

CSA Architects
RIBA Chartered Practice

St Piran House, Truro Technology Park, Heron Way, Newham, Truro, Cornwall, TR1 2XN
Tel: 01872 265 310 Fax: 01872 275 136 www.csa-architects.co.uk E: info@csa-architects.co.uk
csa-architects is the trading name of Falmouth Architectural Services Limited.
Registered Office: The Warehouse, Anchor Quay, Falmouth, Cornwall. TR10 8GZ Registered No. 1303475

Proposed replacement dwelling at
15 Treverbyn Road, Padstow PL28 8DW

Design & Access Statement - Rev C

Introduction

Introduction

This Design and Access Statement has been prepared by CSA Architects on behalf of Mr & Mrs Dewar who are the owners of the existing property at 15 Treverbyn Road, Padstow.

This document details the process that has been followed in assessing the site and its wider landscape context. The resulting site analysis and the subsequent detailed design illustrates the comprehensive and considered proposals for a high quality and sustainable replacement dwelling.

1.0	Context
1.1	Location
1.2	Planning History
1.3	Built Context
2.0	Site
2.1	Site Description
2.2	Site History
2.3	Site Photographs
3.0	Design Proposals
3.1	Concept
3.2	Use & Amount
3.3	Layout & Scale
3.4	Landscape & Appearance
3.5	Travel Plan
3.6	Sustainability
3.7	Access
3.8	Summary

Issue Status

Date	Author	Details
02/11/23	PT	Draft Planning Issue
09/11/23	JS	Rev A - Document Updates
13/11/23	JS	Rev B - Document Finalisation
15/11/23	JS	Rev C - Additional PV

1.0 Context

1.1 Location

The site is situated in Padstow a town, civil parish and fishing port located on Cornwall's north coast.

Padstow is approximately 5 miles north west of Wadebridge and 10 miles north west of Bodmin. Newquay airport is located approximately 7 miles to the south west. Unclassified roads link the site to the A389 which runs through the town.

Padstow is located on the western side of the River Camel. The town offers a broad selection of local amenities.

Parts of Padstow fall within specific environmental and historical designations areas. The application site does not sit within or border any of these zones.



1.2 Planning History

PA20/08059 - Approved

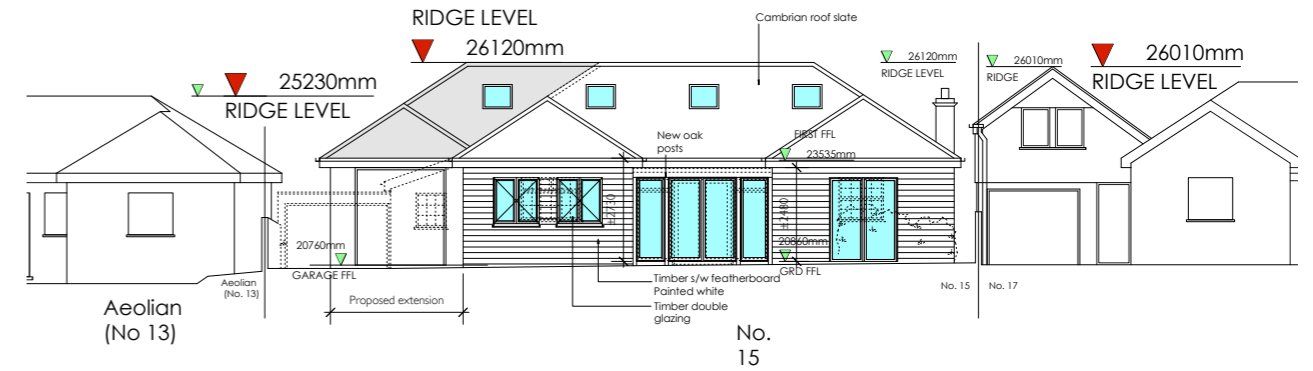
Demolition of existing garage and flat roof extension, proposed extensions and alterations with inclusion of a first floor balcony.
(Decision date: 16th November 2020)

This planning consent was acted upon but not to completion.

PA22/05528 - Approved - Extant Consent

Ground floor extension, first floor and roof extension and associated works.

