

# PRE-APPLICATION ENQUIRY – [Category C]

Submitted to Cornwall Council Planning Authority

**Project:** Concept / Feasibility RIBA Stage 2

**Proposed Semi Detached Family Dwelling**

**For Mr and Mrs I. Audus**

**Site:** 16, Lundy Drive, Higher Crackington, Nr Bude EX23 0PA

Prepared by: The Bazeley partnership Chartered Architects, Efford Farm business Park, Vicarage Road, BUDE, Cornwall EX23 8LT

TBP REF 21-024 – August 2021

01288 355557

bude@bazeley-architects.co.uk



## **INTRODUCTION and APPLICANTS AMBITION**

This Category C Pre-Application Enquiry has been prepared by The Bazeley Partnership on behalf of Mr and Mrs I. Audus to explore the feasibility with Cornwall Council Planning Authority [CCPA] of constructing a modest family semi-detached dwelling on land within the curtilage of the applicants' home known as 16. Lundy Drive higher Crackington.

No 16 was Mr Ian Audus's family home where he grew up with his sister and parents who occupied the house for 45 years. Mr Audus moved away but has frequently visited his parents' home over time – returning for visits and breaks etc. and has close friends in the village as well as family living close by. A year ago, however Ian's mother died leaving the house vacant. Since that time Ian and his wife have spent as much time allowable under Covid restrictions, visiting and staying in the house trying to work out what they want to do with the property and planning their future.

Having now considered matters and options, the ambition is for Mr and Mrs Audus to return to No 16 permanently and to retire there. However, Mr Audus also wants to provide for his sister who now also wishes to return to the family home location but naturally wants to reside in her own home. Mr Audus's sister currently rents a Council property and is unable to afford to either rent locally or purchase a property close by. Therefore, Mr Audus is seeking advice from CCPA as to whether support could be given for constructing a small modest semi-detached dwelling adjacent to No 16 which would, as well as providing a home for his sister, free up a two-bedroom Council property in Bude, making it available for a local family. The curtilage of the property is quite substantial on the south-eastern side once the older extension to the garage of No 16 is removed.

Mr and Mrs Audus have engaged The Bazeley Partnership to investigate this idea as part of the feasibility study and conceptual ideas are discussed and illustrated in this document.

## **SITE LOCATION and BACKGROUND**

The applicants' property is located on the corner of 16 Lundy Drive – a circa 1970s built residential estate at Higher Crackington, offering a mixture of single and two storey dwellings. See OS Map and Google images.

The site is part of a larger garden area that extends around the corner of the property and to the rear. The whole domestic curtilage site area excluding the existing footprint of No 16 and garage is some 1225 square metres. This represents an exceptionally large curtilage compared to almost all the other properties on the estate. It is proposed to remove the later extension but leave in situ the garage as the second on site parking space to No 16.

The proposed site / curtilage area amounts to some 200 metres square fronting directly onto the estate road. The extended garage to be removed amounts to some 34 metres square of built form and the footprint of the proposed dwelling amounts to some 55 square metres. The existing garage footprint thus

represents 61% of the floor area of the proposed dwelling, and the proposed dwelling footprint representing only 27% of the proposed site curtilage. The site is almost level with some non-native planting and shrub borders.



Google Image – Higher Crackington. Location of 16 Lundy Drive indicated



Google Image – Higher Crackington. Location of 16 Lundy Drive and proposed site indicated



**TBP NOTES**  
 THE DESIGNS AND LAYOUT IN THE DRAWING ARE COPYRIGHT OF TBP AND MAY NOT BE REPRODUCED OR REPRODUCED IN PART OR FULL FOR ANY PURPOSE FROM ANY SOURCE WITHOUT THE EXPRESS WRITTEN APPROVAL OF TBP.  
 THE DRAWING IS TO BE USED SOLELY FOR THE INTENDED PURPOSE. THE ARCHITECT ACCEPTS LIABILITY & RESPONSIBILITY FOR ANY ERRORS OR OMISSIONS ARISING THROUGH MISUSE.  
 THE DRAWINGS ARE NOT TO BE USED FOR ANY THIRD PARTY AGREEMENTS / CONTRACTS WITH EXPRESS CONSENT OF THE ARCHITECT.  
 CONTRACTORS MUST CHECK ALL DIMENSIONS ON SITE. ONLY FIGURED DIMENSIONS ARE TO WORKED FROM. TAKE SITE DIMENSIONS FOR ALL FABRICATION WORK. REFER ALL DISCREPANCY AND REQUIREMENTS FOR ADDITIONAL INFORMATION TO THE ARCHITECT FOR CLARIFICATION INSTRUCTION BEFORE PUTTING WORK IN HAND.

