

Ponsanooth Site Masterplan

Final Report
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Quality information

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Revision History

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	02.05.2023	Research, site visit, drawings	Simona Palmieri	Associate Urban Designer
	02.05.2023	Research, site visit, drawings	Chatnam Lee	Graduate Urban Designer

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A photograph of a row of stone terraced houses on a street. The houses are built of light-colored stone with dark window frames and doors. A street sign on the right side of the image reads "HIGHER TERRACE". A green circular graphic with the number "01" is overlaid on the right side of the image. A green horizontal bar is at the bottom of the image, with the word "Introduction" in white text on the left side.

Introduction

01

1 Introduction

AECOM was commissioned to provide design support to Ponsanooth Parish Council, through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality.

1.1 Purpose and status of this document

This report is intended to support the Neighbourhood Plan and to help guide the enhancement of Ponsanooth. This is achieved via the undertaking of masterplanning studies for a potential development site in the parish.

The design is illustrative and high level and demonstrates how the design principles that the Neighbourhood Plan wishes to promote could be applied on the sites. Although AECOM specialists have inputted into the development of the design, we have not undertaken technical studies such as a transport study, traffic assessment or drainage and ground conditions assessment. It is expected that further design and investigations are undertaken by applicants on the site, especially in regards to the pressure, material and diameter of the gas pipeline that crosses the site. This report is an initial step in that direction, with the aim of enabling the stakeholders to progress from an informed position.

The report provides an evidence base following on a desktop study and a site visit and a high-level development framework. This should be read in conjunction with the Design Code document, which covers the whole Neighbourhood Area.

1.2 Preparing the report

The following steps illustrated in Figure 1 were agreed with the Neighbourhood Plan Steering Group to produce this report, which draws upon policy development and engagement work undertaken by the Group.

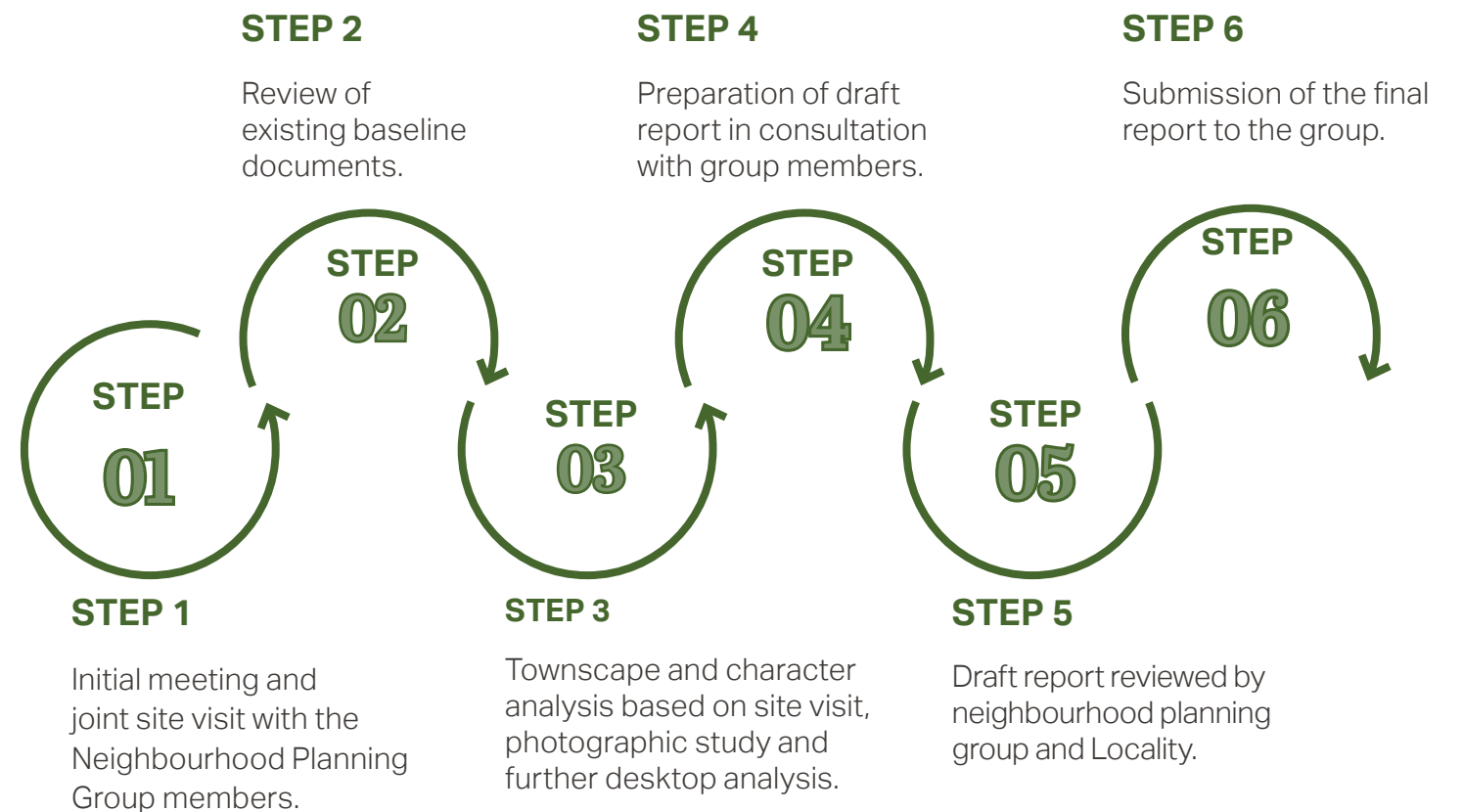


Figure 01: Timeline of the report.

1.3 Area of study

Ponsanooth is a rural parish located in the south-east of the county of Cornwall, approximately 12km south of the county town of Truro and 4.7km north-west of Penryn. The parish covers an area of 885 hectares and is set within the steep terrain of Kennall Vale.

Vehicular access to this area of south-east Cornwall is provided by the A390 which runs south west from St Austell towards Truro – later connecting with the A39 to service Ponsanooth, or the A393 which diverges from the A30 at Scorrier. The Neighbourhood Area is landlocked with two branches of the River Kennall passing through the Neighbourhood Plan Area west/ east enroute to the sea at Restrouquet Creek approx. 3.0km north east close to Devoran. The closest train station to the Neighbourhood Plan Area is Perranwell which is 4km north-east of the Ponsanooth. There are currently no cycling routes throughout Ponsanooth nor in the nearby vicinity.

Ponsanooth is a designated part of the Cornwall and West Devon Mining Landscape World Heritage Site for its tin mining and gunpowder manufacturing legacy. The village's historic core and the remains of the Kennall Vale Gunpowder Works contribute significantly to its unique character and cultural heritage.

Ponsanooth has a caravan site, holiday accommodation, public houses, restaurants, and other industry including renewable energy production. The Church of St Michael & All Angels, is a key local landmark along with Ponsanooth Methodist Church. There are also two schools – Kennall Vale School and Ponsanooth Pre-School.