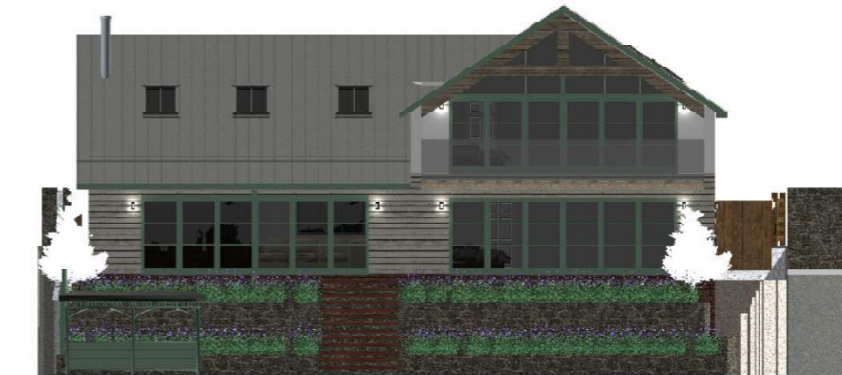
(Decision date: 16th August 2022)



PA20/08059 - Proposed North East Elevation



PA22/05528 - Proposed South West Elevation

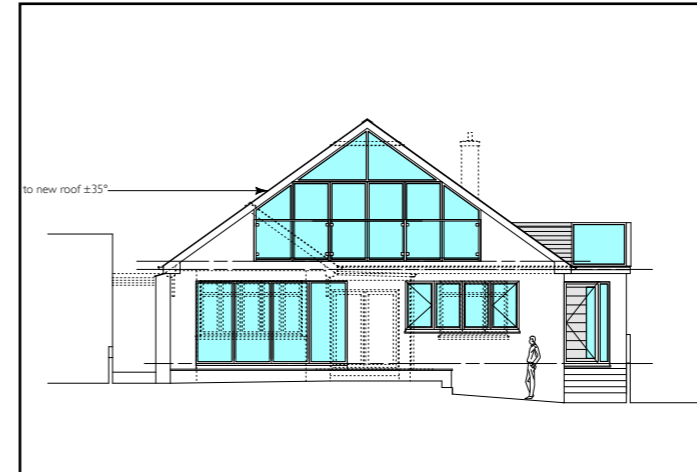


PA22/05528 - Proposed North East Elevation

1.2 Built Context



33 & 35 Treverbyn Road



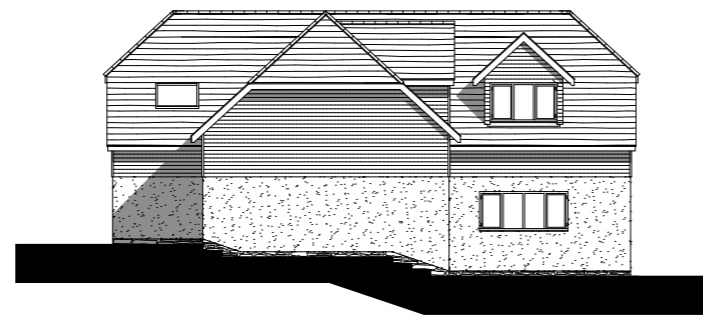
River facing elevation



No.4 Egerton Road - PA17/03038 - Built



River facing elevation



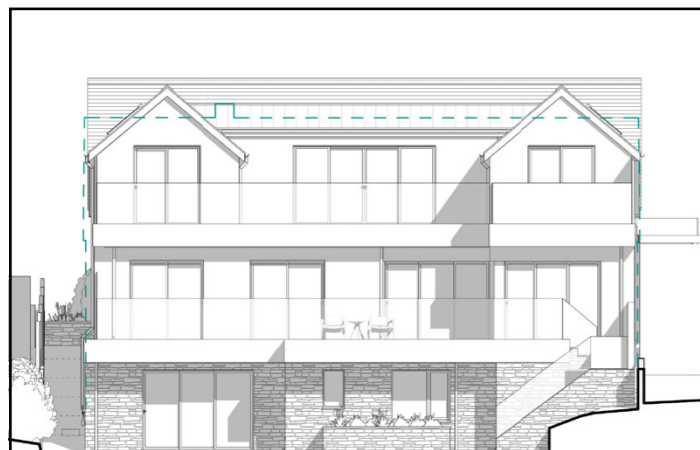
33 Treverbyn Road - PA21/11817 - Under Construction