Ordnance Survey, (c) Crown Copyright 2021. All rights reserved.  
 Licence number 100022

**OS Location Plan 1:1250**





Google Image [distorted] of corner of 16 Lundy Drive and proposed site

### **Relevant Planning Policy - CCLP 2010 -2030**

- Policy 1 Presumption in favour of sustainable development
- Policy 2 Spatial strategy
- Policy 2a Key targets Policy
- Policy 3 Role and function of places [Paras 1.52 – 1.72] - key
- Policy 6 Housing mix
- Policy 12 Design
- Policy 14 Renewable and low carbon energy
- Policy 16 Health and wellbeing
- Policy 21 Best use of land and existing buildings
- 

Accepting that the site must be considered, in Policy terms, to be in a sustainable location, in the heart of the built form of Lundy Drive and therefore acceptable in principle, the question of whether or not this dwelling proposal is acceptable must come down to developing a design that creates a dwelling place that can deliver the quality of housing [albeit specifically for an individual] exhibiting good design in accordance with the Council's Design Guide and other Design standards such as RIBA Lifetime housing principles, without detriment to the adjacent and surrounding dwellings. The proposal needs to 'fit' into the built form such that it becomes part of the narrative of the estate.

It is noted that a number of one-off dwellings have been granted consent in similar situations in and around older housing estates within the region where larger corner plots were left over from the original estate layouts. The following sketch analysis illustrates the key design and planning considerations in bringing forward a conceptual proposal and the applicant looks forward to receiving Officer's comments on its suitability in due course.

### **PROPOSED DWELLING – CONCEPTUAL BRIEF**

The proposed site location for the new dwelling is indicated on the OS Map and Google image included in this document. The whole site area and curtilage to No 16 is some 1200 metres square. The separation of some 200 metres to generate the proposed site is not considered to be detrimental to the curtilage of No 16. Two parking spaces [including the integral Garage] would be retained by No 16 as well as generous garden and amenity space to the front and rear of the property.

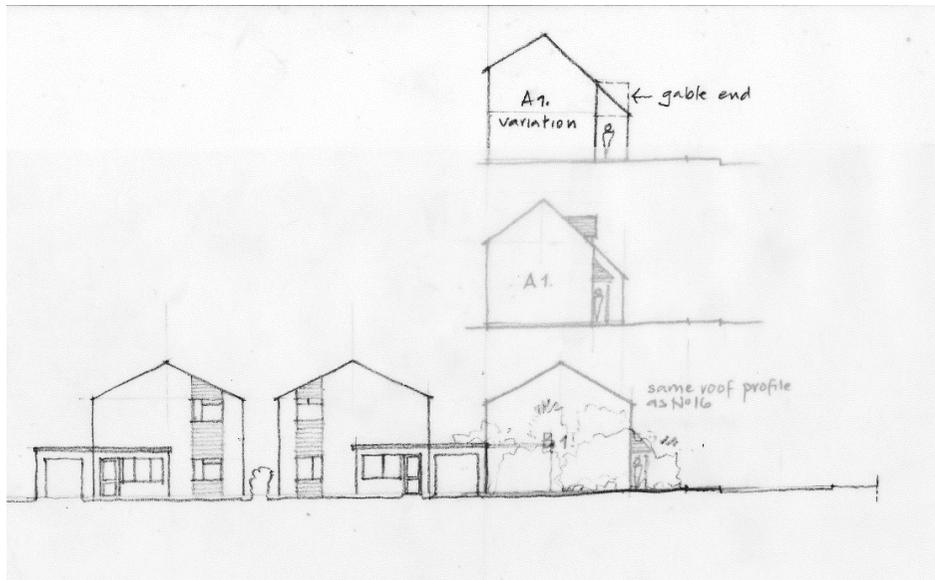
A large extension was added to No 16's garage which occupies some of the corner plot area. It is proposed to remove this and attach the footprint of the proposed dwelling to the original flank wall of the garage, so that the proposal becomes semi-detached – see sketch plan. This is entirely achievable due to the applicants owning No 16.

