

PROPOSED EXTENSION & ALTERATIONS TO EXISTING CAR SALES & SERVICE BUILDING  
DESIGN, ACCESSIBILITY & PLANNING APPRAISAL

ADDRESS: FORMER CORNWALL CAR CENTRE, DRACAENA AVENUE, FALMOUTH, TR11 2ES

CLIENT: OCEAN BMW

DATE: OCTOBER 2023



planning | architecture | landscape

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## 1.0 EXECUTIVE SUMMARY

Laurence Associates is retained by Ocean BMW c/o Jodie Macmillan of Monk & Partners (the applicant) to progress a full planning application for the extension and alterations to existing Car Sales and Service Building (the proposed development) at Former Cornwall Car Centre, Dracaena Avenue, Falmouth, TR11 2ES (the application site).

The Design Accessibility and Planning Appraisal has been prepared to support the planning application.

It is considered that the proposal is entirely consistent with policies contained within the National Planning Policy Framework 2023, policies within the Cornwall Local Plan 2010 – 2030, The Falmouth Neighbourhood Development Plan 2020-2030 (NDP) and guidance within the Cornwall Design Guide 2021.



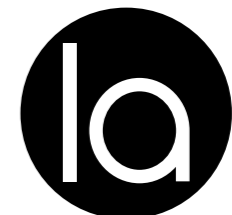
## 2.0 EXISTING SITE

The Site is located to the northern side of Dracaena Avenue, one of the main thoroughfares within the Falmouth urban area. On the Site is a detached building set back from the road, with parking areas to the front and rear. Adjacent to the Site, to the north, is the Police Station which has a car park which extends to the length of the rear boundary of the application Site. Recreation fields are sited adjacent to the site on the southern side.

The building is predominantly a single storey building with a mono-pitched roof over the existing vehicle workshop with white painted walls and timber glazing. Overall, the building has a tired appearance and requires improvements to its appearance.

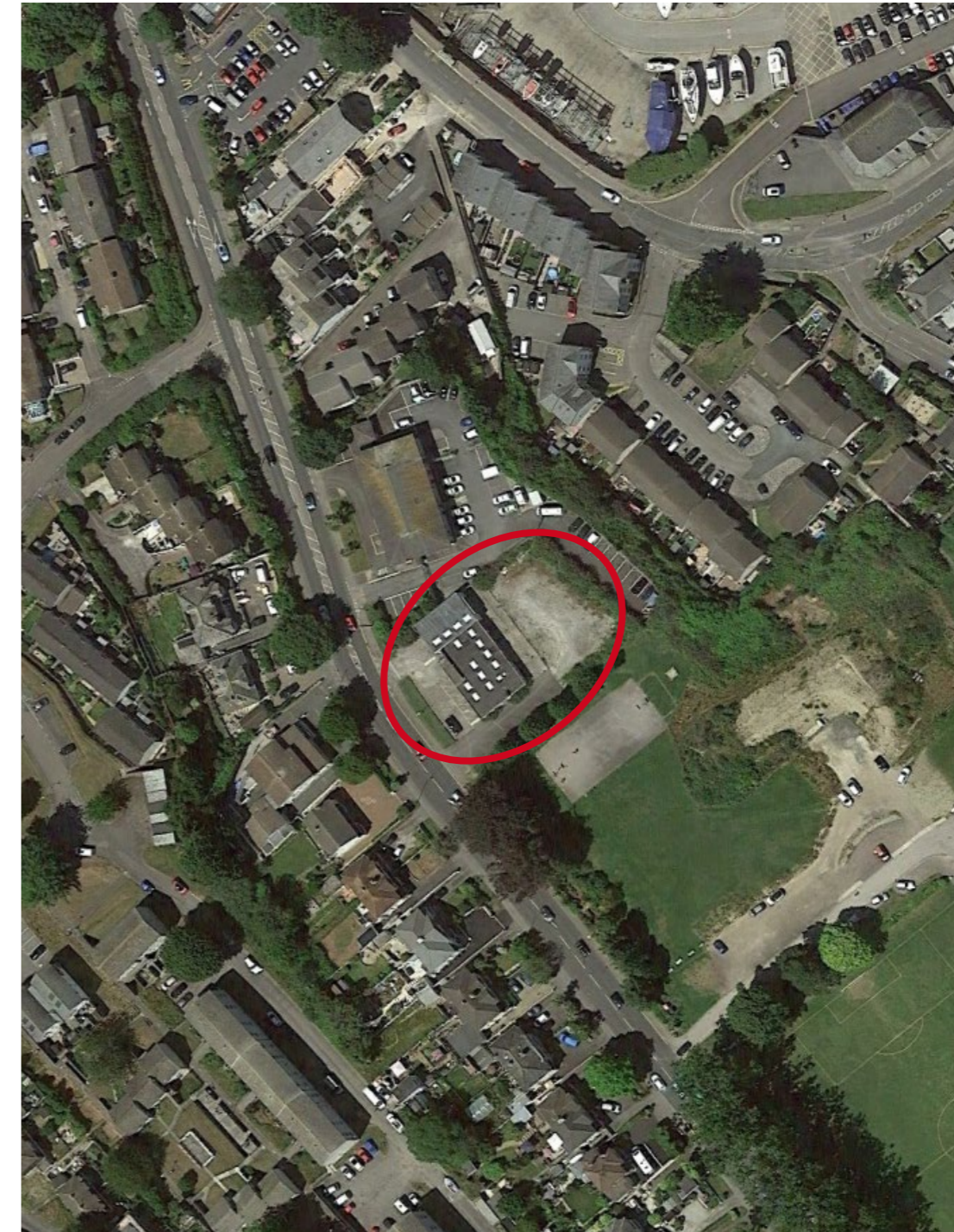
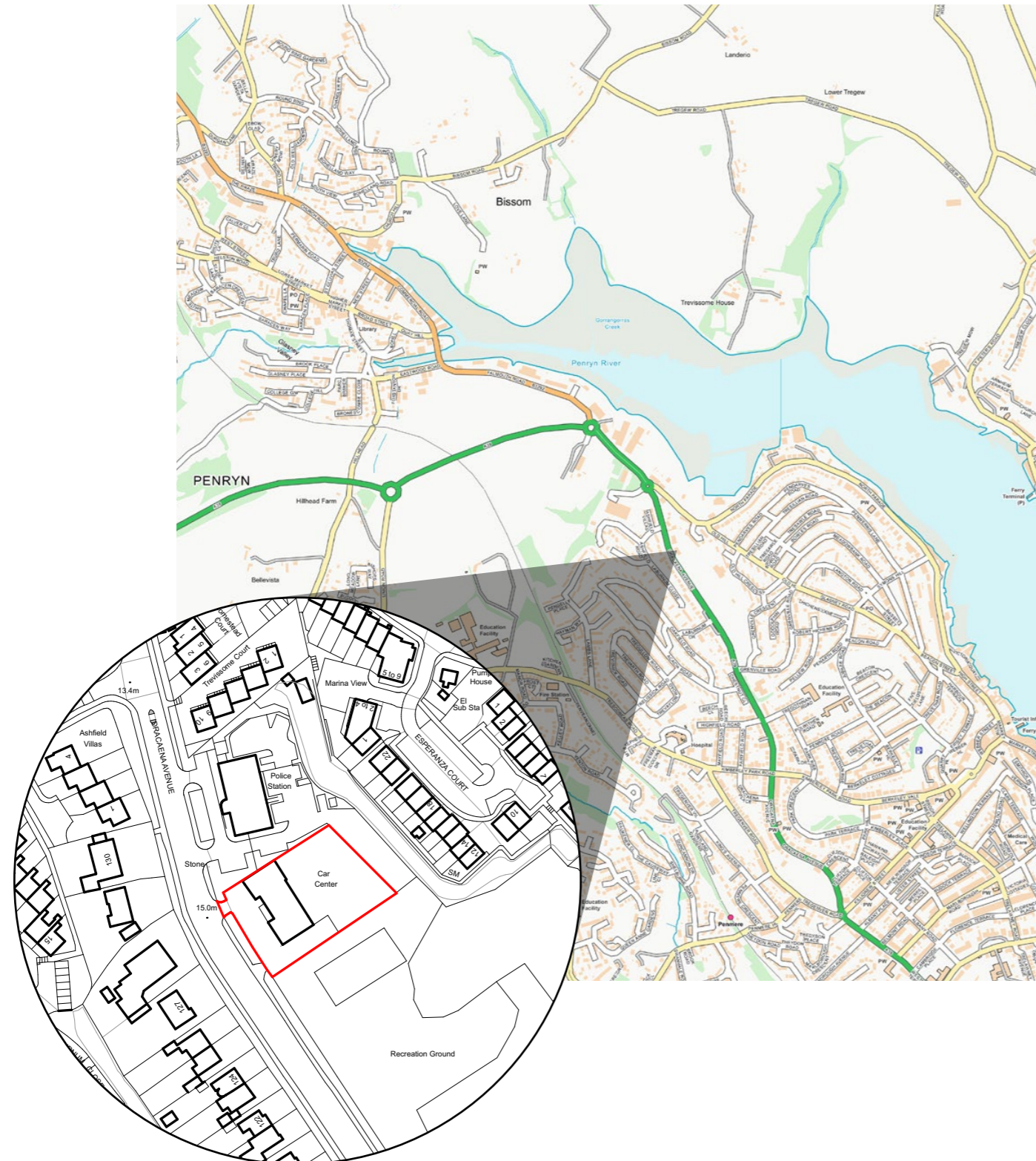
Access to the site is via two points from the adjoining highway with good visibility in both directions.