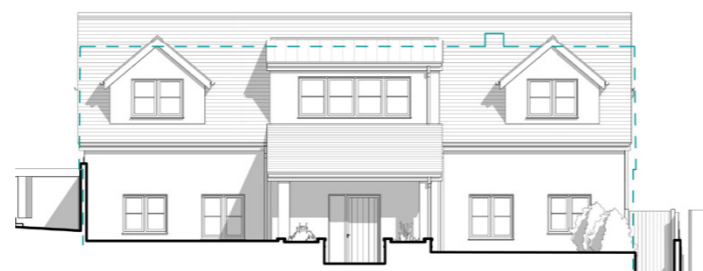
River facing elevation



10 Egerton Road - PA23/00626 - Approved with Conditions



River facing elevation



35 Treverbyn Road - PA22/07580 - Under Construction



River facing elevation



18 Egerton Road - PA22/04147 - Approved with Conditions

2.0 Site

2.1 Site Description

The site at 15 Treverbyn Road is rectilinear in shape. The south western boundary is dictated by Treverbyn Road and the plot's northern and southern boundaries are defined by neighbouring properties. The site's topography descends north easterly before a steep drop down to Padstow's boat yard car park and Padstow Cycle Hire adjacent to the Camel Trail cycle track by the River Camel. The plot's total area measures approximately 0.07 hectares (0.16 acres).

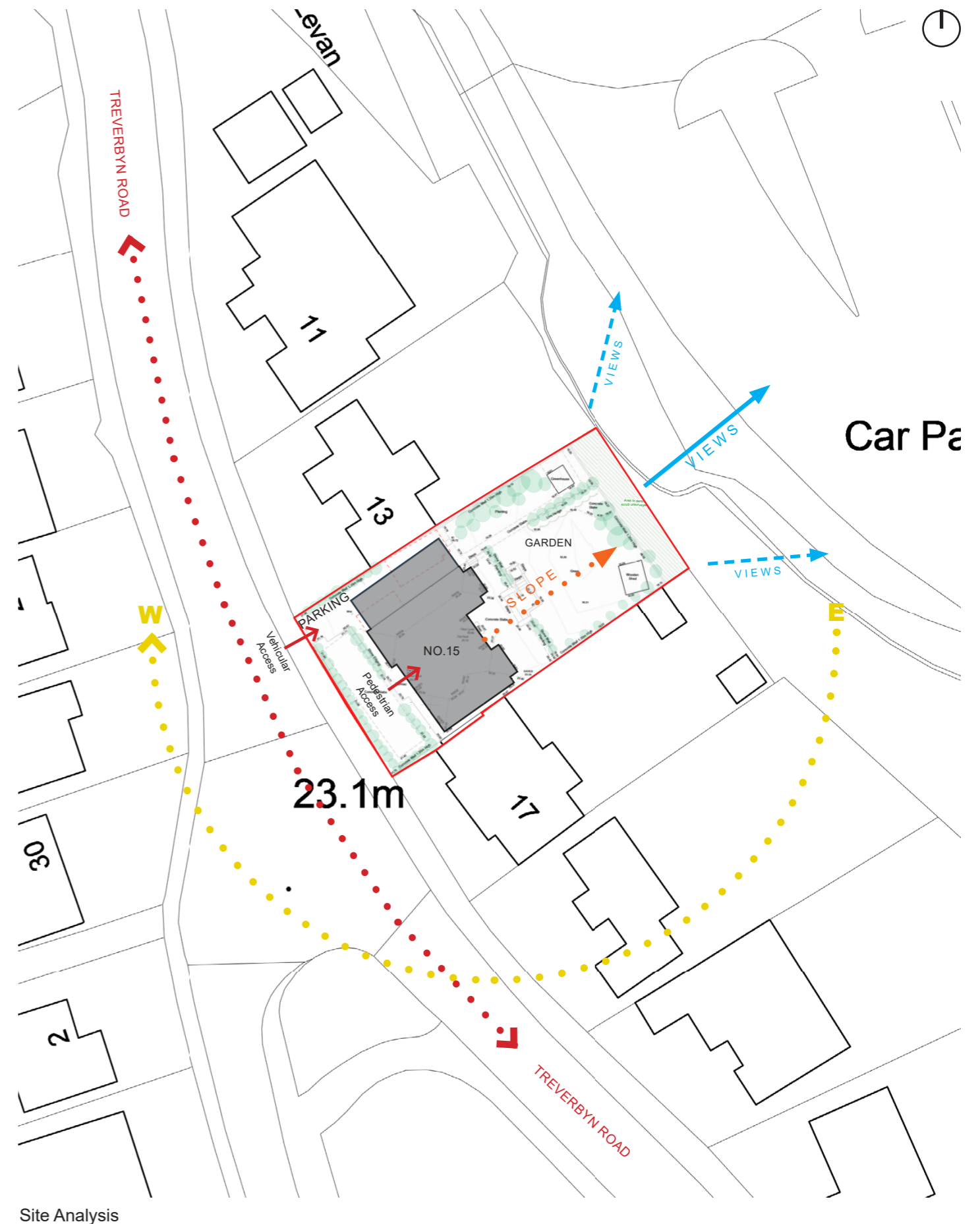
Vehicular access to the site is from Treverbyn Road. The A389 is less than a mile to the west. The site's boundaries are defined by block walls.

