



Craig Coade
BA (Hons) Architecture

Address: Spring Cottage, Lower
Viscar, Underlane,
Wendron, Helston,
Cornwall. TR13 0EH.

Mobile: 07832 224 626
Email: ccoade7@hotmail.com

DRAFT DESIGN & ACCESS STATEMENT

Construction of 5 dwellings on former plant hire & bus yard/
depot.

'Lamanva Yard'.
Lamanva,
Penryn.
Cornwall.
TR10 9BJ.

October 2021
v1 – Draft Issue – 10/21

1.0 Design

1.1 Site & Planning History

The existing site is situated within the parish of Budock and is formed of a redundant yard and collection of storage buildings and structures- previously used in conjunction with Mann Plant Hire & OTS Mini Bus & Coach Hire companies as a storage yard and depot.

The site is located outside of any designated Conservation Areas, World Heritage Sites & Areas of Outstanding Natural Beauty and additionally outside of any flood risk zones 2/3/3B. The site is located within, but on the edge of, the critical drainage area associated with 'Falmouth and Penryn - The Praze'.

The use of the site for commercial purposes dates back to the 1970's when the site was used as a museum for historic cars and motorcycles, owned by parents of the present owners. Relevant planning applications referring to the 'Retention of building to display historic cars and motorcycles' are noted under planning references: W2/PA75/00900/FR04, W2/PA77/00415/FR03 & W2/PA77/00416/FR03.

The museum was subsequently utilised by Flambards prior to the gradual phasing of the site from museum to plant operators yard commencing from June 1987 as referenced in planning applications W2/87/00412/F & W2/PA87/01173/FR01 which involve mixed uses of the site.

By October 1993, (Under planning ref W2/89/00622/F) approval was obtained for: 'Change of use of land to plant operators yard, erection of 2 domestic garages & plant operators stores & change of use of plant operators yard and part of museum curtilage to form domestic curtilage for Tysken Gergh.' The S106 relevant to this consent was subsequently discharged under application W2/PA06/01373/S106 and the site subsequently occupied under a shared use between Mann Plant Hire and OTS Mini Bus & Coach Hire.

In 2006/7 consent for a replacement dwelling 'Little Lamanva' on land directly south west of the access road to Lamanva Yard was approved under applications: W2/PA06/01980/F & W2/PA06/01286/F. Later, the construction of a new dwelling 'Copper Beech' directly north east of the access road to Lamanva Yard was approved under planning application reference: PA11/05199

Retrospective consent for the 'erection of a new metal clad shed' on the site by OTS was approved on 17th December 2013 under planning application reference PA13/09985.

Planning consent was obtained for a new dwelling alongside Westwood (to the Northern extent of Lamanva) with the latest application approved on 11th August 2014 under planning application reference PA14/06047. The officer report acknowledges the site forms part of a settlement "Lamanva is a relatively small hamlet".

Most recently, conditional planning approval was granted for the 'Relocation of existing Mini Bus and Coach hire Business' (OTS) to the north east of the site – directly accessed from Penwarne Road under planning application reference PA19/02319 and subsequent condition discharge applications.