With regards to the planning constraints onsite, the Site is within an area susceptible to surface and ground water flooding, the Falmouth and Penryn Critical Drainage Area, the Fal and Helford SAC and is under the Falmouth Article 4 Direction Order.





## 2.1 SITE LOCATION



FORMER CORNWALL CAR CENTRE, FALMOUTH | SITE LOCATION





## 2.2 EXISTING PHOTOGRAPHS

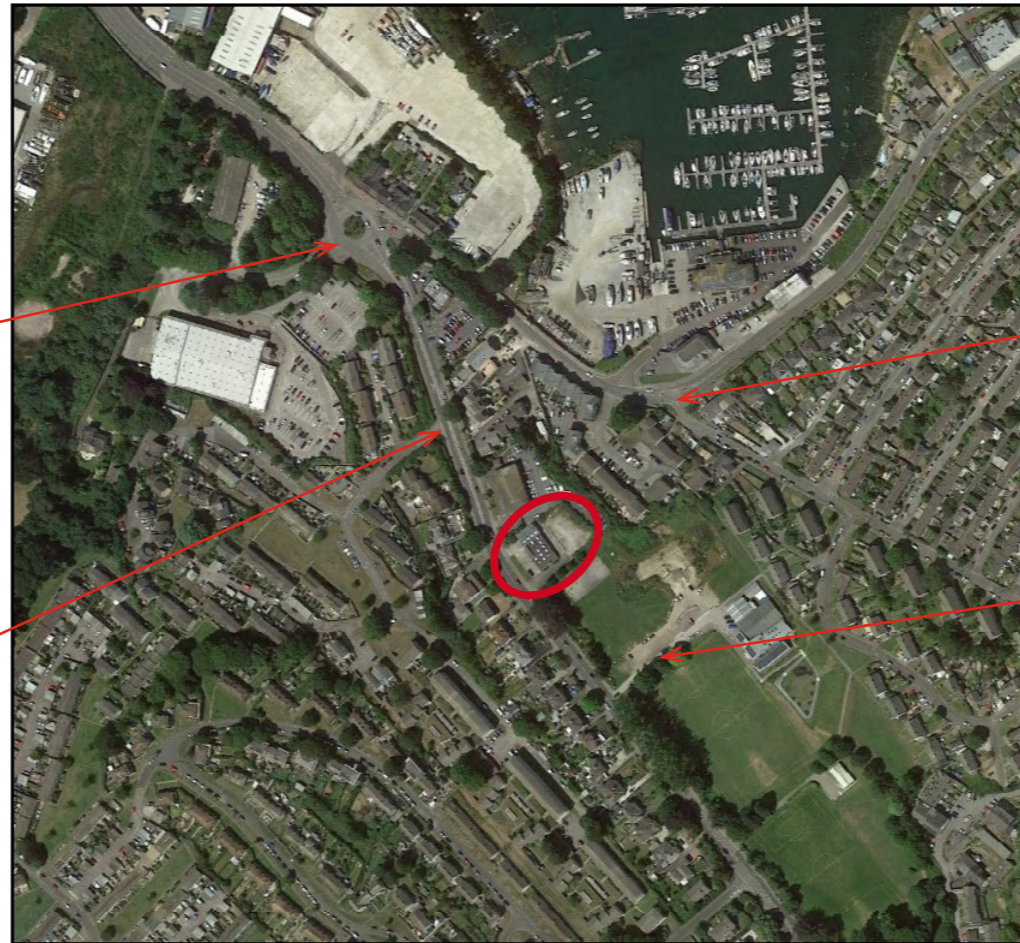
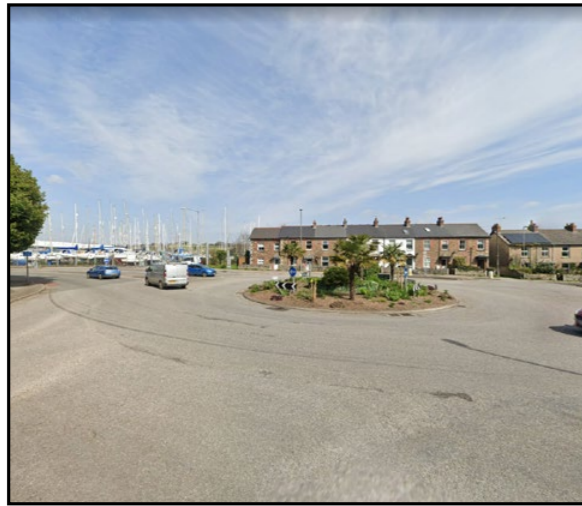


