



Residential Development at Anchorage  
28 North Parade, Falmouth, Cornwall, TR11 2TD

**Resubmission PreApp - Discussion Document, March 2021**

# Introduction

## Introduction & Executive Summary

This PreApp Discussion Document has been prepared by CSA Architects on behalf of Mr Roberts who is the owner of the existing property at 28 North Parade, Falmouth.

The document has been prepared to discuss amendments to the planning application for residential development (PA20/10436) which has been withdrawn on 21st January 21 following receipt of consultation responses, as well as comments made by the case officer.

The scheme proposal has been reviewed by the Design Team in regard to overall scale and footprint, impact on the neighbour at No 26 North Parade, the vehicle parking / turning, massing at the South West corner of the site specifically and provision of amenity.

Overall it is proposed to reduce the scale of development from 7 units to 5 units. The footprint, height and massing has been reduced in the critical areas. The parking arrangement has been amended to allow for on site turning to guarantee manoeuvring in forward gear on and off the highway.

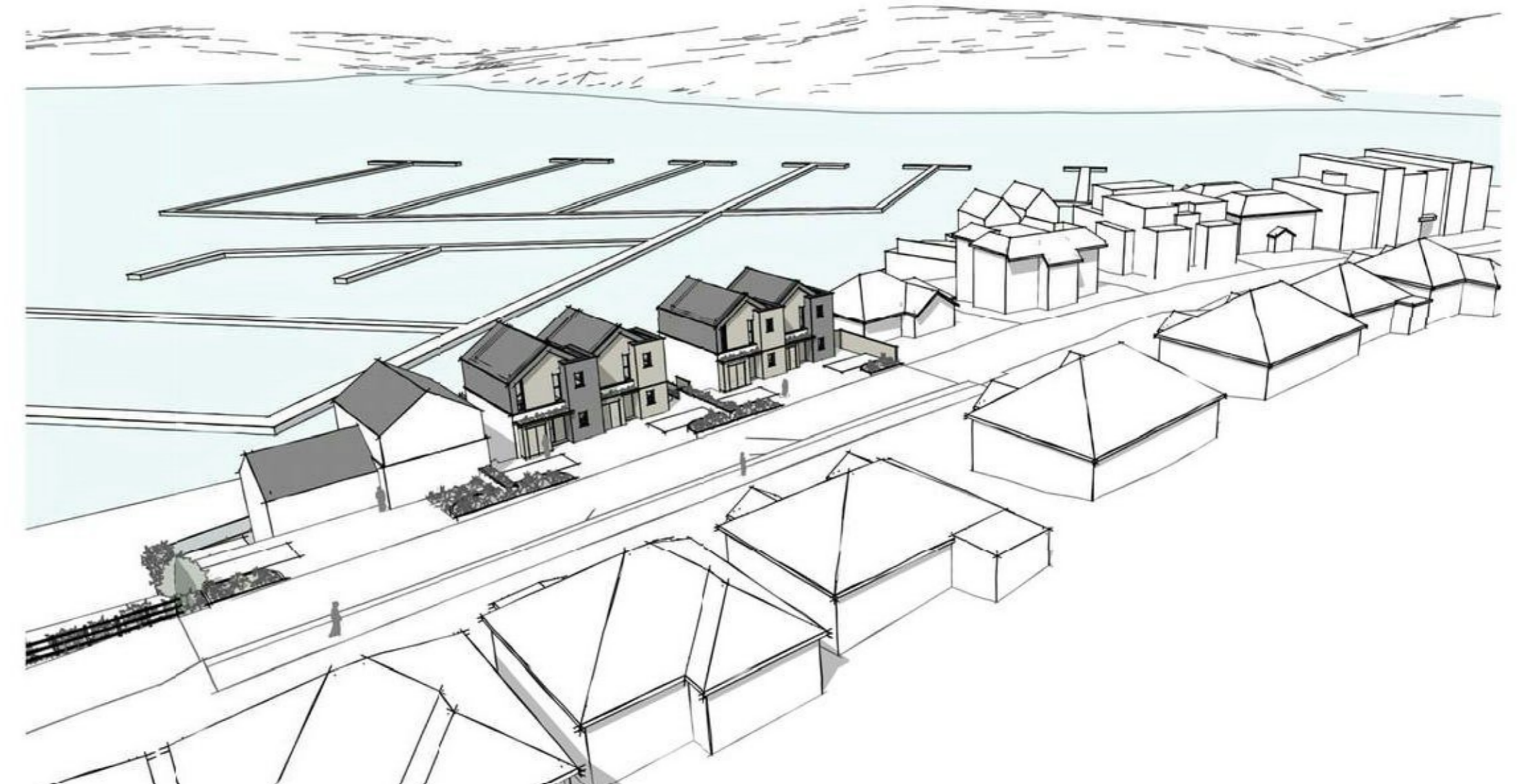
This document should be read in conjunction with the drawings and design statement previously submitted and withdrawn.

