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Design & Access Statement

Including GI Statement and Travel Plan

Proposed Development of 2 dwellings @ Rosemullion, The Lizard

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Introduction

This application is for the development of 2 New dwellings in the garden of Rosemullion, The Lizard. The site is currently being used as a garden. The site is surrounded on 4 sides by dwellings and will be a infill development.

Layout

The proposed layout will give 4 bedroomed family homes all with ample garden areas and parking and garage.

Appearance

The appearance will be a contemporary designed dormer style bungalows.

Access

Access will be via the existing access lane to the side of Rosemullion.

Sustainability

- The new NPPF document paragraph 55 states that development should be supported where it is to re-use redundant or disused buildings.
- Public transport available close by.

In the build process, the developer will oversee the efficient use of building materials, service and equipment in order to minimise wastage of all resources. All materials will be stored in a secure and weather-tight location. Where necessary, waste and rubbish will be disposed of in an environmentally conscientious manner.

Cornwall Design Guide

Policy 12 of the Cornwall Local Plan sets the main criteria when considering the new design of buildings. This policy states that new development should respond to the existing context, and follow fundamental design principles of character, layout, movement, adaptability and engagement.

Supporting this policy, Cornwall has published a Chief Planning Officer's Advice Note titled 'Good Design in Cornwall'. The advice note sets out eleven practical considerations for good development in Cornwall. In assessing the proposal, these considerations are answered as follows:

1. Does the proposal suit its context?

The design has evolved from assessment of the prevailing character and ensuring good integration with the built forms in the area which comprise largely modern 20th Century bungalows and detached properties in their own good sized plots. To the north of the site is the existing dwelling of Rosemullion, to the south, east and west of the site there are dwellings.



The building is also sited within a good sized plot, The use of natural materials including stone walls and pathways will further connect the building into its location, while timber cladding reduces the visual massing even further. The proposed scale is modest covering mainly single storey with a contemporary form which will create interest against the soft planting.

2. Does the proposal connect people, places and wildlife and encourage healthy lifestyles?

The site is within a sustainable location and surrounded by similar residential uses. Good access to community services and facilities are provided. Open spaces are within close walking distance. The site is within a verdant setting and trees, vegetation and wildlife will be promoted throughout the project's evolution and future use.

3. Does the proposal consider the people who will live in, work in and use the development in the future?

Internal spaces have been designed to meet current building regulations both in terms of accessible and building performance (light, ventilation, insulation), while providing a good standard of accommodation, and use of quality materials.

4. Does the proposal have a sense of place and would it add to local distinctiveness?

The design promotes local distinctiveness through its scale, form, arrangement, and material finish.

5. Are there usable and appropriate frontages and boundaries or hedges?

The public facing boundary is designed to maintain some of the character of the lane. Private spaces will be well defined and good natural surveillance is created throughout.

6. Is the street a good quality design with integrated parking?

Access and ample parking/turning spaces are provided off-street, allowing for safe access and egress of the site.

7. Can you see the drainage systems above the ground as surface features?

Surface water drainage would be to soakaways and designed to improve upon the existing conditions of the site.

8. Does the proposal include energy efficient features or energy generation?

The building would be designed to meet with current regulations in terms of energy efficiency.

9. Is the proposal wildlife friendly and does it safeguard and provide trees?

The new dwelling is designed to connect with its own private garden which will be soft-landscaped and will promote and encourage wildlife in the semi-urban setting. Existing trees will be retained where possible including areas along the boundaries and new planting provided at the front edges.

10. Does the proposal have usable gardens?

The site provides ample usable garden area reflective of the plot size and the amount of accommodation provided. Outside spaces will be provided for drying washing, wildlife friendly planting and safe areas of play for small children.

11. Is there adequate external storage for bins, recycling, cycles and other lifestyle equipment?

The design of outside spaces provides dedicated areas for the storage of bins, and can incorporate spaces for cycles or lifestyle equipment within incidental storage as necessary.