Former Cornwall Car Centre, Dracaena Avenue, Falmouth, TR11 2ES

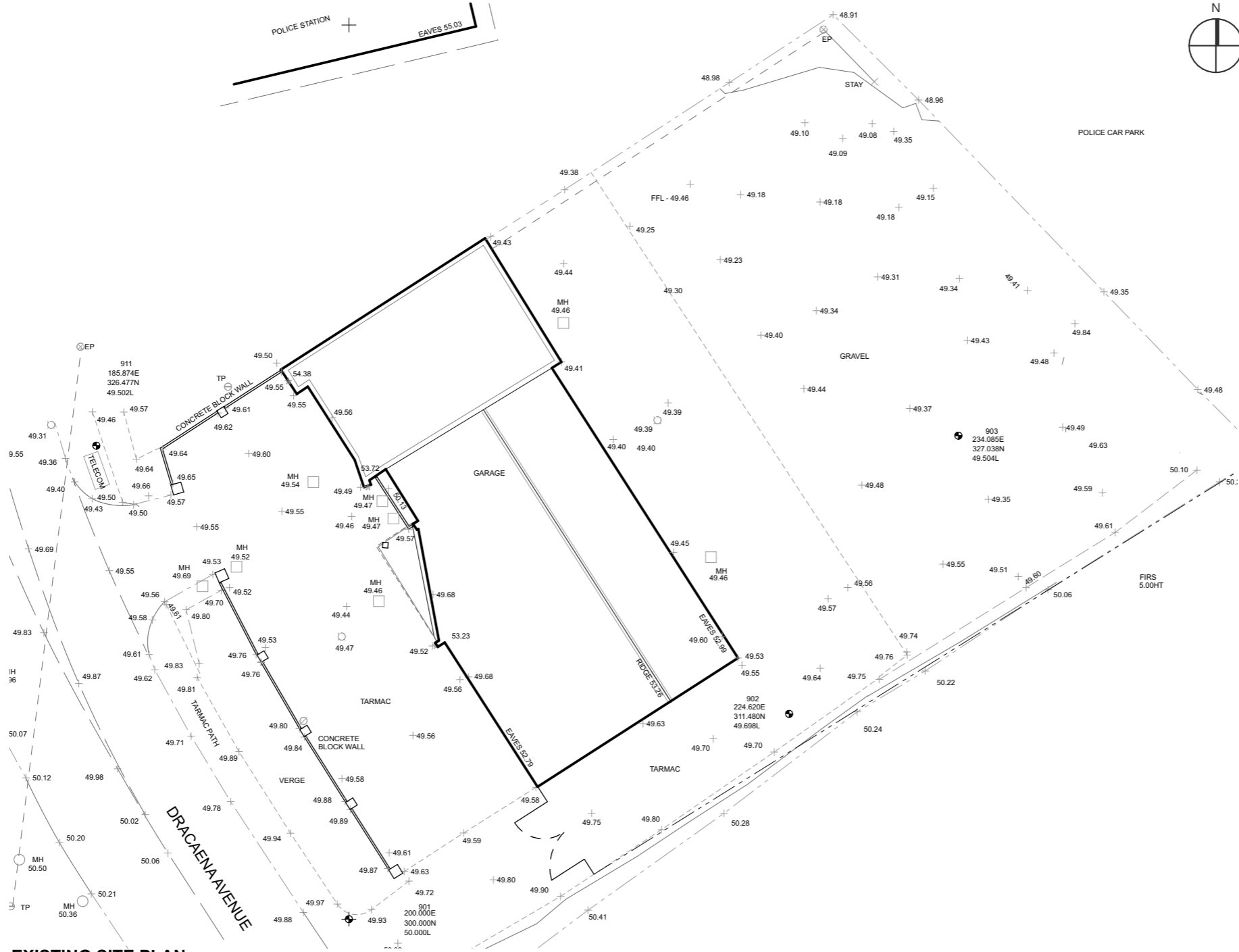




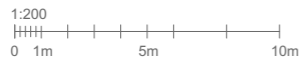
## 2.3 LOCAL CHARACTER



# 2.4 EXISTING SITE PLAN



**EXISTING SITE PLAN**  
**1:200**

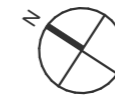
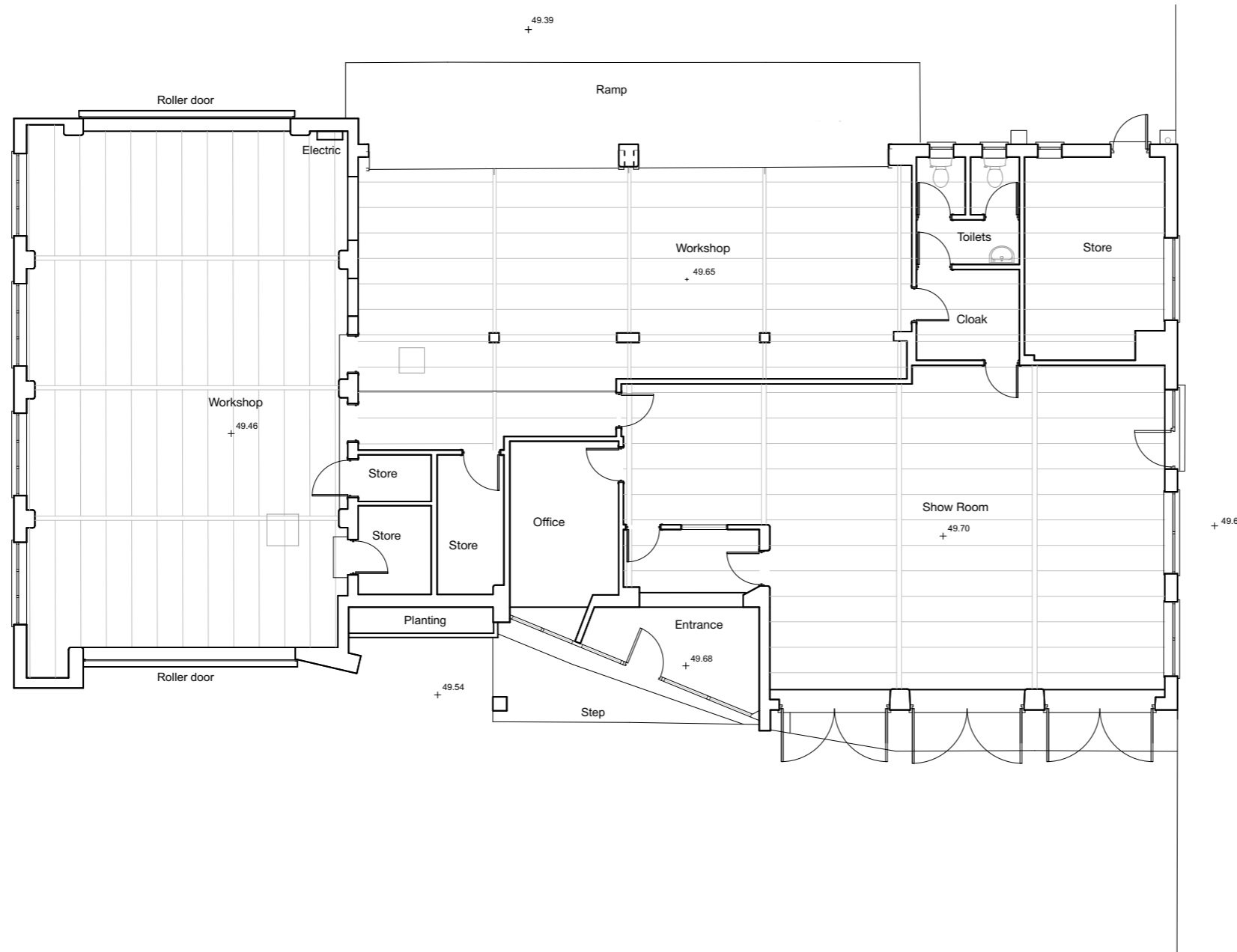


