are encouraged to use renewable technologies for energy and heating. As a minimum they will be ready and suited to renewables such as roofs appropriate for solar panels or heating systems suitable for air source heat pumps.

*Meeting Cornwall Design Guide Outcome "Renewables"*

### R01 Fabric First

Buildings should consider their construction methods, reduced waste and material specification in view of reducing their carbon footprint.

*Meeting Cornwall Design Guide Outcome "Careful Construction Techniques"*

## Lifespan

*Objective: To ensure that all new development is well managed and incorporates the views of the new and existing community.*

### L01 Management Plan

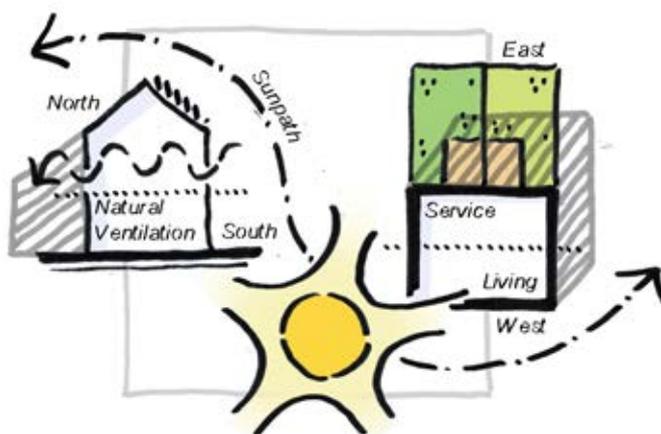
All new development should include a management plan setting out adoption arrangements and management arrangements for non-adopted areas and facilities, including the potential for community management.

*Meeting Cornwall Design Guide Outcome "Long Term Stewardship"*

### L02 Community Participation

Separate consultation will be required with the community on all schemes throughout the development process, with emphasis on the possible design and configuration of open spaces.

*Meeting Cornwall Design Guide Outcome "Community Involvement & a Sense of Ownership"*



A suggested preferred arrangement and orientation of homes benefiting from the sun path



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# SUMMARY

Sustainable Principles for development  
at Liskeard

## Our Commitment

*To deliver a sustainable neighbourhood for Menheniot and Liskeard that integrates into the landscape and town and is delivered to a whole life living principal - where a development, a homeowner and the environment that surrounds them exist in harmony and balance for its lifespan and beyond.*



### Meeting Housing Need

The carefully designed masterplan achieves a high quality environment. A range of housing types and tenures will be provided and will be designed to a high standard, delivering market and affordable housing in line with local need. In addition there will be homes for different households and some adaptable for accessibility.



### Walking and Cycling Trails

A network of paths and cycle routes will be integrated into surround roads and retaining existing public rights of way connections. These routes will be coherent, direct, safe, comfortable and attractive. This will culminate in an attractive choice for walking and cycling in the area.



### Sustainable Living

The design of the new homes will also contribute significantly to achieving a sustainable development, delivering energy efficient homes, choice walking and cycling and a green surroundings.



### Public Open Space

The creek will be celebrated providing woodland edge, meadow grassland, ecology rich water features all integrated with the wider green networking and retained hedgerows. This provides benefit to play, mental, physical, health and well-being for the individual and the community.



### Biodiversity Enhancement

Opportunities for biodiversity gain will be implemented throughout the scheme by retaining and enhancing existing valuable habitats and providing a greater diversity of habitats through street tree, woodland edge and Sustainable drainage systems. A net gain of at least 10% will be secured across the masterplan.



### Sustainable Drainage Systems

Sustainable drainage systems will be designed to manage surface water and run off into the river seaton watershed. These features will provide varied habitat for native flora and fauna.

## Addressing the Neighbourhood Plan

The Menheniot Neighbourhood Development Plan Nov 2021 sets out the policy requirements for the masterplan. Below is a summary of those requirements and commentary on how this masterplan achieves them:

### *3.i “The housing mix of about 275 homes should reflect community needs current at the time of application to include a balance of family homes and small dwellings...”*

The masterplan sets out an area of approximately 7.3ha where a range of homes can be delivered to meet the aspirations of the neighbourhood plan and local housing need.