The PreApp discussion document focuses on the proposed amendments to the scheme ahead of an anticipated Resubmission of the Planning Application. With this document the applicant seeks consultation with the case officer, highways department and Falmouth Town Council.

- A Overview**
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### Issue Status

Date	Rev	Author	Details
24.03.21	-	SK	Initial issue.



# A Overview

The following amendments are proposed and additional information provided:

## 1. Scale of Development, footprint and amenity

The scheme is reduced from 7 Units (4 semi detached dwellings and a block of 3 apartments) to 5 Units (4 semi detached dwellings and 1 detached dwelling). Resulting footprint comparisons and calculations of amenity area have been provided.

## 2. Reduced Massing in the SW Point of the site.

The proposed massing has been pushed away from the SW point, the approach to North Parade. The height, as seen from the road, steps from single storey, to 1.5 storey to 2 storey; a gradual increase in height. Illustrated on street scenes and 3D view comparisons.

## 3. Reduced Neighbour Impact on No 26 North Parade.

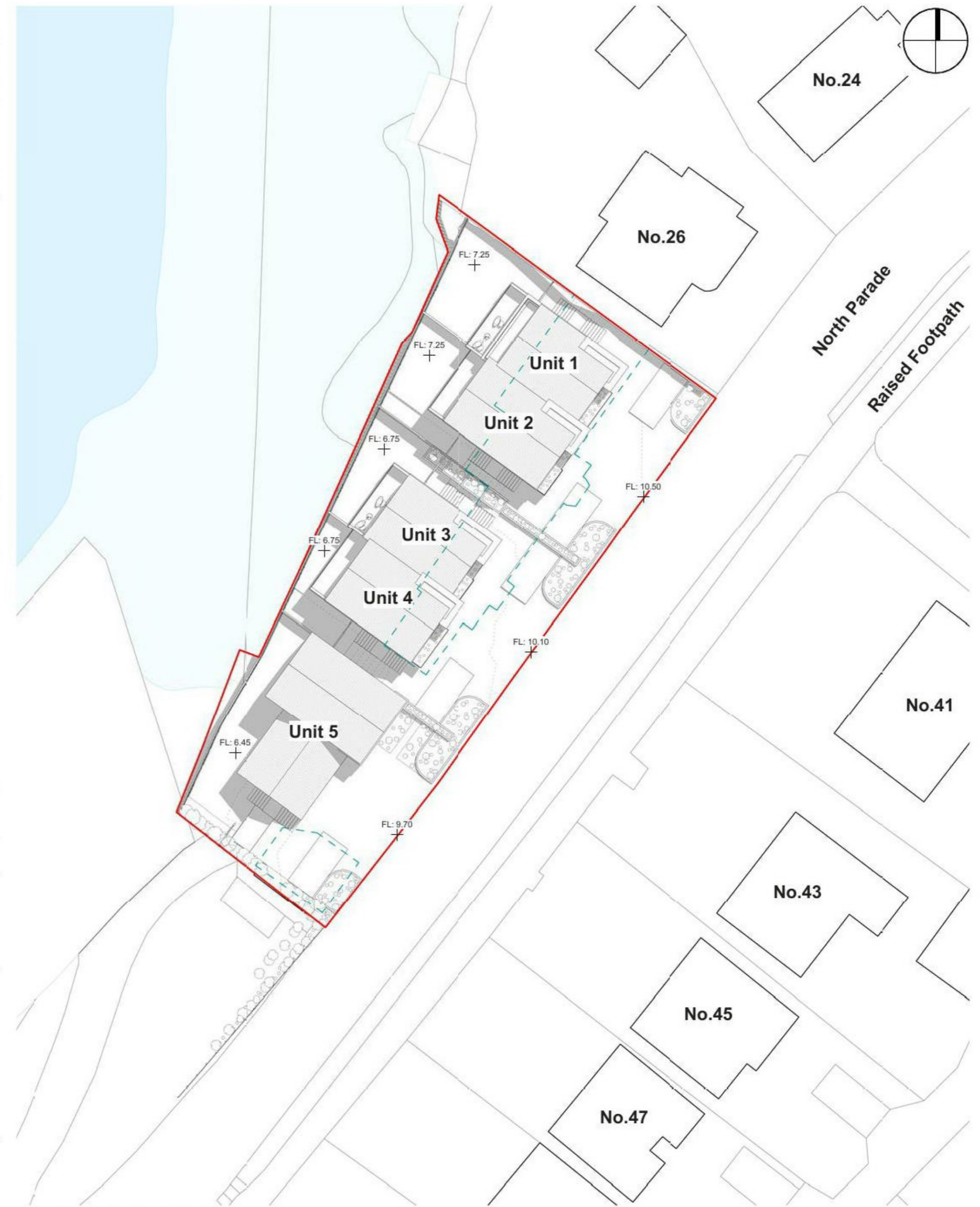
The distance of unit 1 to the boundary and No 26 has been increased. The roof overhang and details of the top floor privacy flanking wall have been amended to reduce the impact on no 26. Side elevations and 3D 'view out' comparison from neighbour's dwelling are included.