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## 2.5 EXISTING PLANS



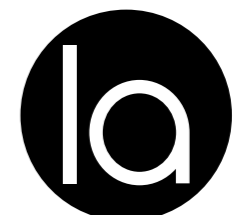
**EXISTING FLOOR PLAN**  
1:100

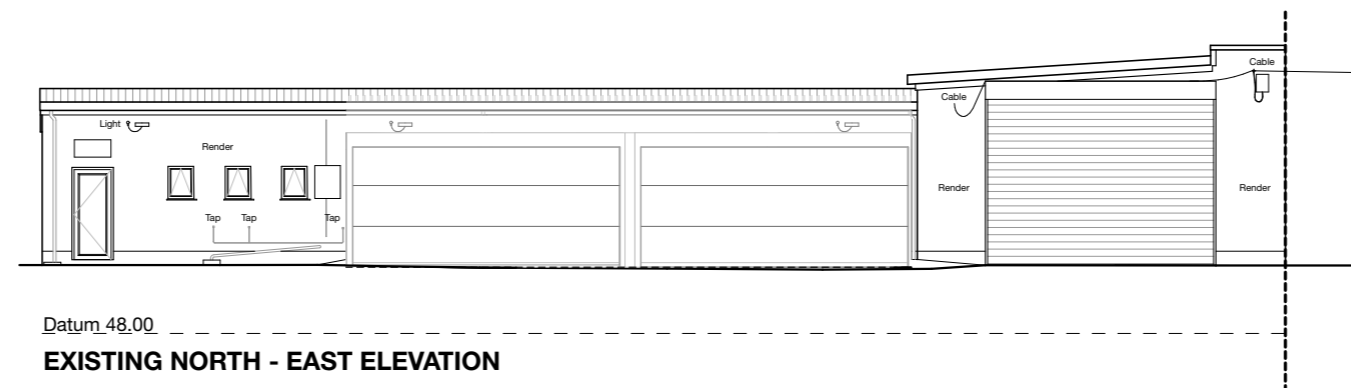
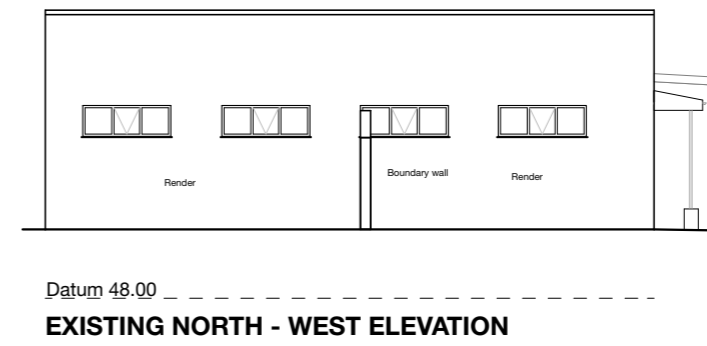
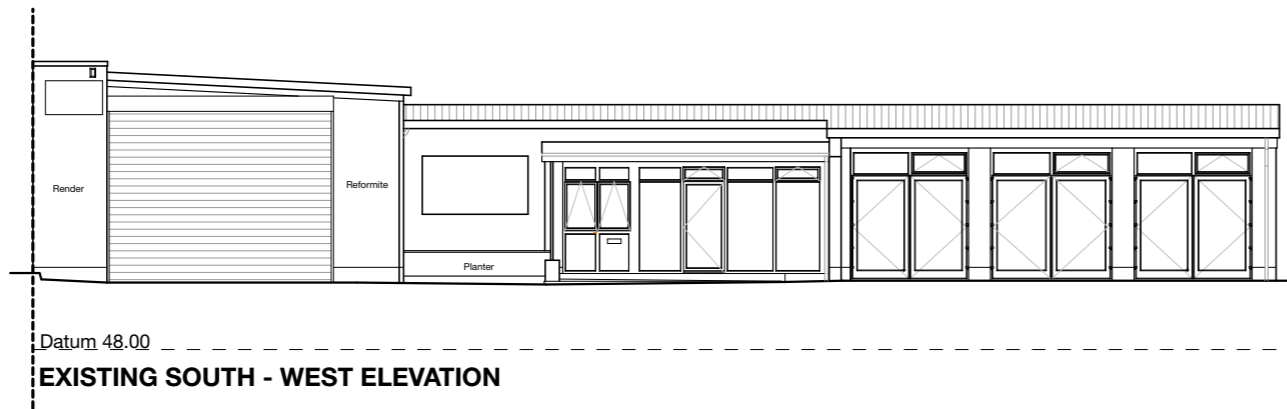


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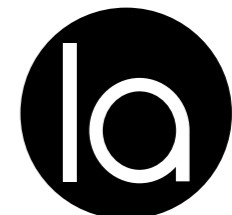
- Existing Fabric
- Proposed Fabric

NOT TO SCALE





NOT TO SCALE





### 3.0 PLANNING HISTORY

A review of the Cornwall Council planning register has found many applications relevant to the Site, shown below are the most recent and relevant applications to the Site:

- **PA21/00071:** Proposed demolition of existing car sales unit and construction of 24 residential apartments – Awaiting decision
- **PA21/10630:** Submission of details to discharge condition 3 (CEMP) of decision PA18/07431 – Condition discharged on 8th December 2021
- **PA18/07431:** Demolition of existing car sales unit and construction of 19 serviced holiday apartments – Approved with conditions on 20th December 2018
- **PA18/01448/PREAPP:** Pre application advice for demolition of existing car sales unit and construction of 19 serviced holiday apartments – Advice given on 3rd July 2018
- **PA18/00212:** Demolition of existing car sales unit and construction of 24 serviced holiday apartments – Refused on 10th May 2018



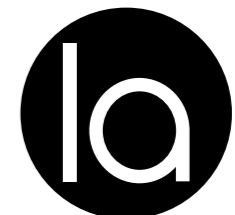
## 4.0 PROPOSED DEVELOPMENT

The proposed development comprises an extension adjoining the existing building and external alterations.

