

The image below shows an approximate location of public open spaces on the proposed masterplan.

There will be a landscape buffer to the Western boundary. This will be heavily planted to bulk up existing landscaping and provide screening. This area can be used by the existing adjacent residents and the proposed residents. Design for smaller local areas of play have also been incorporated more centrally in the site. These areas can be equipped or plain landscaped. They have been spread throughout the site to provide a recreational area in close proximity to any dwelling. These areas can also be secured with railings or low walls.

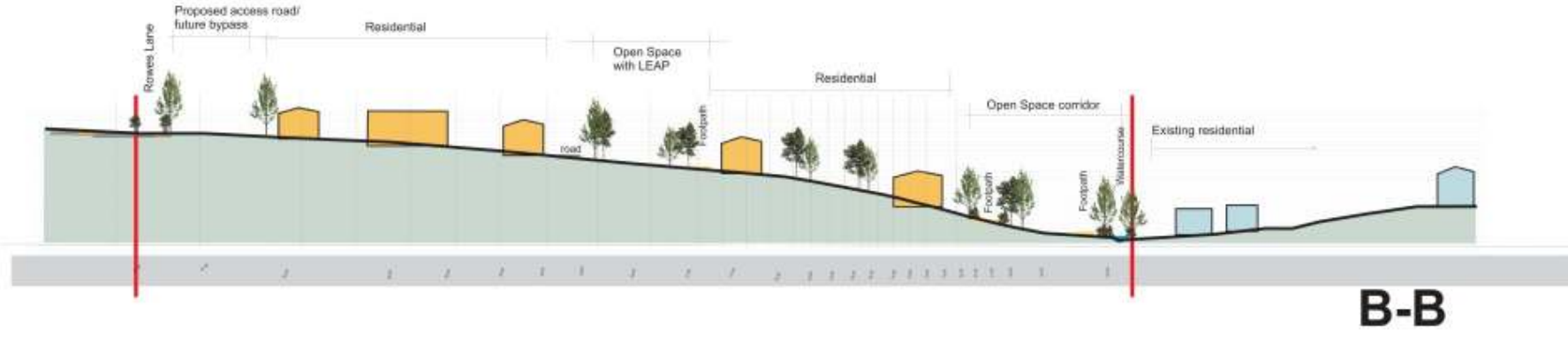
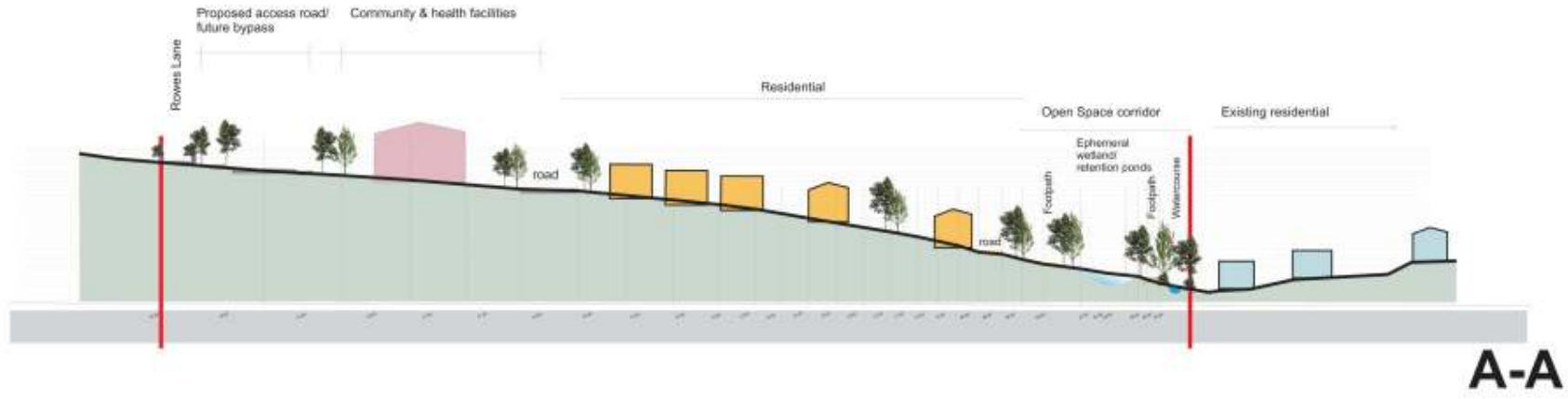
Illustrative Only