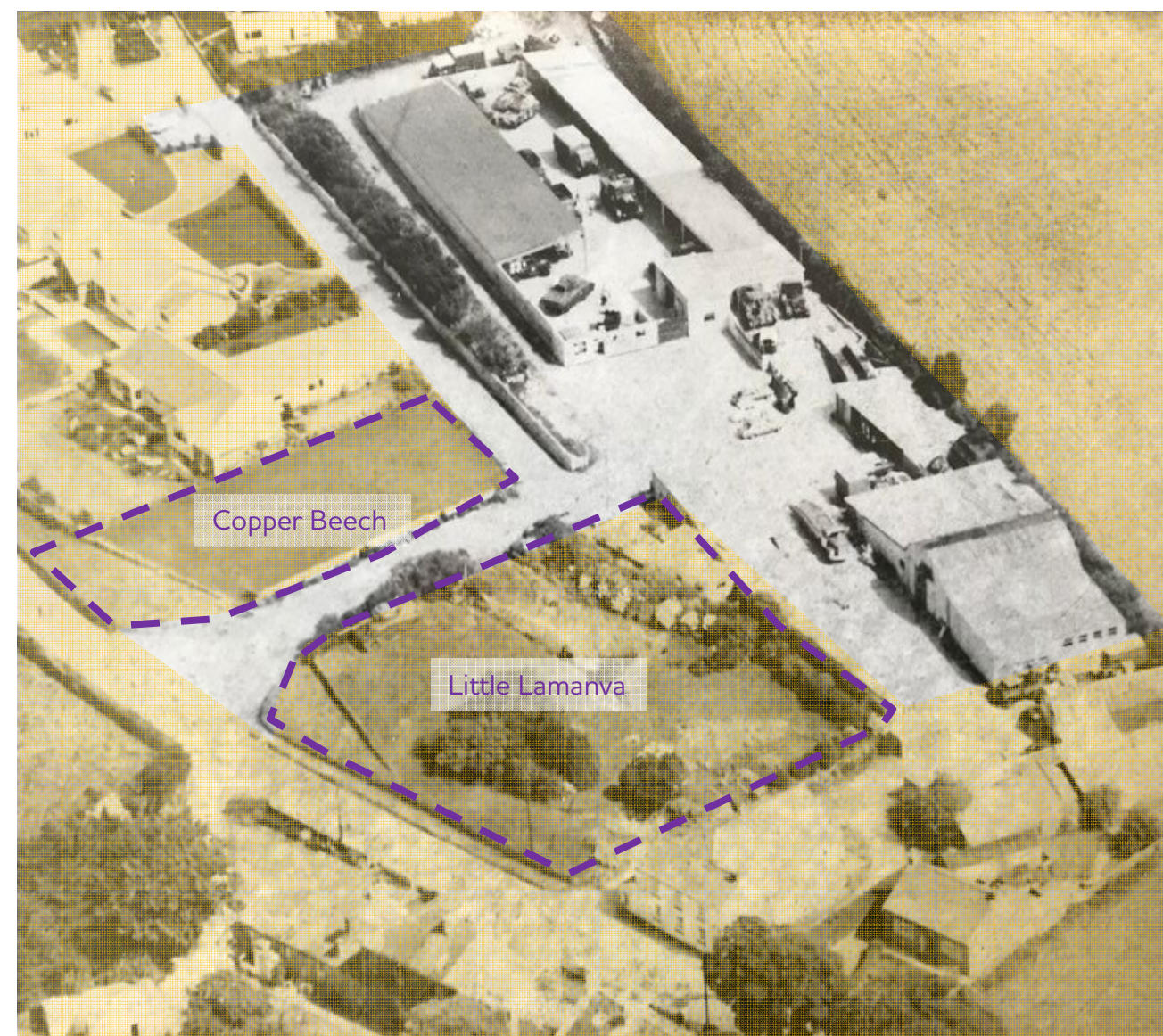


Fig 1 – Aerial view of site from 1970-1980's illustrating museum phase and extent of buildings on site. Copper beech & Little Lamanva sites undeveloped.

Existing Situation and Layout

The existing site (totalling approximately 5,300m²) is positioned directly behind a row of mid C20- early C21 dwellings and is finished with well compacted surfaces with little permeable surfacing. Existing buildings on the site are largely commercial in character with a mix of portal framed buildings and storage units/ cabins.

Following the granting of approval for the relation of the OTS Mini Bus and Coach hire business (PA19/02319), and the reduced operations of Mann Plant Hire, the commercial need for the site is no longer evident.

A number of buildings remain on the site which are largely commercial in character and would benefit from enhancement to reinforce the rural setting of the site. Condition 15 of PA19/02319 controls the demolition of some structures on the site, however the structures referenced within this condition constitute 'porta cabins' & storage containers with a small footprint totalling 46m²:

"Within 3 months of the new coach/bus hire business operating, the existing coach/bus hire business as outline in red on drawing no D.R.L.002 01 shall cease operation; and within 6 months of the new business operating all buildings shall be removed from the site as outline in purple on drawing no D.R.L.002 01 and the land made good in accordance with a detailed scheme/schedule of works which shall be first submitted to and approved in writing by the Local Planning Authority."

Discounting the above, the footprint of buildings remaining on the site totals 609m².

Additionally, since the first commercial use of the site in the 1970's, the context of the site has significantly altered and is now an expanded settlement consisting of modest dwellings, predominantly bungalows (some with loft accommodation), and set on reasonably sized plots.

As part of the approval of application PA19/02319 substantial support was provided by the residential properties adjacent to the yard for the proposed OTS yard relocation due to its impact on residential accommodation. Resultantly re-establishing a continued commercial use of these lands are considered to be less favourable to these adjacent properties than a residential use where noise, light, traffic and general nuisance would be limited to more appropriate levels.