The extension will house four garage spaces and will have metal roller shutters at the SE elevation. At the NW elevation will be four small fixed aluminium windows with safety glazing.

The external alterations will consist of replacement fenestration and doors on the SW elevation, including the replacement of the showroom doors with aluminium sliding doors. At the NE elevation, the current slanted roof will be replaced with a flat roof and replacement of rolling shutter with a metal door.

The building will be used for the sale and repairs of motor vehicles, which it is believed was the use of the site prior to it becoming vacant. These premises will be fully refurbished and improved with the building be a support function for the other main premises at Ocean Falmouth with regards to the preparation and repair of motor vehicles. The Ocean business has steadily grown over recent years and currently employs approximately 65 local people and with the future growth planned, further employment opportunities will arise, in particular numerous apprentice schemes.



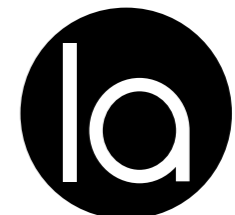


## 5.0 PLANNING POLICY ASSESSMENT

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan unless material considerations indicate otherwise; meaning amongst other things any other supplementary / supporting planning documents and the government's guidance as set out in the National Planning Policy Framework (NPPF) (2023).

The statutory development plan for the site consists of the Cornwall Local Plan 2010 – 2030 (CLP) (2016) and the Falmouth Neighbourhood Development Plan 2020-2030, whilst material considerations in this instance comprise national policies set out within the National Planning Policy Framework (2023), and the guidance contained within the Cornwall Design Guide (2021).

The relevant policies are appended to the end of this statement.



## 6.0 MATTERS FOR CONSIDERATION

### Layout

The layout is demonstrated upon the Proposed Site Plan.

### Scale

This application proposes the extension to an existing commercial building to add additional floorspace to maintain and enhance the viability of the business.

### Design

The design of the extension is intended to match the existing building by using painted render to the walls. However, the proposal does also look to modernise the existing building onsite given that it has become outdated. This has been done by modernising the fenestration and adding zinc cladding.

### Residential Amenity

The proposal is not located within proximity to neighbouring dwellings and therefore no residential amenity issues arise.

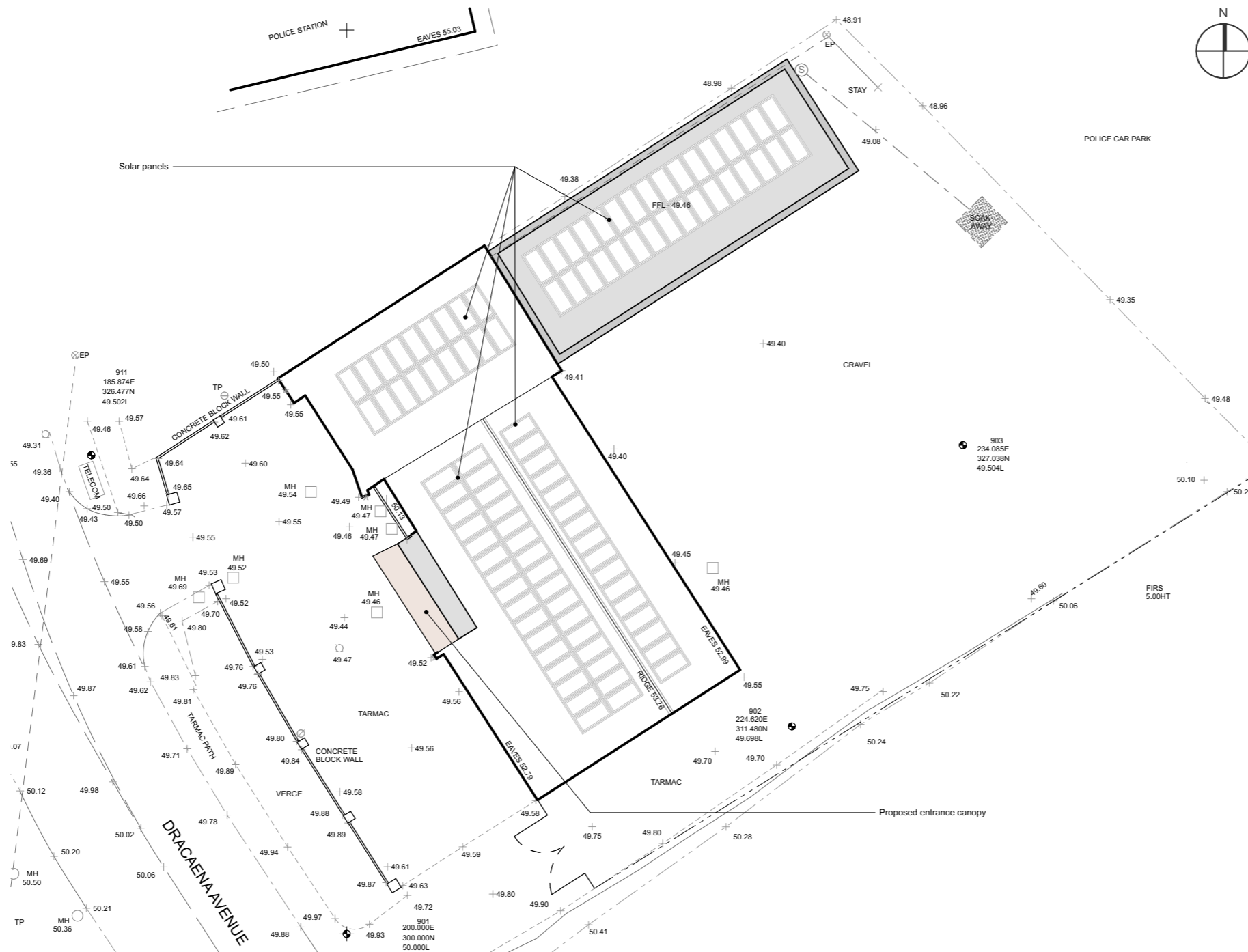
### Access

Access to the site is provided from the west.