Figure 02: View of Ponsanooth



Figure 03: Typical terrace housing typology in Ponsanooth



Figure 04: Higher Terrace, Ponsanooth

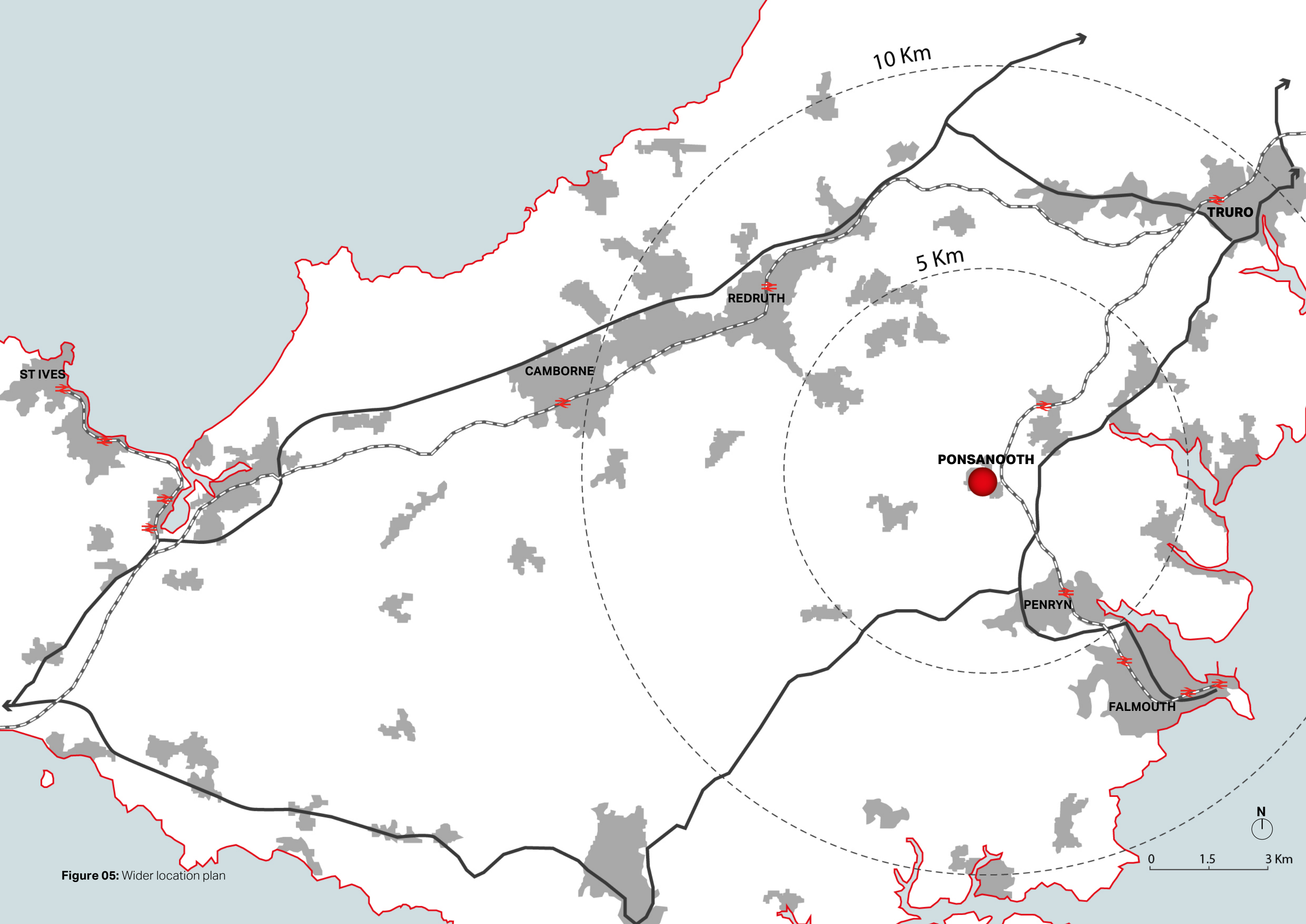


Figure 05: Wider location plan

A photograph of a row of four terraced houses. From left to right, the houses are painted in light cream, light blue, light yellow, and light blue. Each house has a dormer window on the roof and a small porch over the front door. The sky is filled with large, white, fluffy clouds. A dark green circular graphic is overlaid on the right side of the image, containing the number '02'.

Planning policy context

02

2

Planning policy context

In preparing this report, consideration has been given to national, regional and local planning policy.

2.1 National planning policy and guidance

This section summarises the relevant design policy, guidance and evidence base produced at national level which have informed this report.

The National Planning Policy Framework (paragraph 126) states that:

“good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities”.

National and local policy documents can provide valuable guidance for bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place so that development is both fit for purpose and able to build sustainable, thriving communities.

Other documents are more technical and offer specific design guidance which can inform design codes and masterplanning activities.

Developers should refer to these key documents when planning future development in Ponsanooth.

National Planning Policy and Guidance

2023 National Planning Policy Framework

DLUHC

Development needs to consider national level planning policy guidance as set out in the NPPF and the National Planning Policy Guidance (NPPG). In particular, Chapter 12: Achieving well-designed places of the NPPF stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of design principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

2021 - National Model Design Code

DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.

2021 - National Design Guide

DLUHC

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. Ten characteristics in the guide outline the Government’s priorities for well-designed place.

2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government’s guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

2020 - Building for a Healthy Life

Homes England

Building for a Healthy Life updates Homes England’s key measure of design quality as the national housing accelerating body. The document sets out 12 considerations for creating integrated neighbourhoods distinctive places and streets for all. While it is not part of the national policy, it is recognised as best practice guidance and design tool in assessing the design quality of developments.



2023 - Climate Emergency Development Plan Document

Cornwall County Council

The DPD provide planning guidance on achieving a sustainable future under the climate change agenda. It forms part of the Cornwall Local Plan, and champions neighbourhood planning as a key entry point for local actions against climate change. Guidelines are set out to support actions required to help Cornwall become carbon neutral by 2030, through effective land management, and requiring new developments to demonstrate energy efficiency, sustainable building practices and maximisation of biodiversity.

Policy G2 – Biodiversity Net Gain

All development proposals must demonstrate a minimum of 10% biodiversity net gain (as mandated by national policy and legislation).

Policy G3 – Canopy

All major development should provide, through retention of existing and/or the establishment of new, canopy coverage that is equivalent to at least 15% of the site area.

Policy T2 – Parking

Parking provision for vehicles and bicycles should incorporate integrated green infrastructure, street trees and sustainable drainage in line with the Cornwall Design Guide.

2021 - Cornwall Design Guide

Cornwall County Council

This document aims to support the Cornwall Local Plan by providing a comprehensive guide to help inspire and guide the delivery of high quality places to live; in particular with reference to environmental growth and nature recovery, health and wellbeing, inclusivity and resilience to Climate Change. In addition to the guidance set out in this document, it also provides Design Codes for larger development projects.

5.8 Accommodating vehicles

Preference for residential parking is given to sensitively designed small blocks of off-road parking, followed by on-street parking and lastly parking on plot. On-plot parking should be integrated into the design rather than reducing garden spaces of properties. Where possible, on-plot parking should be provided to the side of properties and provide ease of use for EV charging.