As a result, maintaining a commercial use on the site is not considered as appropriate- particularly with the strength of support to PA19/02319 to relocate the mini bus and coach hire depot for an enhanced quality of neighbouring amenity and reduced noise & traffic nuisance. Resultantly, the redevelopment of the site and dwelling is considered a logical decision on all accounts.



Fig 2 – Aerial view of site following construction of Copper Beech circa 2012.



Fig 3 – Aerial view of site ~1990-2000's prior to Little Lamanva new dwelling

1.2 Draft Proposals & Layout

The proposal involves the redevelopment of the site to form 5 new dwellings carefully designed for their context as 4 bed family dwelling units - proportionate to the character of the site and setting.

The proposed dwellings are arranged in a linear manner, matching the fronting dwellings, and linked to the existing site access via a widened access road. The dwellings are positioned to the front, but generally central to their plot, with driveways facing the highway and large amenity spaces with a southern aspect.

1.3 Scale & Appearance

The replacement dwellings include integral double garages in a 'dormer bungalow' configuration and will require a footprint of approximately 120m² - achieving a total gross internal area (G.I.A.) across two floors of approximately 180 m².

The proposal involves the retention of an existing workshop, to be included as part of the domestic curtilage of Little Lamanva, but as a result the total built footprint on the site will be increased by 87m² - a small amount given the area of the site and scale of existing buildings.

Private rear/ side amenity spaces serving each dwelling will exceed 300m² - well in excess of planning policy requirements for 100m² and appropriate for the scale and pattern of development of the sites context.

Materials used as part of the proposed works will generally match that of the existing site/context to ensure that the proposal is sympathetic to its context. The use of granite quoins/ stone wall finishes and natural slate roof finishes are examples of such materials which could be utilised to reference the local vernacular; enhancing the character of the site and setting.

The proposed dwellings have been offset from existing boundaries and carefully considered to minimise their built form & scale. This consideration will ensure that there will be no effect on neighbouring amenity or rights to light. As a result, the proposal is wholly considerate to its context with regard to scale and appearance.

1.4 Environment

By utilising a previously developed site to deliver family dwelling units, in a sustainable location, the proposals are considered highly appropriate. As a result proposals will reduce the need for the construction of dwellings outside of existing settlements to meet the recognised housing demand.

The proposed replacement dwellings will have high environmental credentials in accordance with current building regulations standards to reduce fabric heat loss, increase air-tightness and to use

sustainable technologies, such as heat pumps, photovoltaic and solar collector arrays, to meet with SAP assessment approvals.

Furthermore, natural light will be maximised within the new dwellings with the provision of appropriately positioned windows and glazing to greatly minimise operational energy use requirements. Such glazing will also provide a direct link and relationship between the dwellings and their generous gardens/ amenity spaces, increasing the wellbeing of its occupants and overall quality of residential accommodation.

Due to the generous gardens provided by the proposed units, on site non-mains drains and surface water soakaways will be managed within the site area for each dwelling unit.



Fig 4 – Recent aerial view of site.

2.0 Access

The site is directly linked to a classified C road matching a collection of existing dwellings which utilise the same access point as the existing yard. Additionally, given the historic use of the access for commercial purposes (including a large bus operation) the use of the existing road and access point is considered to be far less intensive as a result of the proposed works.

The site is sustainably located and in close proximity and easy walking distance to bus stops- supporting sustainable methods of travel.

Sufficient parking provisions will be provided for each new dwelling unit comprising garages and driveway parking areas - well in excess of policy requirements.

Vehicular and emergency accesses to the site (and existing neighbouring dwellings to the north) will be improved as part of the works with a widened to a standard suitable for in excess of 10 dwellings and suitable turning heads provided at the north eastern and south western extents of the site.

Additionally, as part of the road widening works, pavements will be provided to assist pedestrian accesses to the dwellings – supporting safe access and an easier route to the nearby bus stops- supporting sustainable methods of travel.

From the parking area of each dwelling, hard landscaped areas will be designed to provide wheelchair accessible entrances to (and within) each dwelling in accordance with Building Regulation 'Part M' requirements – assisting to futureproof the proposed dwellings and ensure they remain appropriate for users and visitors of a greater range accessibility/ mobility.

Pathways will be provided around the dwelling for ease of access and for maintenance purposes. A domestic landscaping scheme will be provided to each of the dwellings to provide generous private gardens- wholly appropriate for the setting and context of the site.