## 4. Parking Arrangement to achieve compliant visibilities

The parking provision has been reduced to 1 space per dwelling. This allows forward exiting out of all spaces. Vehicle swept path have been prepared to demonstrate this.



Withdrawn Scheme Site Plan



Revised Scheme Site Plan

## B Scale of Development, Footprint & Amenity

The site plan below provides a comparison of the design evolution of this scheme in terms of footprint.

The purple dashed line shows the scheme that was submitted for PreApp consultation in July 2020. This scheme proposed 9 Units (4 semi detached houses and a block of 5 apartments)

The blue dashed line shows the scheme that was submitted and then withdrawn in January 2021. This scheme was for 7 Units (4 semi detached houses and a block of 3 apartments).

The floor plans indicate the proposed revised scheme of 5 units (4 semi detached dwellings and 1 detached dwelling).

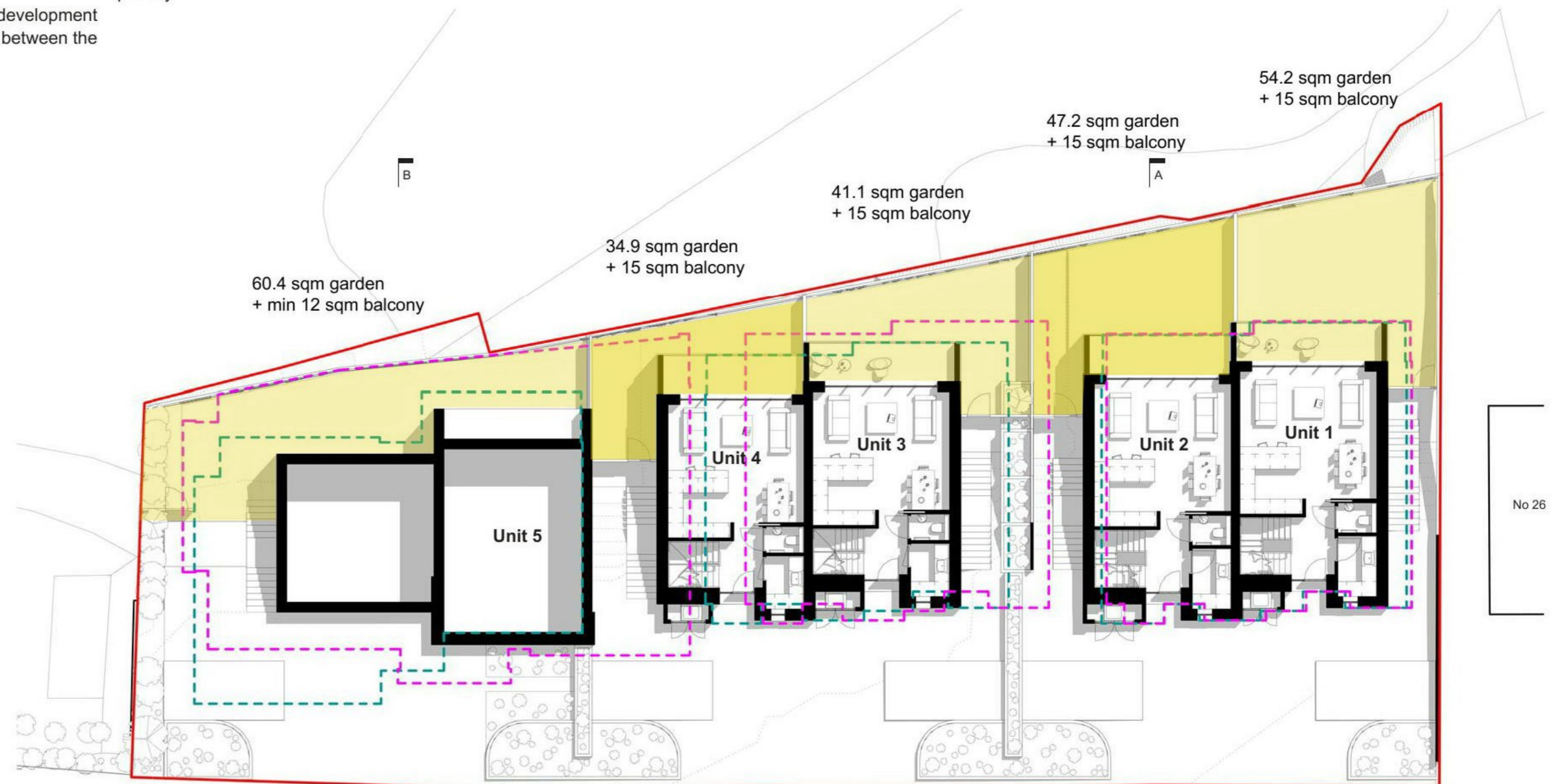
The footprint shows a progressive reduction of development from the SW corner of the site, increased gaps between the dwellings and increased gap towards no 26.

Concern was raised over the amount of available amenity area. On the site plan below we annotated the amenity areas per unit.

On a scheme with main habitable spaces on the middle floor the balcony amenity area is very valuable and to be considered within the calculation.

On the proposed revised scheme allows for a min of 50 sqm of high quality usable outdoor amenity area for each units.

It should also be noted that the scheme design purposefully allows for private stepped access to the lower garden for each of the units to avoid shared amenity and compromised privacy.



Proposed Revised Site Plan (Ground Floor Layout)



PreApp Scheme



Submitted / Withdrawn Scheme



Revised Scheme



Withdrawn Scheme South East Elevation



Revised Scheme South East Elevation



Withdrawn Scheme North West Elevation



Revised Scheme North West Elevation

## C Massing at the South West Point

The proposed height of 2 storey from the road was accepted in principle. However concern was raised in regard to the development in the SW corner of the site, as this is seen as the approach to North Parade and the beginning of development on the waterfront side (NW side of North Parade).

The withdrawn scheme proposed a 1.5 storey gable followed by a 2 storey gable for the apartment block, before continuing with 2 storey gabled frontages for the semi detached dwellings.

The revised scheme proposes a detached dwelling with a single storey part, that presents the eaves to the road frontage. The building then steps to a 1.5 storey gable, before continuing with 2 storey gables for the semis.