Parking spaces surfacing should be permeable and spaces to be delineated by quality materials. Landscaping and tree planting should be incorporated to reduce visual impact of parked cars and serve as public realm features.

2020 - Cornwall Housing Supplementary Planning Document

Cornwall County Council

The SPD outlines additional guidance on the delivery of affordable housing as set out in the relevant policies of the Cornwall Local Plan. Guidance on various affordable housing products, establishing living rent, developing affordable housing-led schemes and defining local housing need. Guidelines on affordable housing design, especially in relation to mix, size and accessibility standards are also outlined.

Affordable housing design – Mix, size and accessibility standards

Affordable housing should be designed to enable balanced and sustainable communities whilst reflecting locally identified housing needs. For new developments with 10 or more dwellings, these should provide 1-2 bedroom single storey dwellings as affordable homes to meet mobility needs.

A minimum of 10% of affordable units may be appropriate as single storey dwellings or ground floor flats, yet the ratio of flats should not exceed 15% of the affordable housing in order to maintain balanced communities.

Affordable dwellings should be designed with good levels of living space for their expected maximum occupancy, bed space guidelines for affordable dwellings are as follows:

Unit Type	Bed space	
1 bed	100% 2 person	
2 beds	100% 4 person	
3 beds	Minimum 75% 6 person	Maximum 25% 5 person
4 beds	Minimum 50% 8 person	Maximum 50% 7 person

Design and distribution of affordable housing

Affordable housing within any new development should be designed to be 'tenure blind', where it is indistinguishable from market housing and should be designed to have at least the same quality as the equivalent open market home. Some relevant design considerations include:

- Semi-detached and terraced units of the same tenure
- Maisonettes that are carefully designed and self-contained are favoured over flats, particularly where these are arranged in small blocks, with separate gardens and private entrances
- Flats should be in small blocks where all flats are affordable tenure. They should each have their own entrance where possible

District Planning Policy and Guidance

2018 - Cornwall Planning for Biodiversity Guide

Cornwall County Council

This document helps supplement Local Plan Policies 22 and 23 and provides guidance on the implementation of those policies. It is designed to assist people who are submitting and determining planning applications in Cornwall to understand how to ensure that biodiversity is protected, conserved and enhanced as a consequence of development.

2016 - Cornwall Local Plan Strategic Policies 2010-2030

Cornwall County Council

This document sets out the main planning approach and policies for Cornwall. The plan is intended to help deliver the vision and objectives of 'Future Cornwall'; the sustainable community strategy. The Policies set out how planning applications will be considered and set targets for growth and the broad distribution of development that reflects identified needs.

Policy 6 – Housing Mix

This policy ensures that any new housing development of 10 or more dwelling must provide a mix of affordable, market and starter homes. This should be informed by local

evidence on housing needs and demand, as well as requirement for tenure and sizes, so that new developments will contribute to the diversity of housing locally and redress any existing housing imbalance.

Policy 8 – Affordable Housing

This policy stipulates that all new housing schemes with a net increase of more than 10 dwellings must contribute towards meeting local affordable housing demands. Ponsanooth parish falls within Zone 3 of Cornwall County's House Price Value Zones, meaning 35% of the housing stock in any proposed development must be affordable housing.

Planning obligations will be enforced to ensure that affordable housing to the correct ratio is provided.

Policy 9 – Rural Exception Sites

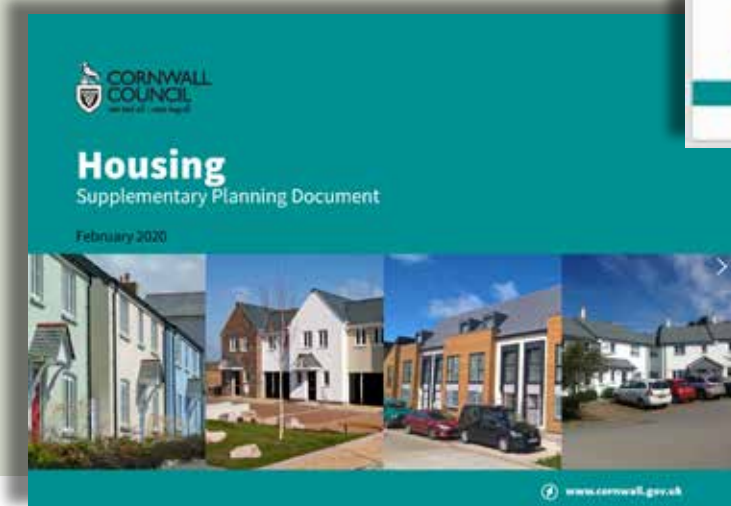
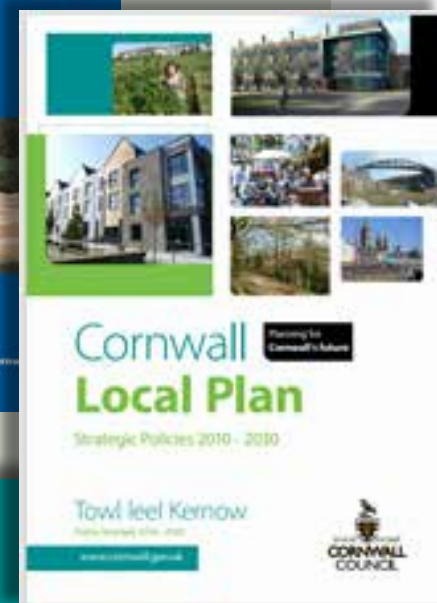
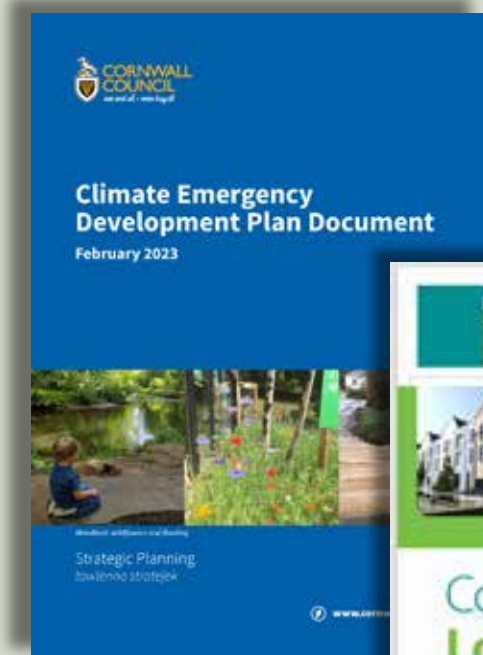
This policy states that any development proposals falling outside of but adjacent to existing built up areas of smaller towns, villages or hamlets, with a primary purpose to provide affordable housing to meet local needs will be supported. The quantity, type, size and tenure of affordable units must reflect any identified local needs.

Market housing can be included if these can be demonstrated to be essential for the

successful delivery of the development, but these must not exceed 50% representation of all units on site or 50% of the land take.