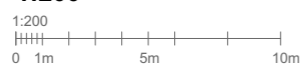




# 6.1 PROPOSED SITE PLAN



**PROPOSED SITE PLAN**  
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## 6.2 PROPOSED FLOOR PLAN



### Key:



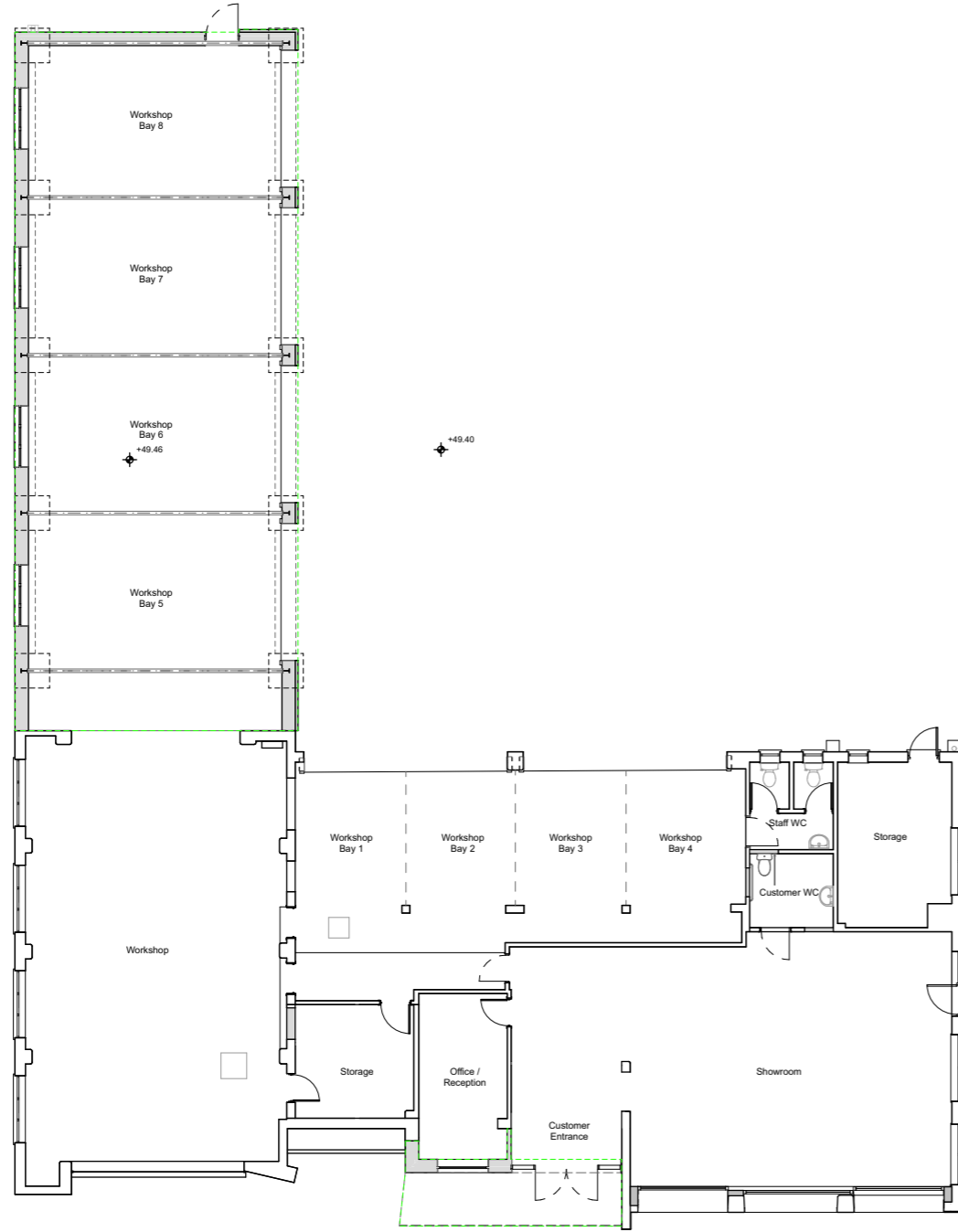
Existing Fabric



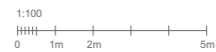
Proposed Fabric



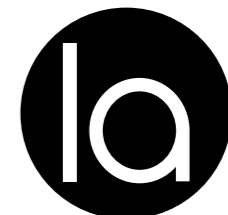
Outline indicates areas of proposed extensions



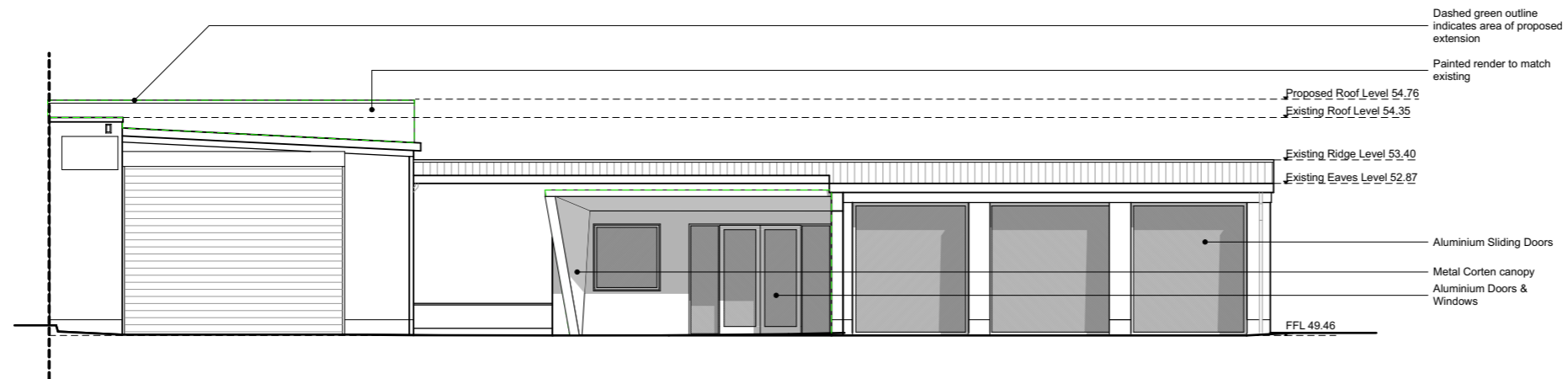
**PROPOSED GROUND FLOOR PLAN**  
1:100



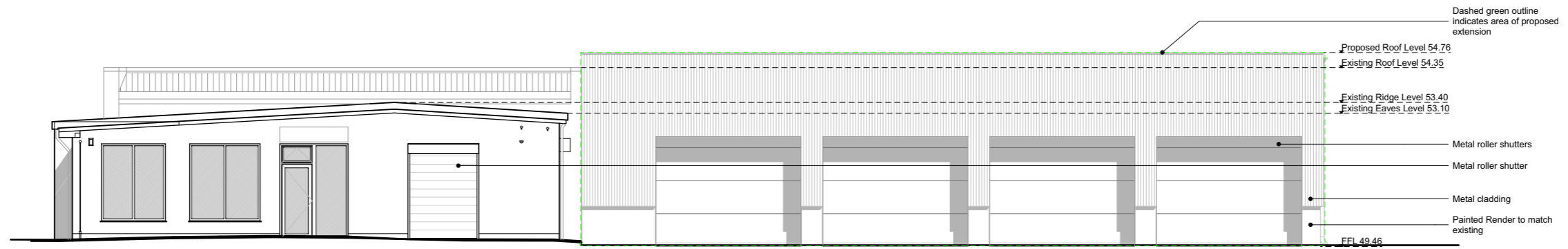
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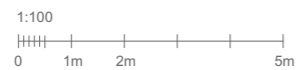
## 6.3 PROPOSED ELEVATIONS