The site falls approximately 3.5m over a 34m stretch, from the west down towards the eastern boundary.

No.15 is a detached bungalow with a room in the roof configuration estimated to have been constructed in the 1960s. In 2021 an extension was added to the bungalow, more detail on this has been included on the page below.

The existing dwellings ground floor level sits below the road. At the rear, the bungalow protrudes from the ground as the topography slopes down towards the river. The rear garden is divided between a paved terrace adjacent to the dwelling and a lawn area further to the east.

The pitched roof is covered with natural slate tiles. The walls are finished with rough cast white render. The windows, doors and rainwater goods are white uPVC.



2.2 Site History

15 Treverbyn Road was first visited in the summer of 2018 and a topographical survey was carried out in September 2018. In September 2020 a planning application was submitted for the "Demolition of existing garage and flat roof extension, proposed extensions and alterations with inclusion of a first floor balcony." Planning permission was approved in November 2020 under the decision notice PA20/08059.

Building work commenced in the winter of 2021 and continued until June 2021 when works came to a halt due to technical problems with the roof design.

The topographical survey included in this document has been updated to show the demolition of existing buildings (shown dashed in red) and the PA20/08059 extension (shown in blue). Beyond these survey amendments, the survey is accurate.



Topographical Survey - Notes Added

2.3 Site Photographs

Site photographs were taken in summer of 2018.



View from Egerton Road of 15 Treverbyn Road South West Elevation



View of 15 Treverbyn Road Dwelling and Parking Area



View of 15 Treverbyn Roadside Garden



View of 15 Treverbyn Road Entrance



View of 15 Treverbyn Road North East Elevation



View from 15 Treverbyn Road First Storey of Garden



View from 15 Treverbyn Road Garden Terrace of Camel River

3.0 Design Proposals

3.1 Concept

Maximise river views from the dwelling whilst improving the outlook from the road above.



Staggered roof line. Forms influenced by built context.