Policy 13 – Development standards

This policy states that public open spaces on-site should be provided in proportion to the scale of the development, different typologies of open spaces should be provided to meet local demands. 25% of the dwellings of any new housing development of 10 or more dwelling should provided as accessible homes.



A photograph of a row of traditional stone houses with dark roofs and chimneys. The sky is overcast and grey. In the foreground, there's a gravel area with two black bins and a white wall. A green circular graphic is overlaid on the right side of the image.

Vision and strategic objectives

03

3

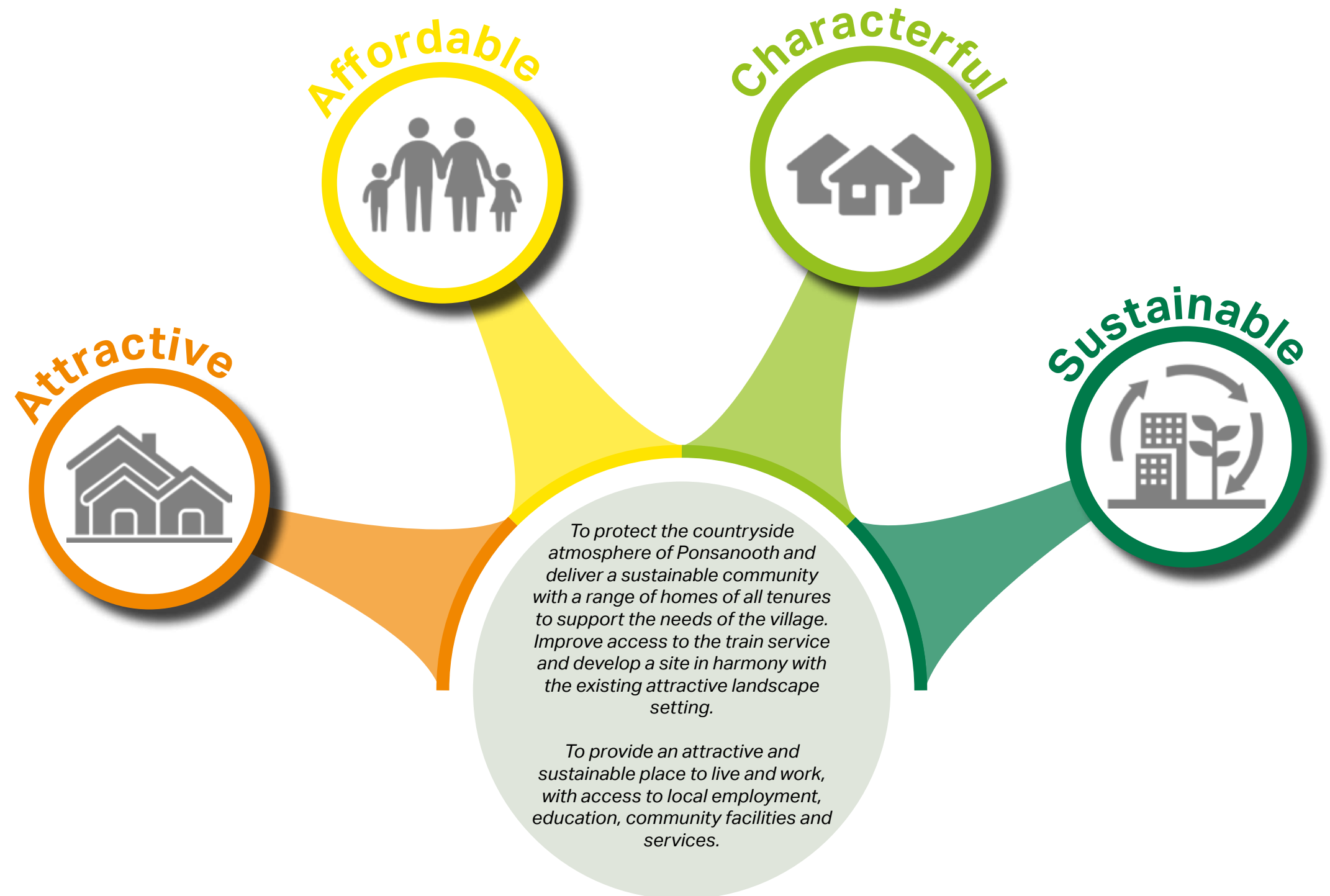
Vision and strategic objectives

This section sets out an overarching vision and strategic objectives for Ponsanooth.

3.1 Vision and objectives

The Vision, shown opposite, is underpinned by four main objectives and is informed by site analysis and development priorities expressed by the NP steering group. The strategic objectives play an important role in delivering the vision and have been developed into a number of specific development principles (next page).

These principles should guide any future development for the site as well as provide a framework for evaluating development options and ensure alignment with the overall vision.



Strategic Objectives

Creating an attractive and desirable place to live

- Provide a mix of homes and open spaces that will adapt to residents' changing needs throughout their lives.
- Integrate the new development with the existing character of the village.
- Respond to the existing topography.
- Provide access to train service with a new rail halt.

Providing affordable home

- Provide good quality and affordable homes addressing local needs.
- Provide a broad range of housing choices - in terms of design, size, type and tenure – to enable a balanced and diverse community.

Promoting sustainable development

- Ensure that all new homes meet prevailing requirements for energy use and efficiency and promote use of renewable energy.
- Adhere to best practice methods to reduce water consumption where possible. Implement water harvesting systems at the design stage.

- Ensure that materials used will be sympathetic to the village character and are sustainable.
- Incorporate SuDS into the masterplan proposals. This may include also green roofs, rain gardens and permeable surfacing.
- Aspire to be a carbon neutral and climate resilient development.
- Siting and orientation to maximise passive solar gain and energy efficiency.

Protecting and enhancing local character

- Maximising protection of the existing landscape and topography by incorporating them into the new development.
- Protect the local views.
- Protect and enhance existing habitats, including trees and hedgerows.
- Incorporate trees, pocket gardens and green spaces throughout the development.



Figure 06: View of the highest part of the site from south to north



Figure 07: Long view from the site towards the surrounding countryside (north)

Context analysis

04

4

Context analysis

This section includes site photographs and introduces constraints and opportunities of the site.

4.1 Local context

The site covers an area of 4.7 hectares and is located to the eastern part of Ponsanooth parish. The site is bound by the mainline railway connecting between Falmouth and Truro to the north-east, and the A393 to its south-western edge - providing access towards Ponsanooth village and Redruth further north.

The proposal of a potential rail halt adjacent to the site brings opportunities to improve the connectivity of Ponsanooth with the rest of Cornwall, whilst providing an additional travel option for local residents who commute to other parts of Cornwall on a regular basis. The site also accommodates capacity for the provision of a Park & Ride car park to facilitate for rail users.

Characterised by rolling topography, the site benefits from open views towards open fields to the north. A number of key views have been identified overleaf (Figure 15) along with a photographic analysis (Figure 9-13). There is a steep drop in topography on the south-eastern edge of the site towards a small stream at the bottom of the slope. The site is also defined by a series of continuous hedgerows, which presents as an opportunity to be incorporated into the green infrastructure design of the site, further enriching its character, and contributing towards biodiversity net gain.