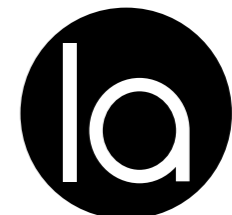
**PROPOSED SOUTH WEST ELEVATION**  
1:100

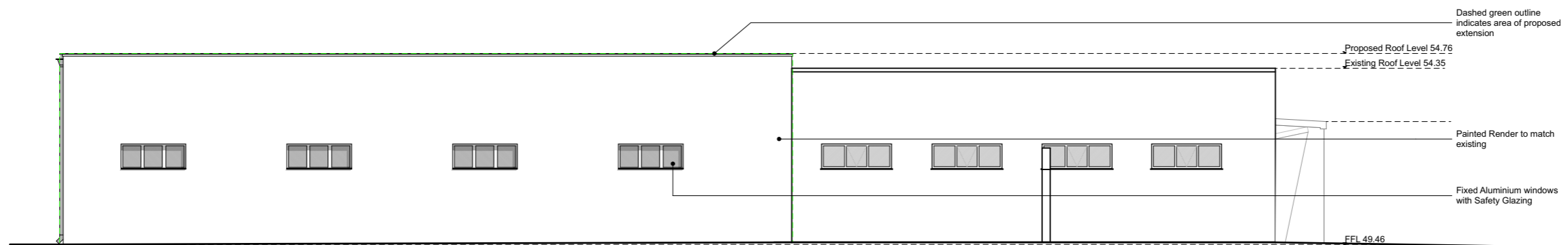


**PROPOSED SOUTH EAST ELEVATION**  
1:100

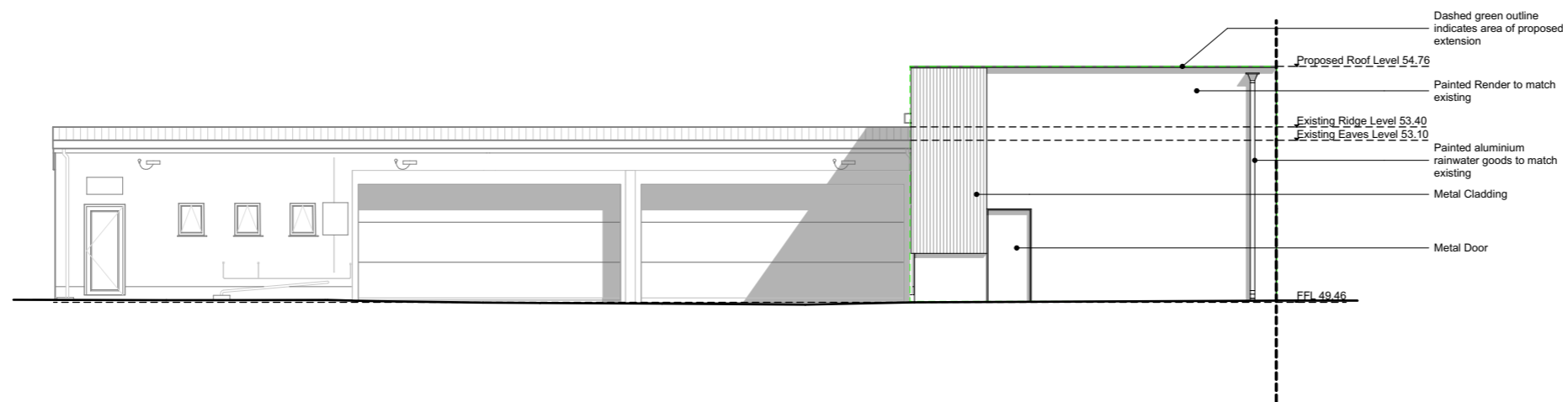


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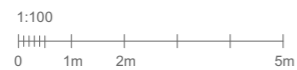




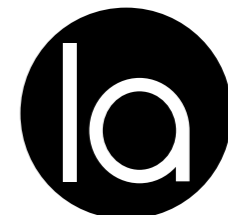
**PROPOSED NORTH WEST ELEVATION**  
1:100



**PROPOSED NORTH EAST ELEVATION**  
1:100



NOT TO SCALE





## 7.0 PLANNING ASSESSMENT

In line with Policy 5 of the CLP, this proposal will support an existing business by allowing them to expand their sites. This can only be done if this application is supported in order to facilitate a refurbished space which is large enough for them to operate from. The proposal also conforms to Policy BE13 of the NDP.

By benefitting from this new space, the company will be in a position to employ more local people, in particular through apprenticeships, which predominantly supports young talent. Therefore, the proposal is conforming with Policy 1 of the CLP which pertains to sustainable development.

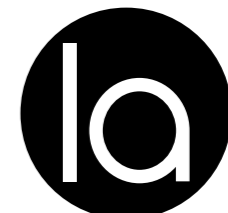
Sustainable development benefits of this application:

- Social – Provides increase in jobs for local people
- Economic – Allow expansion of existing business
- Environmental – Reuse of existing built-for-purpose building

In line with Policy 12 of the CLP, the proposal will be built to a high-quality of design, as can be seen from the attached plans. This also is in consideration of the Cornwall Design Guide.

As per Policy 21, the proposal reuses a suitably constructed building on brownfield land and is therefore compliant with this policy.

As such, it can be concluded that this proposal aligns well with national and local policy and therefore should be approved.



## 8.0 FLOOD RISK ASSESSMENT

This statement is included to support this planning application which seeks permission for the extension to an existing building in a Critical Drainage Area. A Flood Risk Assessment has therefore been prepared, in accordance with footnote 50 of the National Planning Policy Framework.

A Critical Drainage Area is generally an area that has critical drainage problems and which has been notified to the local planning authority as such by the Environment Agency.

Falmouth and Penryn is a Priority Community in Cornwall Council's Local Flood Risk Management Strategy, with numerous records of flooding in the area. The Strategy advises that flood risks are mainly associated with the lower parts of the catchments, where floodplains are constrained by existing development. Within the section containing minimum drainage standards, all new developments will have to play their part in reducing current rainfall runoff rates with on-site surface water being safely managed up to the 1 in 100 plus climate change conditions.

The CDA area is identified by Cornwall Council's Local Flood Risk Management Strategy and unlike other areas, is not designated due to any particular history of flooding. The Cornwall Local Flood Risk Management Strategy 2014 has been prepared and seeks to ensure that in CBAs, new development must contribute to improving the general flood risk situation and apply stringent control on surface water management through local standards.

Given that the extension is to be built on existing hardstanding, there is no addition of impermeable surface as a result of the proposal.

The proposal would therefore not have any implications with respect to the CDA.