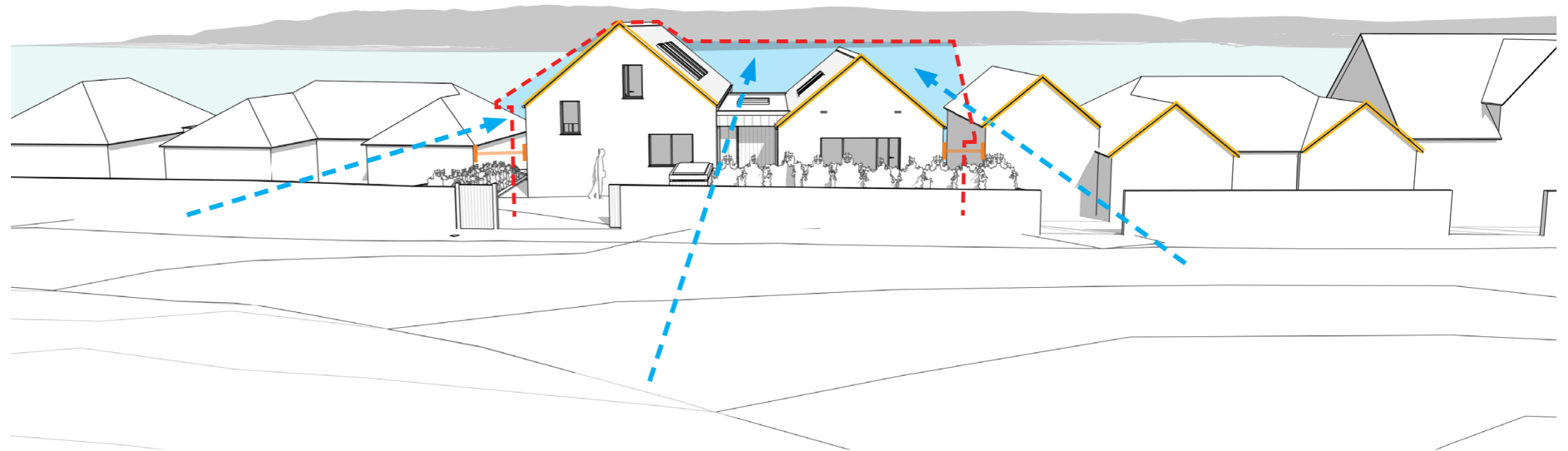
Increase the distance between neighbouring properties.



Stepping building form responds to the naturally sloping topography.



Line of extant consent PA22/05528