Figure 08: View A.



Figure 13: View B.



Figure 10: View C.



Figure 09: View D.



Figure 11: View E.



Figure 12: View F.

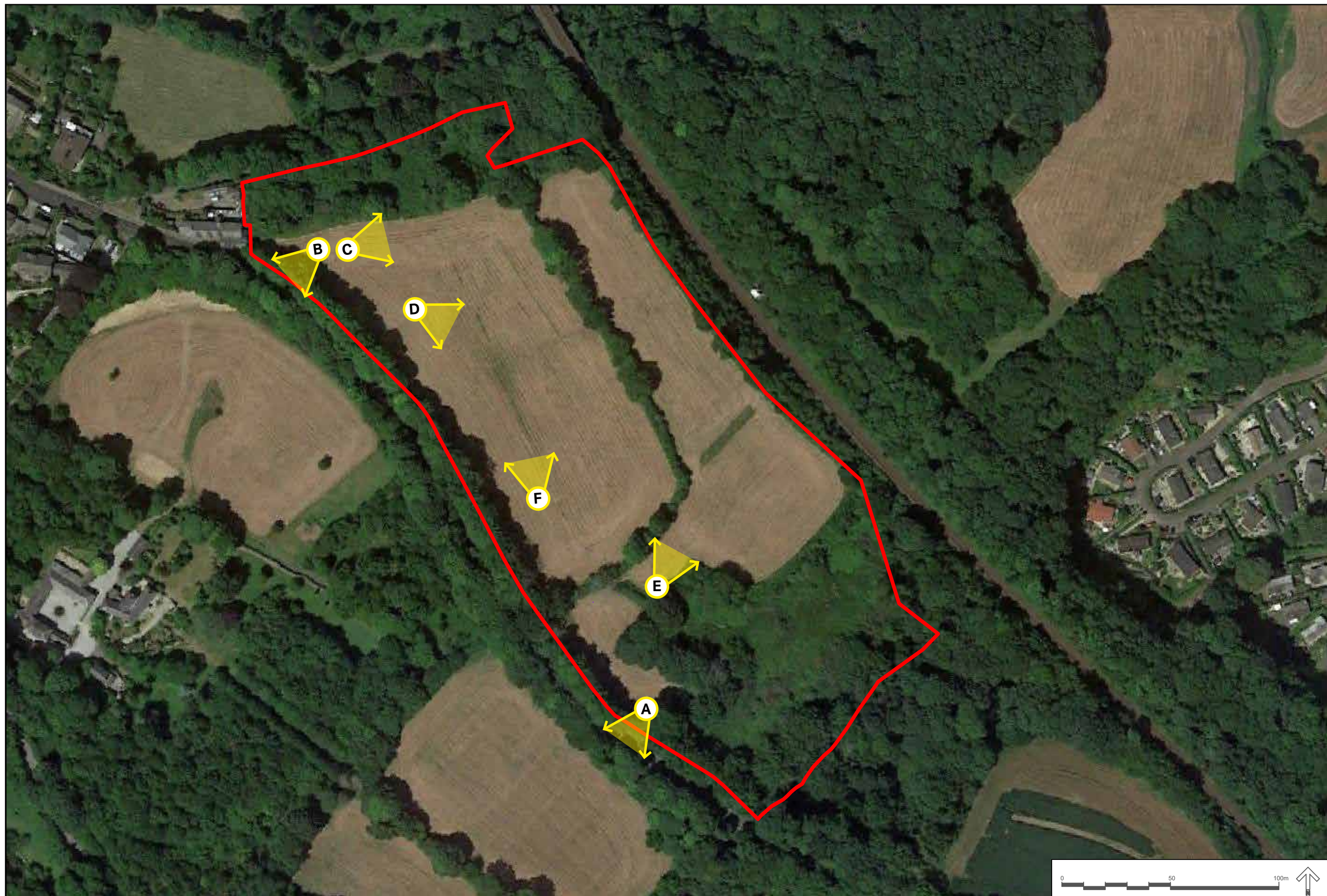


Figure 14: Key views

Contains imagery basemap © Bing Map 2023

4.2 Constraints

The site contains a number of constraints that would limit the capacity for development.

Due to level changes between the road level (A393) and the site, the access is limited to two points, both leading onto the A393. The A393 experiences frequent fast-moving traffic making the junctions a potential safety issue to consider. The access points could affect traffic along the A393. The exact location of both accesses is subject to further transport assessment to ensure sufficient visibility. Improvement to the existing footway as well as potential traffic calming measures on the A393 might be required.

The area contains a number of mature trees and hedgerows. Any new development within the area should follow a sensitive approach towards these assets and retain as much as possible of the existing landscape. They should be protected with appropriate buffer zone and any development must be sympathetic to the existing settings.

The topography rises steeply from the north and south towards the centre of the site. Any development would have a significant visual impact. There are long distance views towards the north.

A gas main crosses the site north - south. An easement strip may vary in width typically between 6 and 25 meters depending on the diameter and pressure of the pipeline. Further investigations need to be done in order to assess the easement zone required for the intermediate pressure pipeline.

For the purpose of the Site Masterplan, an intermediate pressure gas main easement zone for a steel pipe has been considered following a detailed inquiry with the utilities company.

To the east of the railway there is a Global Systems for Mobile communications mast used by Railway. This is currently considered as a 2/3G mast and requires an easement area that varies between 20 - 30 meters. Further assessment is required before development can take place on site.

4.3 Opportunities

The context of the site also offers a number of opportunities to be harnessed through design.

The site is located within 5 mins walk from Ponsanooth village, allowing easy access to a range of amenities, such as schools, pubs and restaurants.

The gently rolling topography across the site provides long views towards the open countryside surrounding Ponsanooth to the north-west. These views can be maximised by orientating and adapting the design of properties with the changing levels. Some of these views are highlighted in Figure 15 on the previous page.

The site is also characterised by a long continuous hedgerow and some traditional Cornish hedgerows. These can be effectively incorporated into the landscape design of the site, maximising existing green infrastructure whilst contributing towards achieving biodiversity net gain, which is a key priority for Ponsanooth in line with Cornwall Council's Climate Emergency DPD.

In terms of existing utilities and infrastructure, there are opportunities for the new development to connect onto potable water and sewage pipelines within the parish. The site is also strategically located along the A393 and has two existing access points that can be readily adapted into the design.

The site is bound by the mainline railway to the east and aspirations for a rail halt adjacent can provide an additional mode of transport

for commuters and promote active travel. The site has capacity for a Park and Ride facility, providing parking for rail commuters.







Place-making principles

05

5

Place-making principles

5.1 Key place-making principles

This section sets out the key place-making principles that should be applied across the site in Ponsanooth. It reflects the strategic objectives identified in Chapter 3 and draws on the principles set out in national design best practice documents. The key place-making principles also reflects our appreciation of the site and the place-making characteristics observed in Ponsanooth. The place-making principles that are considered important to the development of the site are listed below. These principles should be read in conjunction with the Ponsanooth Neighbourhood Plan Design Guidance and Codes (DGC).