The proposed dwelling would amount to around 113 metres square in floor area over two floors generating two-bedroom accommodation.

**Key considerations are:-**

- Scale, mass and proportion
- Position on site
- Street scene and hierarchy
- Garden and amenity space
- On-site parking
- Overlooking and loss of privacy of neighbours

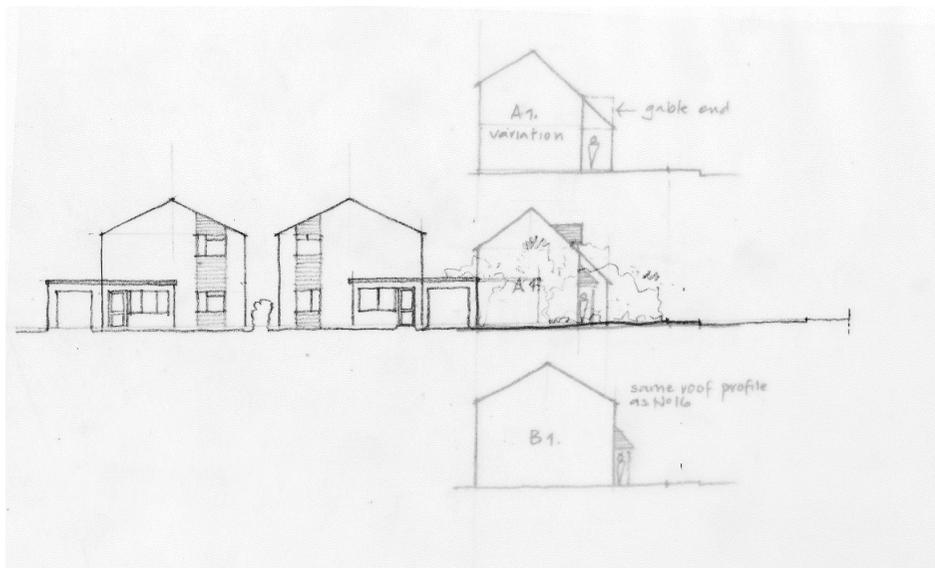
A conceptual analysis of these key design moves has been carried out as illustrated below and a sketch design for a dwelling proposal is brought forward here in the submission.



### Scale, Mass, Street Scene

One of the key considerations as to how best a form and profile of the new dwelling might 'fit' is to consider its profile and, form and height. Three assessment profiles have been sketched to scale and overlaid against the street scene which includes No 16 and No 18.

The first profile assessment [B1] is that of a gable end matching that of the existing form. A simple repeat of what has been built. The profile is 'semi-detached' to the original garage of No 16. This could be viewed as acceptable but it does not generate a satisfactory 'stop' or 'end' in the street elevation which in our view is inappropriate and unacceptable.

