

19 OCT 2022

# **Design Statement**

**for**

**Steel Framed Building for the  
Maintenance and Repair of Vans  
Prior to Relocation to Sales Garage**

**Land at Penince, St Blazey, PL24 2SU**

**for**

**Mr and Mrs K Francis**

## Design Statement

### Site History

The site has had an agricultural use as being part of a local farm for several hundred years – however it was sold in the early 1900s as being unsuitable for production of crops and livestock owing to the contours of the land and there being a pond which dried out in dry weather as the ground conditions vary from granite to sandy soil.  
Also the land contained an access road to Penince

Until the late 1970s, there was a piggery in use from just before the second world war. This stopped as the cost of production and the state of the buildings ( concrete block with galvanised and translucent roof sheets ) made the process uneconomic.

The site was used as a concrete block manufacturing premises from the late 1920s / early 1930s by Mr Tregidgo, this being taken over by Mr W J Higman in 1948 who continued in the production of concrete blocks and the haulage and storage of sea sand ( removed from Pentewan Beach ) being sold to local farmers and also sold to local builders.

In 1964/5 the site was developed to include the manufacture and supply of “Ready Mixed Concrete” Trading under the name W J Higman & Son Ltd with telephone Nr Stenalees 495 ( See below )

In 1977, The business was sold to Mr K J Fahey - as the business prospered, Mr Fahey expanded by acquiring the premises of A H White approx 1.5 miles along the road.

Temporary permission was granted in 1986 to store motor bicycles in the redundant pig stys ( copy letter attached ) for the use of Mr N Collings --- this building having been granted planning permission in October 1984 for the use as a garage and workshop.

The land remained in Mr Higman’s ownership and he applied for and was granted planning permission for a caravan in 1994 for members of his family ( copy of Site Licence attached )

Following his death, the site passing to the present owners Mr and Mrs Francis ( relatives )

In the 1990s Mr Fahey moved production of ready mix to a site on the other side of the road closer to Trethurgy, continuing to use the site for the repair and parking of the Concrete mixers as well as mechanics vehicles ( these mechanics also used the site for the production and storage of “Banger Racing Cars “ from mid 1998 to 2006. See photos 9 and 10

In August 2006 Mr Fahey moved the business of repair of the Concrete Lorries to Carn Cross. From late 2006 the payment of business rate was stopped for the garages alongside the access road.

In 2007 planning permission was granted for a new steel framed motor vehicle garage, this business has now continued for over 3 years .

Although not a Planning Condition, it was agreed ( with the then Planning Officer Mr Kirby ) To tidy up the site by removing metal structures associated with concrete production and other processes.

Following the demolition of one structure the new garage building was erected in 2008 on the cleared area – owing to the imminent loss of the building being used by the present Motorcycle Workshop proprietor, as he would have lost his established business.

Planning permission granted 2007 for garage completed November 2007 Matt Turner Motors


Several additional buildings have had Planning approval including a motorcycle garage and a Landrover repair garage 2019

The new building as adjacent to the motorcycle garage

## Development Objectives

The proposed development of a vehicle repair business on the site has already been established – as per attached letter from the then planning officer Mr Robertson in 1986 which states permission was granted in 1984 for a garage workshop.

However he states that the retail sale of vehicles needed planning permission.  
– The new business will not include the sale - only their maintenance and repair prior to relocating to the Sales Garage in St Austell



The site owners erected the building so helping the business continue in the locality.

The type of building is economic to construct and exactly matches the adjoining motor vehicle garage for colour – the height is 1 metre higher to the eaves as there is need for a vehicle lift.

An existing business which moves location is vulnerable to fail in the first 12 months if the overhead expenses are too high, and now has reached the point where the business is in profit and likely to succeed, and therefore soon to employ a trainee locally a work expands.

The traffic increase will be minimal to the site, the maximum visiting daily will be approximately 4 to 6  
There are 2 bus routes passing the location ( T23 and T24 ) serving Luxulyan, Lockengate with St Austell and the Eden Project.

There are only two properties within 800 metres of the building. The bungalow at the entrance to the access road ( owned by a relative of the owner ) and Penince Cottage – the owners property

The site owners are willing to carry out any tree planting scheme that is required as a condition of Planning approval.

## Access Statement

### Access

The site has an established use for repair of heavy goods vehicles and manufacture of concrete products since 1948 - also planning permission was granted for the repair of motor vehicles in other buildings in October 1984, also in 2007 when permission was granted for a vehicle repair garage ~ now established for over 15 years with additional premises for vehicle repairs over the following years

The road access to the Luxulyan / Trethurgy road was revised in the early 1980s to provide the correct sight lines for egress from the site.

This minor road is now crossed by the main feeder road to the Eden Project approximately ½ a mile to the south west.

There has not been a significant impact with respect of increased road use as there is only the proprietor and a mechanic and visiting the garage each day, with a future trainee position recruited locally who may travel by bicycle or by local bus as there are two routes serving the local villages – routes T23 and T24

These bus routes allow many clients who deliver to site, return to collect without adding to the road traffic, therefore reducing the carbon impact of the proposed development.

At present their vehicles need to travel to St Austell or Bodmin areas which has a greater impact on the environment.

There is no need to park vans on site outside the garage during working hours, none being outside when the garage is closed

## **Design Statement**

### **Opportunities**

The site has gradually developed over 80 plus years, the buildings being constructed as required by use and the space required.

Some of these structures have been allowed to fall into disrepair for both economic and reasons of lack of further need.

The main area of the site is been part of an overall tidying process where unsafe structures and poorly maintained buildings are being demolished and replaced with more energy efficient, low maintenance and in keeping with the surroundings as far as height and colour are concerned.

The new motor vehicle garage erected in 2007 following planning approval has flourished as there is a great local need locally without the need to travel to St Austell, Bodmin etc. An apprentice being employed in 2009 from the local village.

The first area to be cleared in early 2008 was the steelwork frame ( built in the late 1940s – early 1950s) to support the concrete mixer and loading hopper ( see photo below ) This process was in progress when the urgent need for a building was required , as a local motorcycle business was being forced to close as the building was needed for another use.

Permission was given in 2019 for an additional Landrover repair garage to be constructed