The key place-making principles for the site are the following:

- 

Maximising accessibility by creating an interconnected street network across the site

Relevant Design Codes from Ponsanooth DGC:
DC 01.2, DC 01.3
- 

Designing a distinctive development appropriate to its locality with clearly defined edges

Relevant Design Codes from Ponsanooth DGC:
DC 01.5, DC 03.5, DC 03.6, DC 05.5,
- 

Use of active frontages to encourage vibrant streetscapes

Relevant Design Codes from Ponsanooth DGC:
DC 01.2, DC 02.A (from CA1 & 2)
- 

Developing a local mobility hub to promote active travel in Ponsanooth
- 

Responding to existing topography and landscape context

Relevant Design Codes from Ponsanooth DGC:
DC 01.6, DC 01.C (from CA2)
- 

Appropriate use of corner treatment to frame street edges and create landmarks within the development

Relevant Design Codes from Ponsanooth DGC:
DC 01.1
- 

Providing convenient access to the proposed rail halt

Relevant Design Codes from Ponsanooth DGC:
DC 01.2, DC 01.3
- 

Championing sustainability and biodiversity net gain through retention of existing landscaping and promotion of tree planting

Relevant Design Codes from Ponsanooth DGC:
DC 01.4, DC 02

Masterplan

06

6

Masterplan

6.1 Introduction

In this chapter, the preferred option has been developed following consultation with the NDP Steering Group. This has evolved from 2 initial design options, each prioritising the maximised housing numbers and optimised open space provision respectively. Details on housing mix, typology and ratios of affordable units are also provided as reference, followed by a break down of land use allocation across the site in a land use budget.



Contains imagery basemap © Bing Map 2023

6.2 Preferred Option

This is the preferred option for the site, yielding a total of 50 units at an average density of 11 dph. Housing typologies range from terraced, semi-detached and detached houses that are 2-storeys in height. 40% of the 50 units will be affordable units.

A park and ride facility is provided to the south of the site, offering a total of 60 parking spaces and a bus stop for the potential circular bus service for passengers using the proposed rail halt. An area to the south of the central park is allocated for the potential expansion of the park and ride.

This option provides ample amount of open space, hence, has the lowest density of all. An extensive footpath network is provided along this large green space, presenting residents with a number of car-free connections across the site towards the railhalt. Together with the incorporation of the existing hedgerow and the retention of all trees and vegetation along the edges of the site, the proposal presents a sustainable option for the site whilst maximising biodiversity net gain.

The main vehicular entrance has been kept to the south of the site to avoid disturbances from through traffic passing the site. Pedestrian and cycle access is provided to the north, closest to the village. This entrance can also be used as an emergency vehicle access point. An indicative location for a roundabout junction, proposed by Cornwall Council, has been marked to the south of the site. This is envisioned to allow traffic to be diverted into the site should the scheme be delivered.

Figure 19 shows a connectivity plan highlighting alignment of proposed pedestrian, cycle and vehicular access on the site with existing pedestrian routes in Ponsanooth village. A range of facilities and amenities in the village that residents on the proposed site could access and benefit from are also indicated on the plan.

Typology	Number of units	Percentage
Terraced house	35	70%
Semi-detached house	10	20%
Detached house	5	10%
Total	50	100%

Table 01: Housing mix.

Typology	Affordable Units	Market Rent Units
House	20 (40%)	30 (60%)

Table 02: Affordable housing mix

Typology	Number of parking spaces (per unit)
House	2

Table 03: Parking ratio

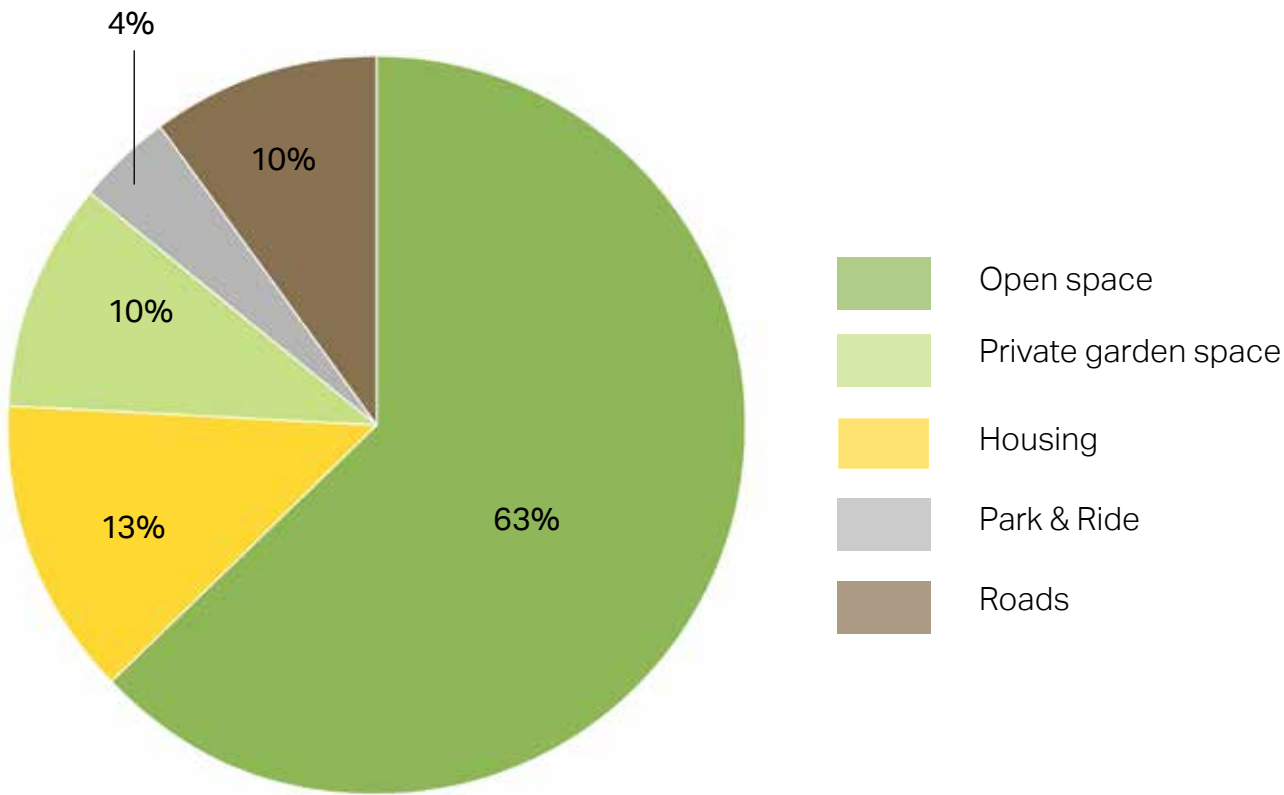
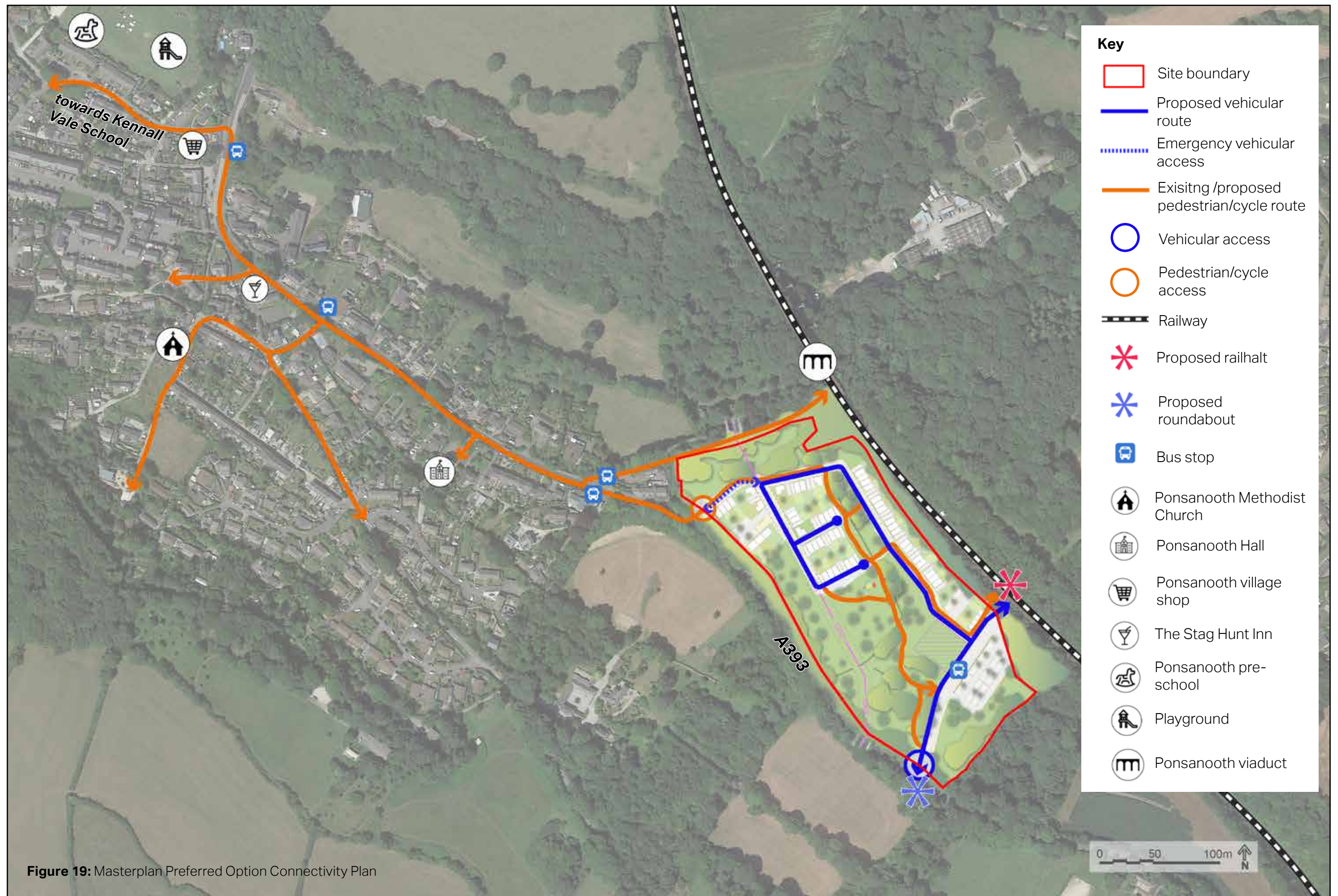