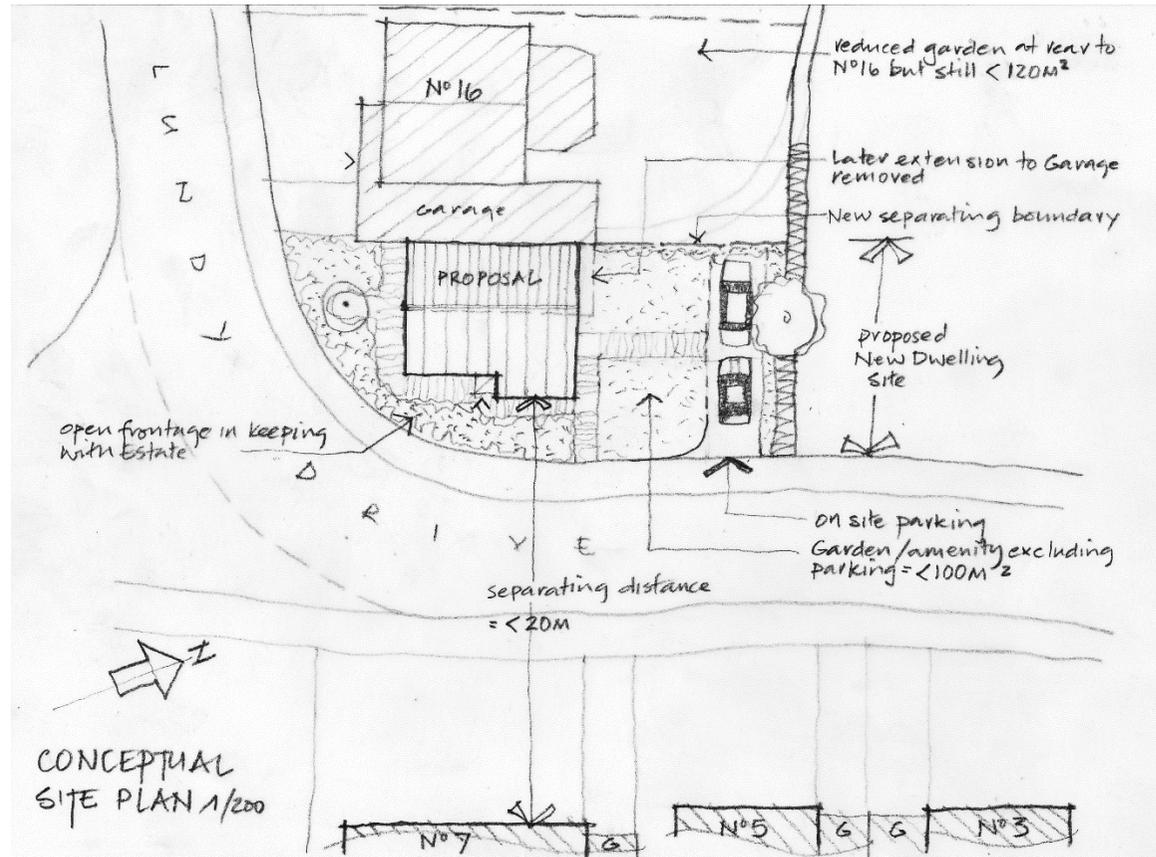
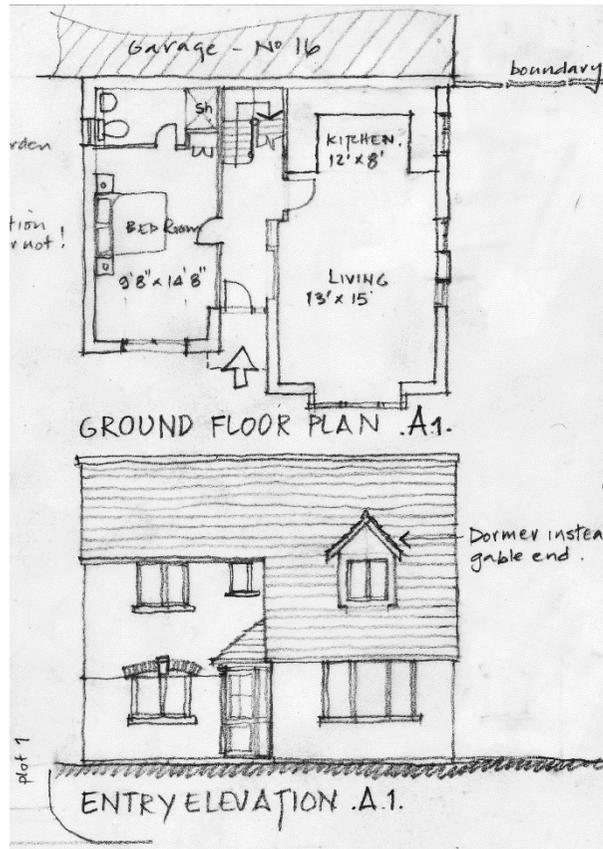