While the details of the fenestration are to be established, the massing model demonstrates this graduation in height very well.





# D Neighbour Impact on No 26 North Parade

In response to concerns of impact of Unit 1 on the amenity of No 26 in terms of outlook and overbearing the scheme has been reviewed.

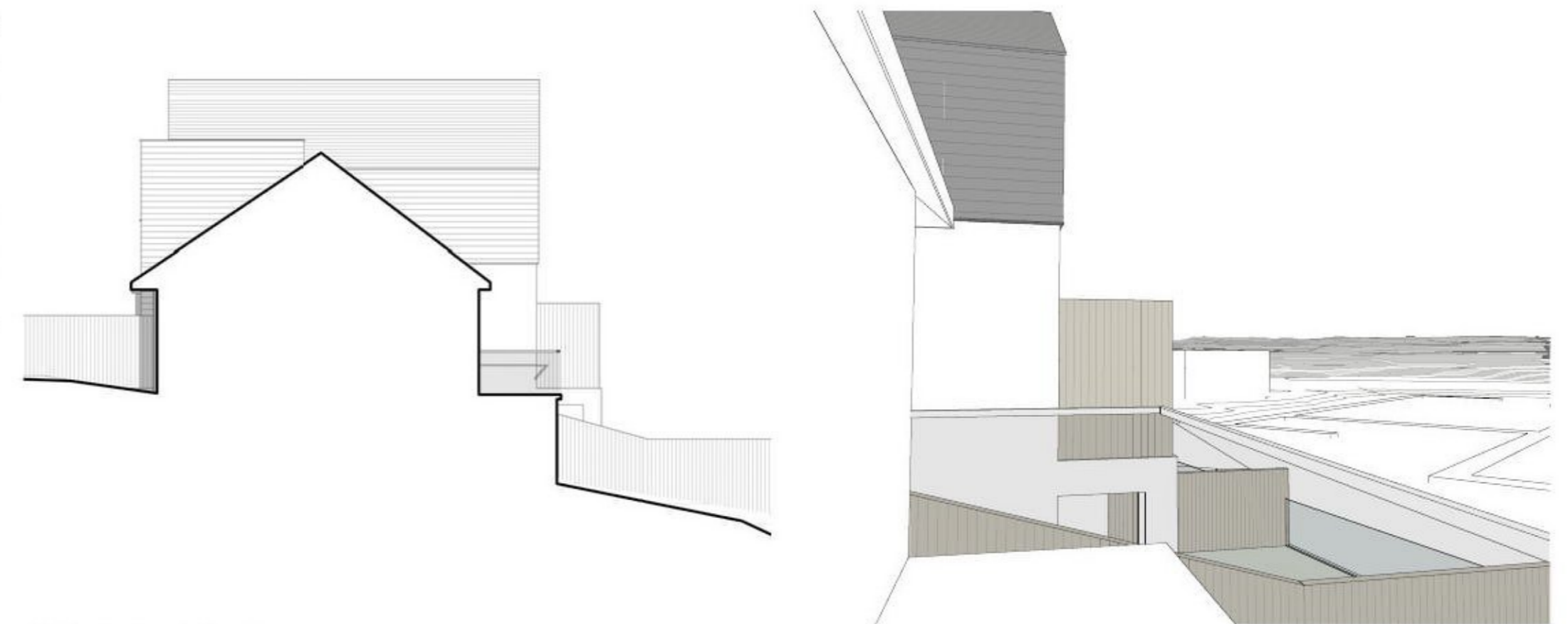
The proposed dwellings make use of the topography of the site and step to the rear as they step down the slope. These steps have been utilised for the creation of a balcony terrace. In fact a similar stepping can be observed at the rear elevation of No 26.

When comparing the floor plans at each level, it can be seen that the rear building line of Unit 1 is very similar to No 26.