Figure 17: Preferred Option Land Use Budget





Contains imagery basemap © Bing Map 2023

Design principles



Maximising accessibility by creating an interconnected street network across the site



Designing a distinctive development appropriate to its locality with clearly defined edges



Use of active frontages to encourage vibrant streetscapes



Developing a local mobility hub to promote active travel in Ponsanooth



Responding to existing topography and landscape context



Appropriate use of corner treatment to frame street edges and create landmarks within the development



Providing convenient access to the proposed rail halt



Championing sustainability and biodiversity net gain through retention of existing landscaping and promotion of tree planting



This plan summarises the application of placemaking principles set out in Section 5.1.



Figure 20: Placemaking principles application for Option 3 (Preferred Option)

6.3 Option 1 (Density optimised)

In the density optimised design option, a total of 120 units have been achieved at an average density of 26 dwellings per hectare (dph). Housing typologies range from 1-2 bed apartments (36 units) up to 3 storeys high and 2-4 bed terraced, semi-detached and detached houses (84 units) of 2-storeys in height. The terraced typology has been chosen. Of the 120 units provided, 40% of these are envisaged to be affordable units.

To the south of the site is a park and ride facility. A total of 60 spaces are provided, of which 12 are allocated to residents’ use for apartment blocks across from the park and ride. This leaves a total of 48 spaces for park and ride purposes, along with a bus stop for a potential circular bus service connecting between Ponsanooth village and the proposed rail halt.

A large open space is located to the south of the site, linked to the north via a linear park which incorporates the existing hedgerow into the design. Another green space is located to the south adjacent to the park and ride. Landscape buffers to the north of the site, and along the edges of the site have been retained or incorporated as part of the landscape design of the site.

Typology	Number of units	Percentage
Apartment	36	30%
Terraced house	43	36%
Semi-detached house	35	29%
Detached house	6	5%
Total	120	100%

Table 04: Housing mix

Typology	Affordable Units	Market Rent Units
Apartment	18 (15%)	18 (15%)
House	30 (25%)	54 (45%)
Total	48 (40%)	72 (60%)