This sketch now tests a narrower gable end profile [A1] with a steeper roof pitch with the form both lower at the eaves height and ridge levels than Nos 18 and 16. The extended 'cat slide' roof reduces the scale and profile of the gable as it addresses the corner of the site. The reducing of the scale of the roof as it faces and contributes to the estate road as it turns the corner easterly, is considered far more satisfactory. With a lowered eaves level the profile in the street scene sits lower [and subservient] to the existing built form.

The third profile [A1 variation] has not been tested as it is similar to A1.

An interesting question arises here, and in general with corner sites, which asks about which elevation is the principle elevation and therefore where the 'front door' should be placed. In this assessment, the front door should

be on the same elevation where the vehicular access to the site and parking is created. So, this means that the principle elevation and therefore approach etc is to the east. This allows for the dwelling to create more of its own identity rather than to be following [copying] the existing built form.



### Siting, Amenity Space, Parking and Privacy / Overlooking

The conceptual sketch site plan above indicates the position of the proposed footprint as attached to the garage of No 16. The southern gable end is slight set back from that of No 16 which is deliberate as part of a reducing and subservient positioning as the footprint turns the corner. This creates a similar low open frontage of garden area facing the estate road which continues around on the eastern side – very much in keeping with the original estate layout.

New suitable [natural] boundaries can be created [planted] to the north and west to define the curtilage and create privacy. It is envisaged that some form of screening could be created along the footpath connecting the parking area with the dwelling to offer greater privacy.

A garden and amenity area of at least 100 metres square is created in addition to two on-site parking spaces. Vehicular access would be similar to that serving most of the estate dwellings.

Maintaining privacy in estate layouts is important. Subject to detailed design it is possible to ensure the privacy from overlooking of neighbours by not placing any habitable room windows at first floor on the western side. A more judicial view will need to be taken [again subject to detailed design] of window placement at first floor on the northern side. Some degree of overlooking from rear elevations over neighbours' gardens must exist in the existing adjacent dwellings and Officers will have a view as to the degree of what might be acceptable in mitigating circumstances.

It is argued that this proposal is entirely in keeping and respectful of the existing built form. The ratio of footprint to plot size matches that of the existing and so the proposal does not appear to be cramped or 'too big' for the site. The design is specific for the applicants needs rather than just being a speculative design. It is envisaged that the choice of external materials will blend with that used in the estate with perhaps discrete modern features or details used in the design.

## **Designations**

The site and surrounding area have been assessed [by desktop and interactive methods] to determine relevant designations: -

- **Landscape Character Area**

- Delabole Plateau

- Not in AGLV

- In Heritage Coast

- In SSSI IRZ

- In AONB

- Not in Camel River Catchment Area

- Not in Conservation Area

- **Public Footpaths – Rights of Way [PROW]**

None

- **Ecology**

A Phase one Ecology Survey has not been carried out at this early stage however this will be assessed, and a suitable survey and report will accompany any formal application brought forward. It is not believed at this concept stage that any protected flora and fauna would prevent development from going ahead

- **Drainage**

The site does not lie within any Flood Zone or in a Critical Drainage Area

- **Heritage**

The site does not lie within the vicinity of any Heritage Asset. Nearest asset is Manor Farm to the east

- **Transport**

Site on local bus routes – bus stop at entrance to Lundy Drive

## **PLANNING MERITS**

The planning and other merits of the scheme will be discussed with Officers in due course however a summary of the key points is as follows:-

- Not a speculative proposal – for family member
- Compliance with Policy 3 [in the main but other Policies such as 1, 2, 2a, 12 and 21 can also be drawn upon in support]
- Sustainable location – within established residential area close to public amenities and transport
- Acceptable plot size, ratio, access and amenity space compliant with Guidance and established criteria
- On-site parking
- Services readily available within estate
- Careful design compliant with CC DG and other current guidance and standards

The applicants and their Architects look forward to discussing the idea with Officers further.

end