3.2 Use & Amount

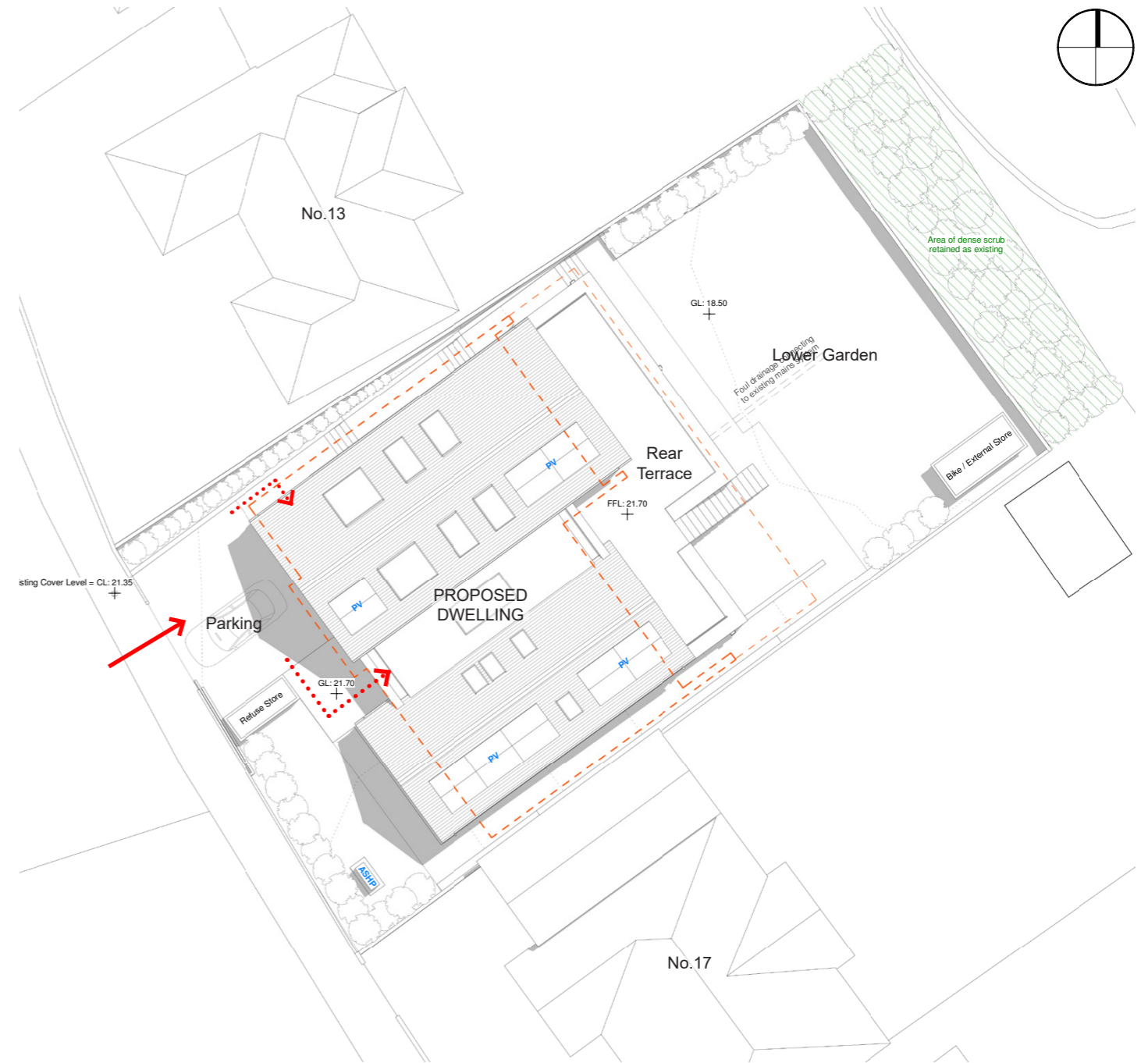
As a replacement dwelling application the proposals maintain the existing residential use which is consistent with the surrounding properties.