Table 05: Affordable housing mix

Typology	Number of parking spaces (per unit)
Apartment	2
House	1.8

Table 06: Parking ratio

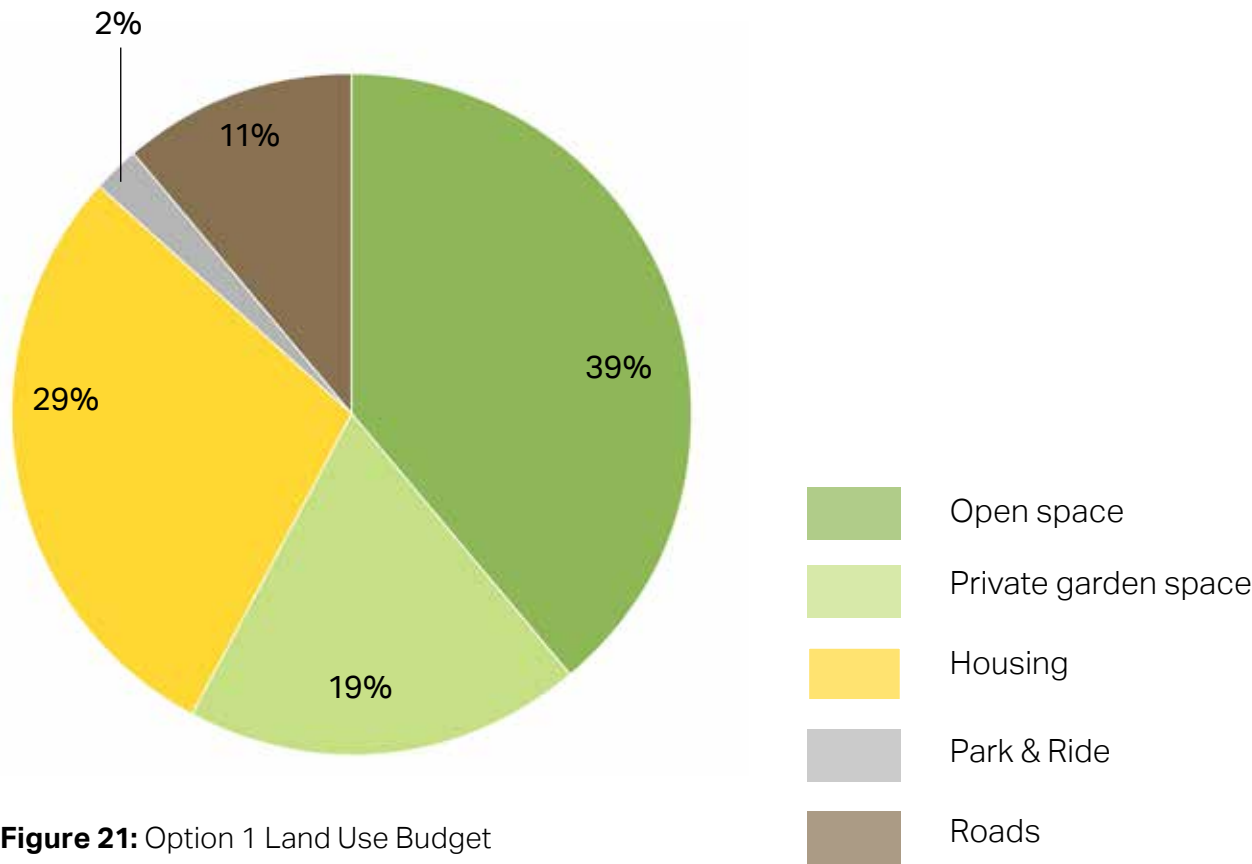


Figure 21: Option 1 Land Use Budget



6.4 Option 2 (Open space optimised)

Option 2 is an open space optimised design, yielding a total of 84 units at an average density of 20 dph. Housing typologies range from 1-2 bed apartments (28 units) of 2-2.5 storeys high, and 2-4 bed semi-detached and detached houses (56 units) of 2-storeys in height. 42% of the 84 units will be affordable units.

Similar to Option 1, a park and ride facility is provided to the south of the site, providing a total of 60 parking spaces and a bus stop for the potential circular bus service for passengers using the proposed rail halt.

Compared to Option 1, this option provides a larger open space to the south of the site, which joins onto a linear park that incorporates the existing hedgerow. Another green space is provided to the south adjacent to the park and ride. Other greenery include landscape buffers to the north and along the edges of the site.

Typology	Number of units	Percentage
Apartment	28	33.3%
Semi-detached house	38	45.2%
Detached house	18	21.5%
Total	84	100%

Table 07: Housing mix

Typology	Affordable Units	Market Rent Units
Apartment	14 (17%)	14 (17%)
House	21 (25%)	35 (42%)
Total	34 (42%)	49 (58%)

Table 08: Affordable housing mix

Typology	Number of parking spaces (per unit)
Apartment	2
House	1.8

Table 09: Parking ratio

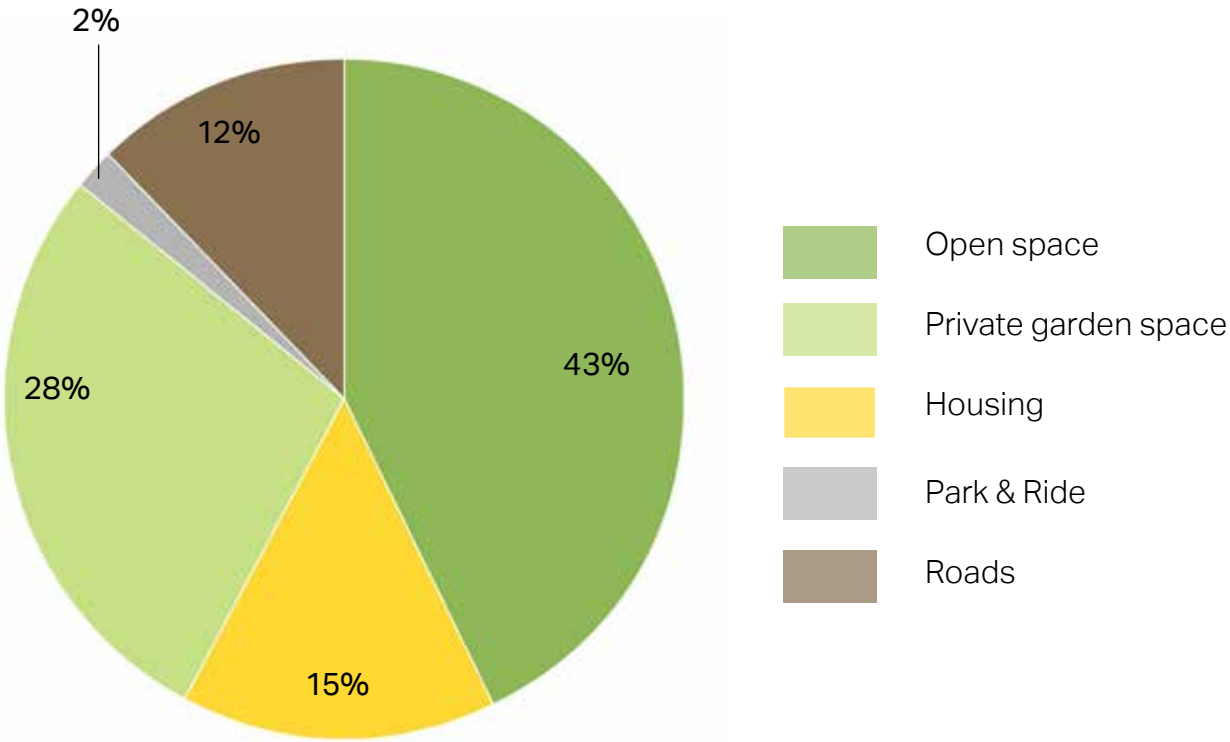


Figure 23: Option 2 Land Use Budget



Next steps

07

7

Next steps

Delivery

Ponsanooth Site Masterplan will be a valuable tool in securing context driven, high quality development for Ponsanooth. The table on the right identifies those groups who might use this report and how they would use it.

Actors	How they will use the report
Applicants, developers, & landowners	As a guide to local expectations on development and design, and factors to consider in order to achieve an acceptable scheme that “fits” in the village. As such, developers will be expected to address matters in the Ponsanooth Site Masterplan, where relevant, as planning consent is sought.
Local Planning Authority	As a reference point against which to assess planning applications.
Parish Council	As a guide when commenting on planning applications, ensuring that the objectives set out in the Ponsanooth Site Masterplan are considered and as a supporting document for the Ponsanooth Neighbourhood Plan.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

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