### *3.ii “...include at least 5% of residential plots that are serviced and made available for self-build and... include provision for the involvement of a community land trust”*

The masterplan includes the opportunity for self-build homes and continual involvement of stakeholders as the proposals evolves.

### *3.iii “The employment floorspace should be located to the west and south of the site, which is exposed to noise from the A38 road, in an area of about 4.0ha...”*

The masterplan sets out an area of approximately 4.0ha located towards the south east of the site and directly accessed from the A38 without need to travel through residential areas.

### *3.iv “The employment provision should aim to deliver higher value jobs...”*

The masterplan area has the potential to deliver a range of business and workspaces, that could vary in use, activity and size, to suit local needs and provide varied employment opportunities for the community.

### *3.v “Social, leisure and any retail floorspace should be located adjoining the existing pub and hotel...”*

The area for the possible retail, social and leisure development is collocated with the existing pub and hotel.

### *3.vi “The main vehicular access will be via the existing roundabout to the north... and good walking and cycling routes throughout the site.”*

The principle access is taken from the roundabout adjacent to the A38. The street pattern forms a clear network with an additional choice of walking and cycling routes.

### *3.vii Pedestrian connectivity represents an important component of the site... where achievable, safe walking routes, cycleways and efficient public transport.*

An additional walking and cycling connection to the southern end of Charter Way forms a direct connection with nearby bus stops, nearby amenities and towards the town centre.

### *3.viii “Public open space should be provided on site to meet relevant open space standards...”*

Over 6ha of public open space has been provided, in excess of policy.

### *3.ix “...the density of the development should be reduced in the south west area of the site and layout and landscaping/boundary treatments should reflect the historic links between Tencreek Cottages and Tencreek Farmhouse”*

The height of the development will be modest towards Tencreek Farm reflecting the more modest character of these buildings.

### *3.x “The inclusion of measures to accommodate the A38 highway safety works proposed by Highways England...”*

Regarding the Highways England or National Highways (as it now known) safety improvement works, the proposed development will not prevent the A38/Roseland Lane junction from being closed by others in future, and a potential road connection through the site would be safeguarded.

# Checklist

Component proposals set within this masterplan must strive to meet the design codes set out within this masterplan. Proposals can demonstrate compliance with the codes by using the below colour coded checklist approach. Where codes have not been met or deviated from further explanation will be required to justify the approach.

Movement (page 34)	
M01	Streets
M02	Speed Suppression
M03	Public Transport
M04	Active Travel
M05	Parking
M06	Servicing
M07	Public Rights of Way
M08	Street Hierarchy
Nature & Landscape (page 38)	
N01	Drainage
N02	Biodiversity
N03	Street Trees
N04	Positive Planting
N05	Food Growing
N06	Addressing Noise
N07	Lighting
Built Form & Heights (page 40)	
B01	Utilising Topography
B02	Building Heights
B03	Density
B04	Public & Private
B05	Frontages
B06	Tencreek Farm
Identity (page 42)	
I01	Sense of Place
I02	Future Proofing
I03	Identity of Buildings
I04	Public Art

Public Spaces (page 43)	
P01	Open Space Provision
P02	Play Provision
P03	Open Space Design
P04	Home Zones
P05	Safety
P06	Inclusive Streets & Spaces
Use (page 44)	
U01	Housing
U02	Employment
U03	Self Build
U04	Encouraging Activity
Homes (page 46)	
HB01	Housing
HB02	Accessible Homes
HB03	Daylight
HB04	Privacy
HB05	Private Gardens
HB06	Front Gardens
Resources (page 47)	
R01	Optimising Solar Gain
R02	Renewables Ready
R01	Fabric First
Lifespan (page 47)	
L01	Management Plan
L02	Community Participation

Met	
Partially Satisfied	
Deviated From	





**Turley**