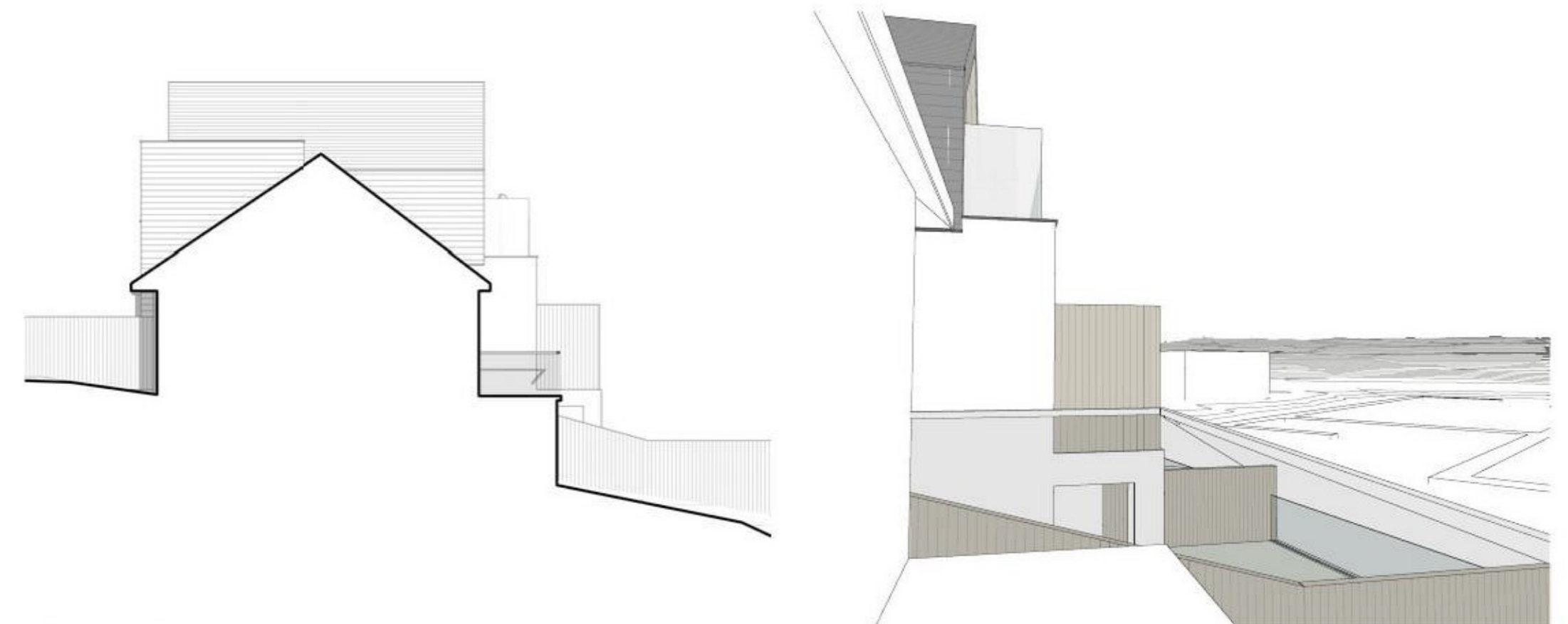
It is recognised that the proposed dwellings are a storey taller, so particular attention has been paid to the transition from No 26 to the proposed units. It is therefore proposed to omit the roof overhang of the top floor balcony of Unit 1. This significantly improves the outlook from No 26 adjacent to the development.

In addition, as mentioned previously the gap between Unit 1 and No 26 has been increased further. It should also be noted that currently the existing footprint of The Anchorage is built up to the boundary with No 26.