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The LVIA looked at implications of the proposals on the surrounding landscape designations and visual amenity, (based on the Landscape Institute guidelines for Landscape and Visual Impact Assessment 2013). Designations and viewpoints to a radius of 5km were assessed in the desktop and field studies. Visual impact is largely limited to the close views from surrounding areas as shown below.

approximate extent of site



View from footpath adjacent to Trenthick Barton looking south towards the site.
The setting of the nearby Scheduled monument and Grade I and II listed buildings at Trenthick Barton will not be adversely affected by the proposals. Trenthick Barton is currently separated from this site by a large green belt of open space, with lanes and footpaths supporting dense and mature native woodland vegetation. An expanse of agricultural land remains between the site and Trenthick Barton. This combined with the fact that the landform slope away towards the site means that there is no intervisibility between the site and the listed and scheduled structures.

approximate extent of site



View from open space on Manor Way looking north-east toward the site.
Windows overlooking the site are limited to homes directly adjacent, and those higher up on Manor way. To mitigate this a 30m natural vegetation and 'parkland' open space buffer zone is proposed along the western boundary which will cross the green edge to the site, extending and enhancing the natural site edge corridor, and providing a strengthened green outlook for both the existing and new homes.

approximate extent of site



View from the A3841 Falmouth Road roundabout.
The corner of the site forms a prominent feature on the approach to Helston from Falmouth. The proposals will be visible on the fields to the left of the view. A new feature building is proposed for this location which will provide a 'gateway' feature to the entrance to Helston and provide much needed fault and community facilities for residents at this end of the town.

approximate extent of site



View from footpath on Falmouth Road opposite Gwealdus Villas.
Gwealdus Villas have direct views over and into the site which will be affected by the proposals. Retention of an open space and planted buffer zone will help to screen these views, and careful design of the new dwellings adjacent to these buildings should be sensitive to the setting, and remain in keeping with the scale and form and materials of these in order to integrate them into the proposals. An open space and natural planting corridor will be maintained around the building in order to provide screening from views and a green setting for the buildings.

'...There are no designations on site likely to be affected directly by the proposals. It is considered that the landscape character areas, and other designations will at worst experience a very slight change as a result of the development proposals...'



Designations

'...existing boundaries of currently low quality (visually and ecologically) will be strengthened to add biodiversity and ecological, visual and amenity value. A significant increase in native broadleaf vegetation will add to the biodiversity of the site and create a pleasant and 'green' outlook for residents and when viewing from surrounding areas..'

'...proposals will not cause any unacceptable landscape impacts and will not cause any unacceptable visual impacts. Any impact to landscape features on site can be mitigated through appropriate building design, site design and landscape treatments as detailed...'