The design provides a high-quality integrated feature with its surrounding context. Due to its modest scale, the building would be submissive while adding an attractive layer of interest with the existing setting. Furthermore, it is demonstrated that the proposal satisfies the 'eleven tests' which are set out in the 'Good Design in Cornwall' advice note. On this basis, the proposal is considered to accord with Policy 12 of the Cornwall Local Plan.

Policy Background

In February 2023, Cornwall's Climate Emergency Development Plan Document (CEDPD) was formally adopted. Its policies aim to protect and shape the future by addressing the impacts of climate change through appropriate management of the built and natural environment, whilst planning for a sustainable future.

Policy C1 (Climate Change Principles) sets out Cornwall's main priorities for minimising greenhouse gas emissions, enhancing resilience, supporting community well-being, conserving soil quality, protecting biodiversity, promoting sustainable transportation, preserving natural and historic environments, reducing pollution, enhancing carbon storage, and managing coastal and river processes effectively.

While meeting these imperatives, the following statements demonstrate the way in which green infrastructure (GI) has been incorporated into development, and how the proposal provides for different modes of travel while maximising choices for walking and cycling.

Green Infrastructure Statement

Background

Policy G1 (Green Infrastructure Design and Maintenance) emphasises the importance of incorporating green infrastructure into development schemes to enhance biodiversity and create functional spaces. The policy outlines key principles for green infrastructure design, including creating a multifunctional network that connects natural features, ensuring accessibility, integrating sustainable drainage and blue infrastructure, promoting climate resilience, and prioritising pollinator-friendly planting. It highlights the integration of street trees and greening while respecting the historic environment. The policy also emphasises the provision of well-proportioned gardens or communal green spaces, long-term management and maintenance of green infrastructure, and the inclusion of bird and bat boxes and bee bricks which are tailored to habitat conditions.

Green infrastructure refers to the planned network of natural and semi-natural spaces, features, and systems within an urban area. Its purpose is to provide a range of environmental, social, and economic benefits to communities. When applied to a small development, such as this one within Helston, green infrastructure can play a crucial role in enhancing the overall sustainability and liveability of the area by promoting ecological and biodiversity gains.

In the context of this proposal for 2 new homes, green infrastructure can be implemented in various ways to support the ecological and biodiversity objectives, and contribute to the overall ecological health of the area. Firstly, incorporating green spaces within and around the houses can serve as habitats for local flora and fauna. By including native planting, the development can attract and support a diverse range of pollinators such as bees and butterflies. Additionally, bird boxes and bat roosts can be installed to provide nesting opportunities, helping to enhance local bird and bat populations.



The conservation of existing trees, hedges, with the planting of additional trees in the development, will create a more resilient and diverse urban environment. Trees provide vital ecosystem services, such as carbon sequestration, air purification, and shade, while also providing habitats for birds and insects. The presence of healthy trees can enhance the overall ecological balance of the area and contribute to the well-being of both humans and wildlife.

Existing Condition

The site lies on the outskirts of the Lizard village, with suburban residential development on all sides. On the east and west borders is a Cornish hedge.

The existing hedges provide nesting opportunities for birds and foraging/navigation potential for bats. It is concluded that the proposed development will result in the loss of lawn and grasses that are of relatively low ecological value and widely represented in surrounding countryside. There were no protected species, nor signs of them observed on site.