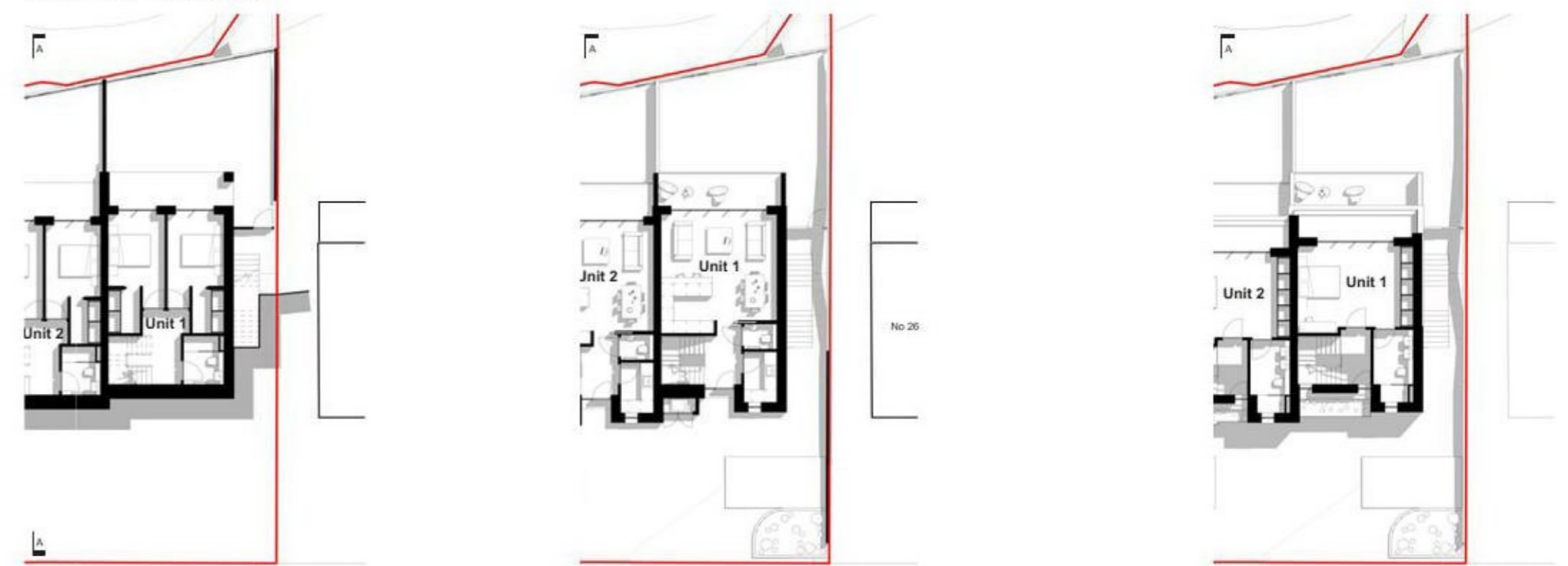
Site visits to neighbours are currently not possible. We utilised the 3D model, which was prepared based on topographical and OS map data to model the view out from the balcony terrace of No 26 to illustrate the impact of the proposed amendments to Unit 1.



Withdrawn Scheme



Revised Scheme



Lower Ground Floor

Ground Floor

First Floor



# E Access, Parking & Vehicle tracking

A PreApp consultation with Highways preceded the Planning Application that was withdrawn in Jan 2021. The Highway Officer noted some concerns about enforcing a reverse parking and forward exiting. Some concern was raised in regard to three spaces in the far South West corner and it was noted that a parking ration of 1:1 would be accepted in this location.

During the Planning Application Highways commented again and objected to the proposed parking arrangements. The submitted scheme was based on a provision of 200% for houses and 100% for apartments. The principle was based on reversing into spaces that were positioned perpendicular to the highway to allow leaving the site in a forward gear. Within the Transport Advisory Note of the application it was argued that in compliance with the Highway Code drivers would be obliged to reverse into the off site parking spaces.

The highway officer objected to the withdrawn scheme, stating that 5 of the proposed 11 spaces would have limited visibility. It was stated that the visibility splay of 41m deemed insufficient and backed by an appeal in the road visibility of 43m would be required.

The Design Team's Transport Consultant Jon Pearson noted that the speed survey referred to by the Highway Officer shows that the speeds are in fact very close to the speed limit. Jon Pearson also noted that the Highway Code would only require 23m SSD (stopping sight distance) and the 43m are derived from design requirements for newly design developments. It may not always be practical to apply this rigour to redevelopment sites constraints by existing urban constraints. We would like to have an opportunity to explore these arguments further, particularly in light of an overall reduced parking provision explained below.

The highway officer also questioned if a forward gear exit was always guaranteed and therefore suggests the provided visibility was insufficient.