## 9.0 GREEN INFRASTRUCTURE

This is not relevant to the proposal as the area is a commercial space which comprises existing hardstanding and as such, the development only looks to build a slight extension over this.



## 10.0 CONCLUSION

The development proposal provides for the reuse of an existing building which is currently disused and in disrepair. By allowing for this proposal, the building can be refurbished and made efficient use of whilst allowing for further employment opportunities in the area.

The development should therefore be approved, having regard to the statutory determination obligation prescribed by Section 38(6) of the Planning and Compulsory Purchase Act 2004, and in accordance with the relevant national and local policies.





## APPENDIX 1

### THE DEVELOPMENT PLAN

#### The Cornwall Local Plan

**Policy 1** sets out a presumption in favour of sustainable development. It states that, when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development as enshrined within the NPPF. When considering whether a development proposal is sustainable or not, account will be taken of its location, layout, design and use against the three pillars of economic development, social development and environmental protection and improvement.

**Policy 2** relates to spatial strategy and states that new development should respect and enhance quality of place and provide solutions to current and future issues.

**Policy 5** seeks to ensure a continued supply of business space and states that proposals for new employment use should be:

- Well integrated into towns
- Within areas that are well served by public transport
- An extension to an existing business where re-location would be impractical or not viable

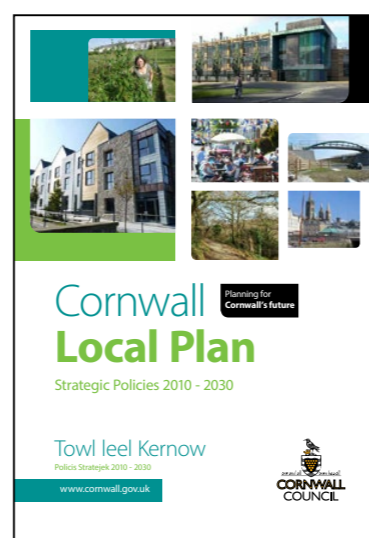
**Policy 12** focuses upon design and states that development must ensure Cornwall's enduring distinctiveness and maintain and enhance its distinctive character, whilst **Policy 13** relates to development standards.

**Policy 13** requires that all new developments avoid adverse impacts which could result from the development. Such adverse impacts should be avoided or mitigated during the construction, operation or restoration stage of development.

**Policy 21** ensures the best use of land and encourages sustainably located proposals that:

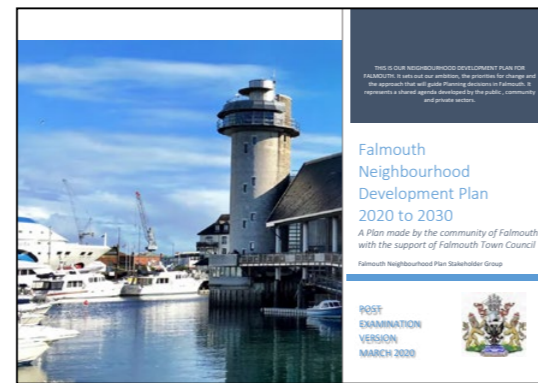
- Use previously developed land and buildings provided that they are not of a high environmental or historic value
- Increase building density where appropriate, taking into account the character of the surrounding area

**Policy 26** requires development to take account of and be consistent with local flood strategies.



### Falmouth Neighbourhood Development Plan 2020-2030

**Policy BE 13:** Intensification and Enhancement of Existing Employment Sites – The redevelopment/ enhancement of employment uses on existing employment sites to provide upgraded business and employment premises will be supported where the proposed development would not have an unacceptable detrimental impact on the amenities of adjoining residential area.



## MATERIAL CONSIDERATION

### National Planning Policy Framework (NPPF)

The NPPF is a material consideration in the determination of this application as per **Paragraph 2** of the Framework and Section 38(6) of the Planning and Compulsory Purchase Act 2004. It sets out Government planning policies for England and how these are expected to be applied.

**Paragraph 7** of the NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

**Paragraph 8** sets out three sustainable development objectives, as follows:

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The golden thread running throughout the NPPF is the Government's presumption in favour of sustainable development (**Paragraph 11**) whereby developments which correctly balance the requirements of economic, social and environmental issues should be granted planning permission unless there are strong reasons that permission should not be granted.

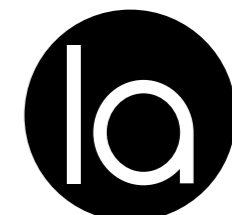
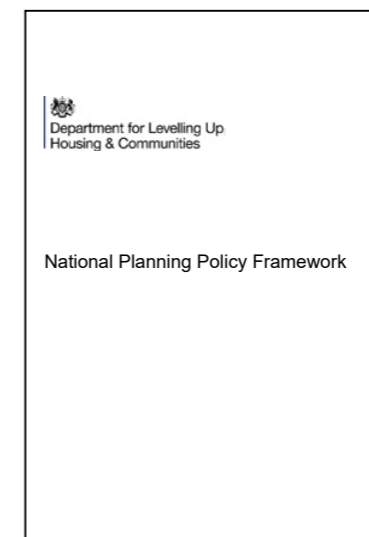
**Paragraph 8** sets out the three dimensions to sustainable development: economic, social and environmental; all of which give rise to the need for the planning system to perform several mutually dependent roles.

**Paragraph 38** states that LPAs should approach decisions on proposals in a positive and creative way and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area.

**Section 14** relates to meeting the challenge of climate change, flooding and coastal change.

**Paragraph 154** states that new development should be planned for in ways that:

- a) Avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure.

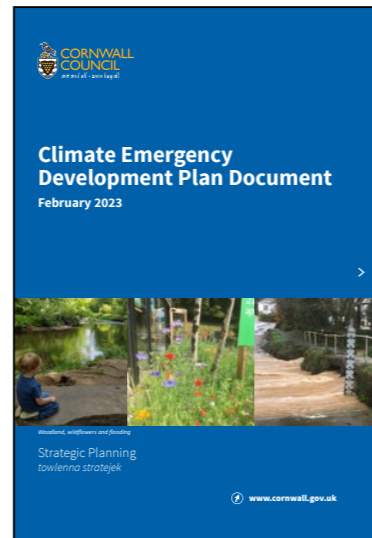


### The Cornwall Council Climate Emergency Development Plan Document (2023)

**Policy C1** of this document states that development in Cornwall should represent sustainable development.

**Policy G1** concerns ‘Green Infrastructure Design and Maintenance’, and states that green infrastructure should be ‘central to the design’ of developments.

**Policy SEC1** concerns ‘Sustainable Energy and Construction’ and states that developments should use materials which minimise the energy demand for heating, lighting and cooling. The Policy also states that new residential development is required to achieve Net Zero Carbon. The Policy goes on to emphasise the importance of the minimisation of water use and waste in developments.



### The Cornwall Design Guide 2021

The new Cornwall Design Guide was adopted in December 2021. The guide supports the Cornwall Local Plan by providing a comprehensive guide to help inspire and guide the delivery of high-quality places to live.