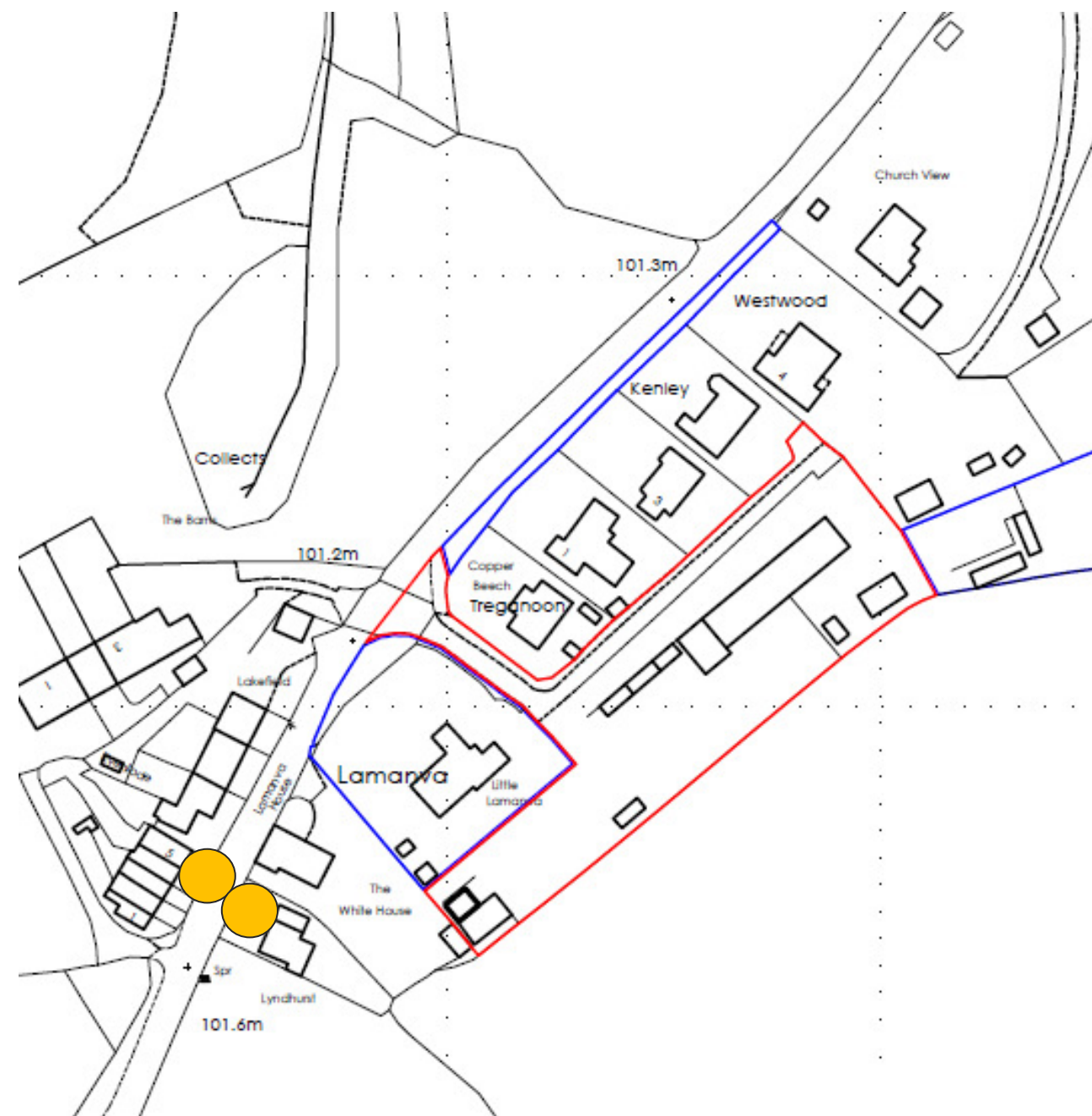


Fig 5 - Site Location with bus stop positions marked to south west of site.

3.0 Planning Policy Context

3.1 The National Planning Policy Framework 2021

- Policy 2 - Achieving sustainable development (Para. 10.) states:
'Presumption in favour of sustainable development'

The site is located within a recognised settlement within the parish of Budock and is located on a bus route supporting sustainable methods of travel. Additionally, the proposal involves the re-use of previously developed land to form environmentally conscious dwellings which reinforce the community and quality of neighbouring accommodation. As a result the proposal is considered inherently sustainable.