View from A3093 adjacent to Cudtrow

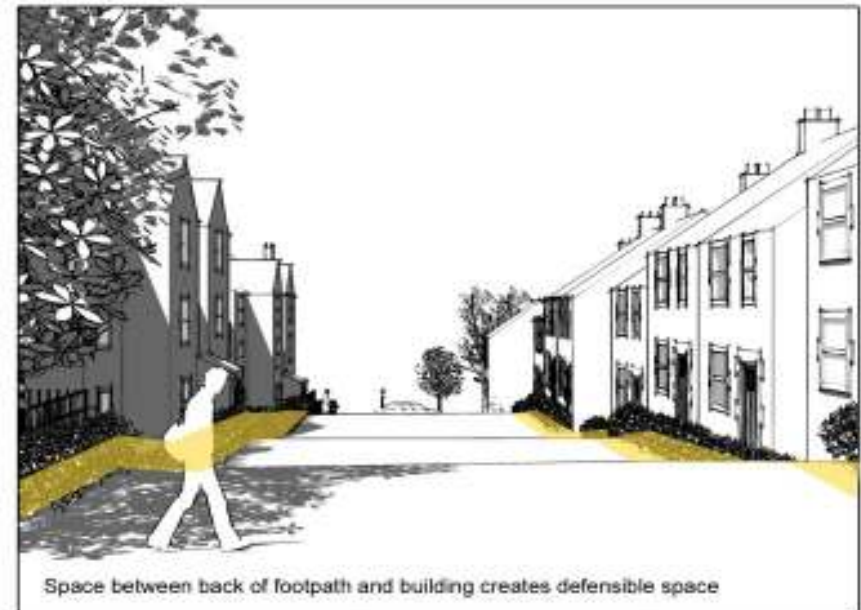


View from B3287 or Coverack Bridges



View from open space adjacent to football field

- Government guidance advises that a balanced approach to the design that reconciles visual quality if the development with the need for crime prevention should be encouraged.
- The design of the layout and dwellings should reduce the opportunity for crime and other anti-social behaviour by maintaining surveillance of the public realm.
- Clearly defined public and private space will help residents to maintain a sense of privacy through defensible space (see image right). Habitable room windows should aim to overlook the street, and houses in corner locations should be capable of dual aspects to maintain a continuity of frontage and visual surveillance.
- Screen walls/fencing with gated access to be 1.8m high and will provide a robust buffer between private amenity and public realm.
- The scheme will promote a low traffic speed. This will be achieved by the horizontal alignment of the road and seek to reduce the dominance of the highway through material changes and road narrowing's.
- Suitably designed street lighting will provide sufficient levels of illumination to act as a visual aid and create a safe environment for both visitors and residents during darker hours.
- Parking courts to have high levels of natural passive surveillance



- **Have regard for the aims of sustainable development.** The layout demonstrates regard to the principles of sustainable development. In particular this includes:-
 1. Built at a density to reflect more traditional values of the area.
 2. Energy efficient house design.
 3. Consideration given to the orientation of dwellings and the benefits of passive solar gain – all units are orientated on an approximate east/west axis to maximise morning and evening sunlight and avoid fenestration on southerly elevations which can cause overheating within the dwelling in summer conditions.
 4. Mix of accommodation sizes to permit internal migration and encourage a lifetime community.
 5. Encourage lower car usage.

This Sustainability Assessment has been produced in accordance with local, regional and national planning policy. The assessment will evaluate and break down the key sustainability targets, which the development at Helston HX1 will hope to achieve. It will be centred on six key sustainable themes. These include: Energy, Materials, Pollution, Transport, Waste & Recycling; and Water

[1] Energy:

The aim is to reduce overall energy use and maximise the potential for renewable energy supply and use. In all cases the development will meet minimum standards for heating and lighting efficiency under part L of the building regulations. The orientation and design of the dwellings have been made to maximise day lighting.

[2] Materials:

The aim is to maximise the use of recycled and reclaimed materials from sustainable sources where possible. Minimisation of transport distances for building materials to reduce the developments overall embodied energy usage. Potential for using materials with recycling characteristics.

[3] Pollution:

The aim is to reduce the pollution to water, air, and soil, as well as to minimise light and noise pollution. The development should not contain any insulation materials which emit any ozone damaging gases. Native species of trees, shrubs and plants should be planted to create wildlife habitats and an environment which can be enjoyed by the residents of the development.

[4] Transport:

The aim is to maximise the use of sustainable modes of transport. The layout of the development should be designed to cater for the needs of pedestrians by including attractive, direct, secure and safe footpaths through the site. The building entrances are well related to these paths and the building positions help to provide passive surveillance over public spaces.

[5] Waste and Recycling:

The aim is to minimise waste and maximise re-use and recycling both during construction and after occupation. Residents should be encouraged to use local recycling facilities within the area (such as glass, paper and metal). Waste and recycling bins will be provided on site during the construction process.

[6] Water:

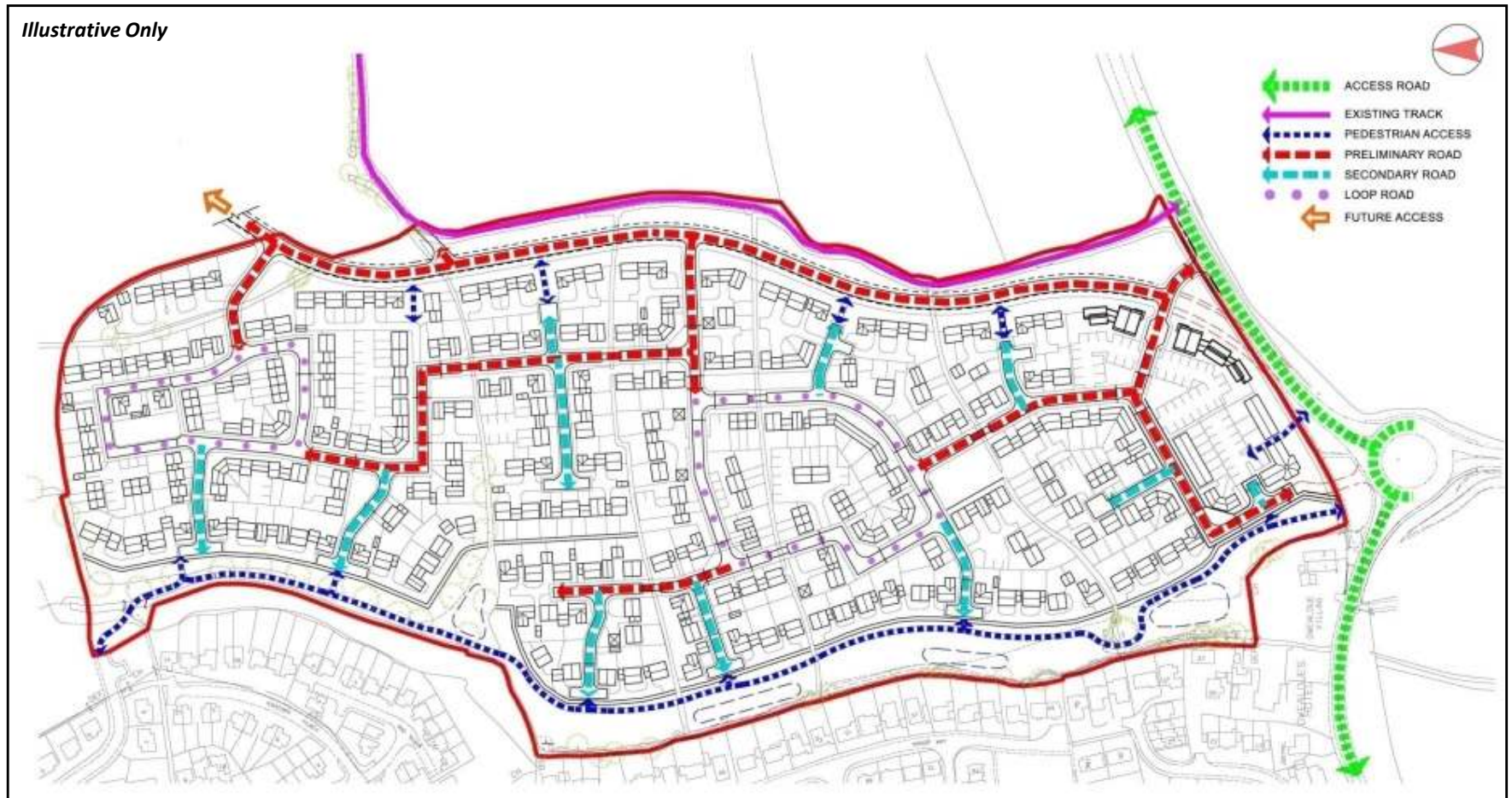
The aim is to conserve water resources, enhance water quality, incorporate water sensitive design and minimise vulnerability to flooding.

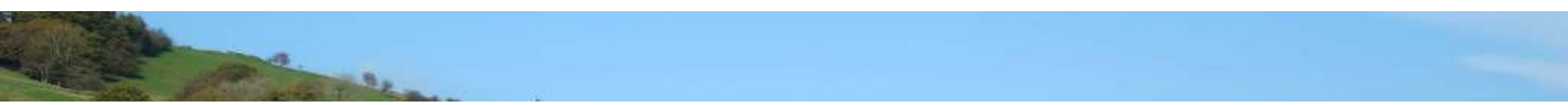
The existing site access is from existing Rowes Lane which is a single track tarmac lane with passing points at various stages. We propose to design a By Pass that will run in parallel with Rowes Lane and connect to the A394. This will be constructed in conjunction with this development and form an active part of the highway infrastructure. Rowes Lane will be connected from the North into the bypass providing the opportunity to down grade Rowes Lane to a cycleway / footpath / bridleway.

The development of the site for residential purposes seeks to achieve a high quality access and movement in and around the site, and keeping the road and footpath formation design simple. This will distribute pedestrians and vehicles throughout the site without 'bottle neck' areas of heavy congestion. A main preliminary road will run through the whole site from South to the North, this will link smaller secondary roads to various home zone areas. There are two 'loop' roads that will allow better flow around the site in denser areas.

Pedestrians will have access through the POS areas to the West of the site and this will link to the existing residential area backing on to the site. Footpath links will be provided to the East of the site to gain access to the bypass foot/cycle path. With the site being to the North of the A394, access to Heston Town centre will eliminate any new crossing points.

- All roads will only be connected via pedestrian footpaths and shared surface areas will be used to break up the design, and give a more urban look/feel.
- vehicular through-traffic will not be possible, this will avoid non residents using the scheme for short cuts.
- Due to the close proximity of Bus links, property owners will be encourage to use public transport and bicycles, which will reduce the number of cars being used and encourage short journeys to be done without the car.





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