The highway officer questions the principle of reversing into the spaces and states that near the SW corner of the site in particular this could enhance the risk of collision.

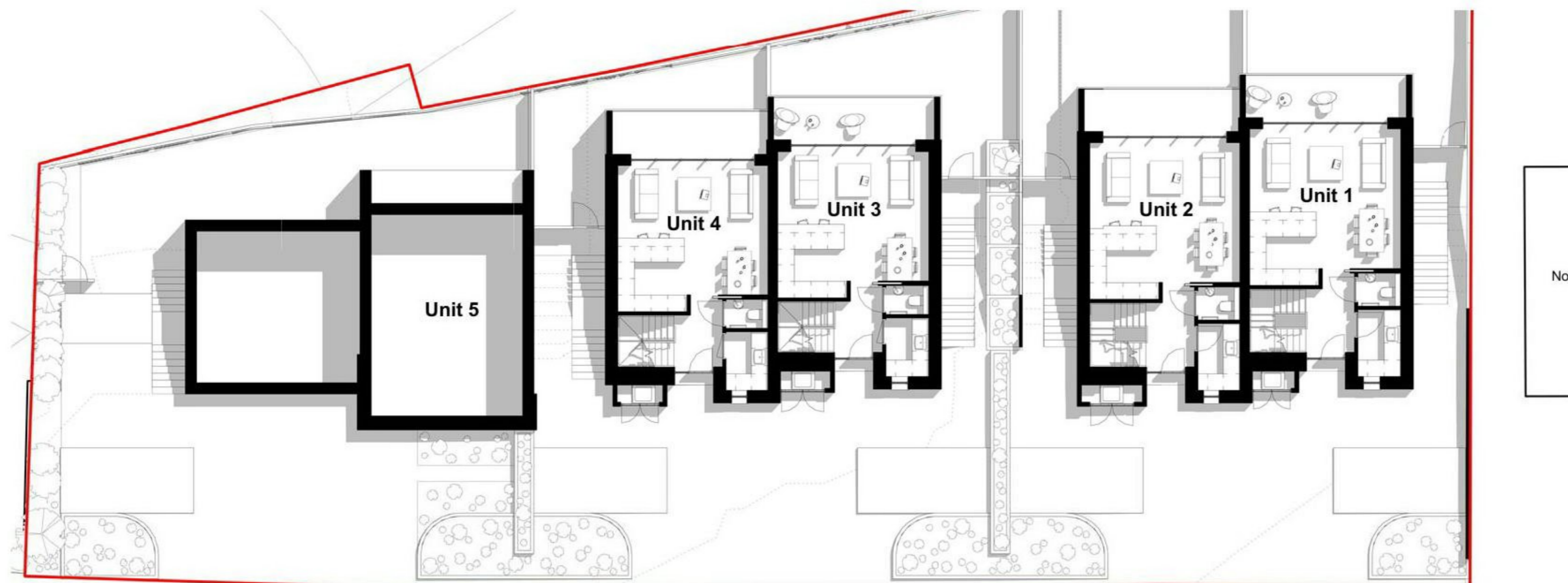
For the proposed revised scheme a parking provision of 1:1 is proposed as suggested in the original PreApp response.

The scale of the development is reduced to 5 units, so a total number of 5 spaces are proposed for this development.

The frontage of each unit has sufficient space to allow for turning a vehicle on the application site. This guarantees manoeuvring in forward gear on and off the highway. Our transport consultant Jon Pearson has undertaken a vehicle swept path analysis to demonstrate this. Parts of this is clipped onto this page, the full drawing is provided alongside this document.

The reduced overall parking provision allows for a deeper soft landscape strip along the site frontage. This reduces the visual car dominance of the scheme's road frontage.

As part of this Resubmission PreApp, we would like to engage with the Highway Department to ensure a revised scheme is compliant.



Proposed Revised Site Plan



Swept Paths by J Pearson Transport Consultant

## F Photo Overlay Comparison



Withdrawn Scheme



Revised Scheme



Withdrawn Scheme



Revised Scheme



Withdrawn Scheme



Revised Scheme