- Policy 9 - Promoting sustainable transport (Para 110) states:

'In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code ; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

The proposed works will coordinate on the following points:

- Supporting sustainable travel and use of nearby bus stop & routes. Including driveways, garages and suitable power supplies which could achieve on site EV charging for electric cars.
- Widened safe access to the site for the new and existing dwellings, despite a reduced traffic loading from the former commercial use of the site.
- Appropriate design of road layouts to achieve sufficient parking and turning areas
- The proposals are considered to result in a reduced impact on the transport network, as a result further mitigation is not deemed necessary.

- Policy 11 – Making effective use of land (Para 120) states:

'Planning policies and decisions should:

...

- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;*
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure) and ... '*

Furthermore, the definition of 'Previously developed land' within the NPPF 2021 glossary states: *'Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.'*

The proposed site accords with the definition of 'previously developed land' and is thus also considered of 'brownfield' status. The site is also located within a recognised settlement and will assist with the delivery of housing need which is widely reported. The commercial need for the site is no longer prevalent and as a result there is an inherent risk that the site may otherwise become under-utilised.

3.2 Cornwall Design Guide

Provision of adequate private amenity space and parking provision has been designed to accord with such. Residual site area also provides opportunities for future works – normally constituting permitted development, although there are no expectations of any such works in the near future.

3.3 Cornwall Local Plan 2010-2030 Strategic Policies

- Plan Objective 9:

'Make the best use of our resources by;
b. Maximising the use of previously used land;'

The proposed works achieve object 9 as previously noted.

- Policy 3 - Role and function of places

'Other than at the main towns identified in this Policy, housing and employment growth will be delivered for the remainder of the Community Network Area housing requirement through:'

rounding off of settlements and development of previously developed land within or immediately adjoining that settlement of a scale appropriate to its size and role'

Additionally Policy 2 – (Spatial Strategy): states:

'The majority of parishes that do not have a town or village named in Policy 3 can meet the remaining housing requirement through the following:

- 1. Existing sites with planning permission;*
- 2. Infill;*
- 3. Small scale rounding off;*
- 4. The development of previously developed land within or adjoining settlements;*
- 5. Rural exceptions sites.'*

Within Policy 2, rounding off is defined as:

'development on land that is substantially enclosed but outside of the urban form of a settlement and where its edge is clearly defined by a physical feature that also acts as a barrier to further growth (such as a road). It should not visually extend building into the open countryside.'

Previously developed land is defined as:

'In principle the use of previously developed land within or immediately adjoining the settlement will be permitted provided it is of a scale appropriate to the size and role of the settlement.'

The site is located within a settlement within the parish of Budock, and is not considered as a 'main town' but is included within the Community Network Area for 'Falmouth & Penryn. The settlement is clearly defined with the site forming the boundary between residential accommodation and rural land- as a result the proposals could constitute rounding off, as well as the development of previously developed land.

- Policy 21 - Best use of land and existing buildings

To ensure the best use of land, encouragement will be given to sustainably located proposals that:

- a. use previously developed land and buildings provided that they are not of high environmental or historic value;*

- b. use despoiled, degraded, derelict and contaminated land provided that it is not of high environmental or historic value;*

- c. increase building density where appropriate, taking into account the character of the surrounding area and access to services and facilities to ensure an efficient use of land;*

- d. take into account the economic and other benefits (including food production) of Grade 1, 2 and 3a agricultural land. Where significant development of agricultural land is demonstrated to be necessary, poor quality land should be used in preference to that of higher quality.*

The existing site is used for commercial purposes and as such would not be considered of high environmental value. Further, by maximising the site for residential accommodation, the proposal will benefit the local housing stock and reduce pressure for dwellings of such scale within the local vicinity & greenfield sites.

3.4 Cornwall Local Plan 2010- 2030 - Community Network Area Sections

- PP5 – Falmouth and Penryn Community Network Area (includes parish of Budock)

(Para 6.3) states:

'In delivering the housing target for Falmouth and Penryn, priority should be given to the utilisation of brownfield and urban sites; although it is acknowledged that the urban capacity is limited due to the constrained nature of the towns. Consequently, remaining growth will need to be provided on greenfield sites; the identification of Cornwall Local Plan 30 appropriate greenfield options...'

There is a well-recognised housing need within the Falmouth and Penryn community network area- exacerbated most recently. The proposal assists to utilise an existing 'brownfield' site to meet the needs of housing demand and will further reduce the need and pressure to develop 'appropriate greenfield options'.

4.0 Site Photos



View of existing yard from site access point



View of yard entrance from access road. Little Lamanva (right) – access road sweeps left for houses fronting yard.