GI Opportunities

- New trees or shrubs planted in suitable areas on site, including north and eastern boundaries, including underplanting of existing hedges, comprising species such as hazel, hawthorn, field maple, blackthorn, oak, willow, rowan, spindle and crab apple.
- Bat boxes to be installed on south, south-east and south-westerly aspects, to face the sun, at least 2m above ground level.
- Bird boxes installed between northern and eastern aspects, avoiding direct sunlight, at least 2m above ground level.
- Bee bricks installed on southern aspects, at least 1 m above ground level with no upward height limit, within unshaded areas, close to vegetation.
- Lawns to be sowed including flowering seed mix for a richer more diverse habitat.
- Native pollinator plants in amenity areas to attract invertebrates which will in turn attract other species which prey upon them.
- Hedgehog passes included where new fencing is proposed. This will comprise occasional 13cm x 13cm gaps at the base of the fences, allowing the movement of protected species such as hedgehogs to commute across the site. Furthermore, new hedges could also be planted post construction to form new boundaries between the properties. These would include native woody species and be allowed to form a dense hedge that will provide a foraging, commuting, and nesting.
- Any new lighting would be kept to low lux levels (<0.5 Lux) and directed away from hedges with hoods and cowl attachments, including during the construction phases.



Other Measures

- Vegetation removal will be timed to avoid the main breeding seasons between March and September (inclusive).
- The southern hedge will be conserved and protected during construction to protect nesting birds.
- Trenches and large excavations will be covered overnight to prevent access and trapped wildlife.
- Hedgerows will benefit ongoing management which will conserve the dense structures at circa.2m wide and 3m tall.

Conclusion

The proposal has been considered whilst following the '10 pillars for action', which aim to help nature regenerate, and to provide the natural foundations for a green recovery, as set out by the Cornwall and Isles of Scilly Local Nature Partnership.

Integration of these green infrastructure measures within the proposed development will provide environmental benefits, fostering ecological and biodiversity gains, and enhance the quality of life for existing and future residents.

Through incorporating the green amenity spaces, the additional native planting, and other habitat features, the development creates opportunities for wildlife, promotes biodiversity, and contributes to the overall ecological health of the area.

Travel Plan Statement

Policy T1 (Sustainable Transport) requires that new development prioritises sustainable modes of transportation such as walking, cycling, and public transport over private fossil-fuelled vehicles. The policy aims to facilitate integration between different modes of travel and maximise permeability for walking and cycling within and outside of sites. It also requires conveniently located and secure cycle parking and an appropriate level of safe, secure, accessible, and usable parking provision. The policy also calls for the creation of more sustainable streets, accessible for all users, and supporting the use of electric vehicles by providing electric vehicle charging points.

Policy T2 (Parking) requires development proposals to prioritise non-vehicular modes of transportation and meet the Council's parking standards. It emphasises providing dedicated cycling facilities, integrating green infrastructure, and ensuring well-designed on-street parking. The policy also highlights the need to consider heritage assets and historic streetscapes when siting and designing parking and charging infrastructure.

This travel plan statement supports the proposed development of 2 new homes on the edge of Helston, while aiming to promote sustainable and alternative modes of transportation, prioritising walking, cycling, and public transport over private car use. By encouraging future residents to adopt these alternative modes of transportation, the proposal will reduce congestion and carbon emissions, and also promote a healthier and more active lifestyle.



The site is located within walking distance of most day-to-day facilities including schools, shops, meeting and recreation places, and with good access to public transport routes linking with other urban or rural areas.

The new homes facilitate cycling as a convenient and eco-friendly mode of transportation by providing secure bicycle storage facilities, including bike racks and lockable sheds, encouraging residents to use bicycles for their daily commuting needs. Furthermore, the proposal is located within an area of well-maintained cycling infrastructure, including dedicated bike lanes, shared paths, and connections to wider cycling networks. These measures ensure that cycling becomes a safe, convenient, and enjoyable option for residents, encouraging them to choose bicycles for both short trips and longer journeys within and beyond the neighbourhood.

To further reduce private car use, the proposal is emphasised by its convenience to the use of public transport as an efficient and sustainable mode of travel. The development site is conveniently located near existing bus stops, providing easy access to public transport routes, helping to advocate and support the use of existing services in the area, which could lead to increased frequency, extended operating hours, and enhanced connectivity to nearby towns and cities.

By implementing this proposal, the small development on the edge of Helston aims to create a culture of sustainable mobility among its residents, prioritising walking, cycling, and public transport, to reduce traffic congestion, promote healthier lifestyles, foster social interaction.