The proposals increase the GIA of the extant consent (PA22/05528) by approximately 15%, but the additional GIA is subterranean. When you ignore the recessive subterranean lower ground floor the proposals reduce the GIA by approximately 30%.

The extant consent's (PA22/05528) road facing elevation has an approximate area of 93m². The proposals purposefully reduce the road facing elevation down to 64m² a reduction of over 30%.

The proposals have an ample amount of external amenity space, hard and soft landscaping, including external parking for two cars.

The proposals provide two storeys of accommodation without exceeding the extant consent (PA22/05528) ridge height of 27.90m above ordinance datum.



Proposed Site Plan

3.3 Layout & Scale

The location and orientation of the building responds to the surrounding properties and available views. The proposed footprint is similarly located to the existing building and extant consent (PA22/05528) preserving the character of the building line along Treverbyn Road. A narrowed footprint is proposed that improves circulation around the exterior of the building.

Vehicular and pedestrian access is to remain in the same location with the entrance widened to facilitate two cars parking side by side.

The principal entrance is clearly visible from the parking area. An ancillary entrance, on the north western side of the property, leads to the ground floor service rooms. Additionally there are several tertiary doors that connect the dwelling with the rear terrace and garden.

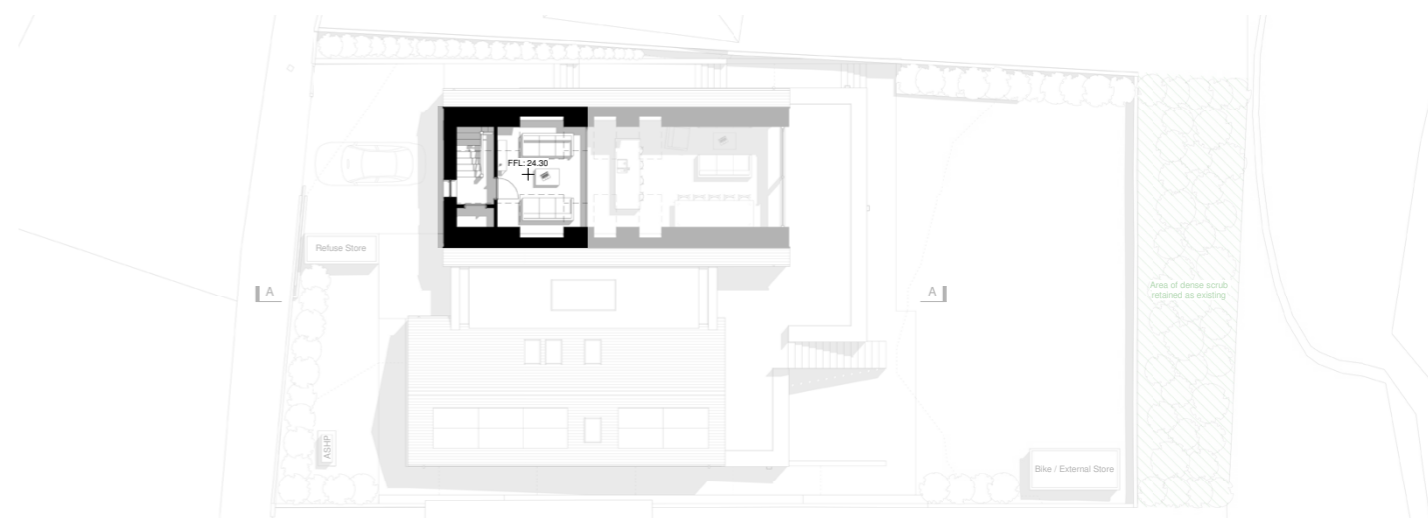
As you enter the dwelling you arrive into a functional central lobby with views through the building out over the river.

The northern wing houses the active living areas, most notably the open-plan kitchen, living and dining room housed within a vaulted gable form. Full height glazing faces the Camel Estuary offering direct access to a roof terrace.

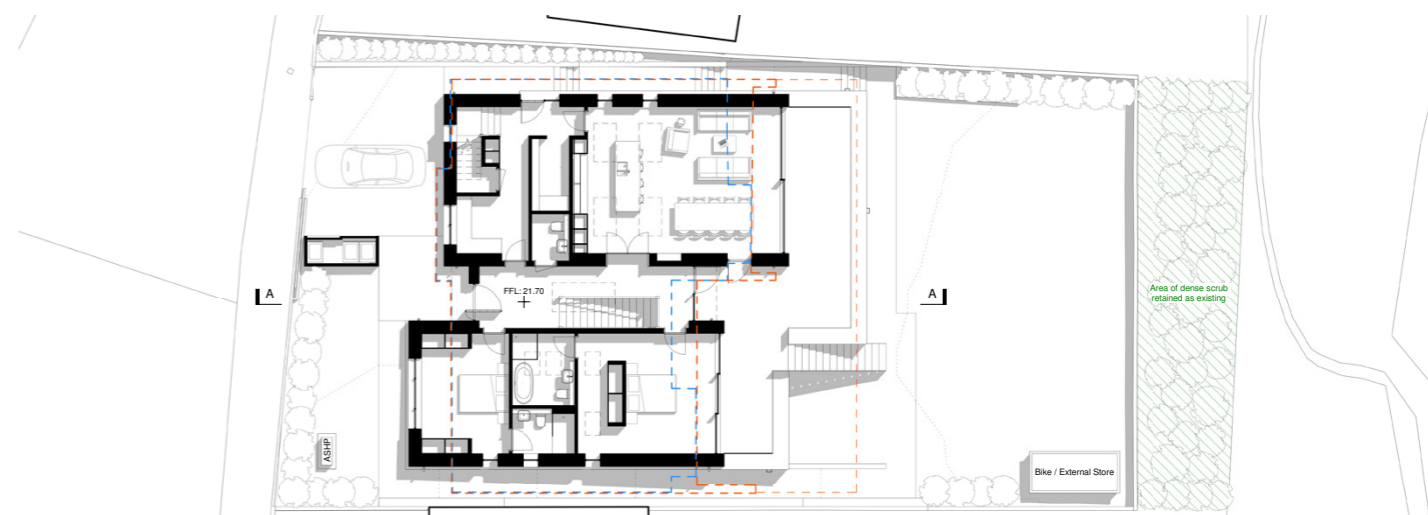
Service rooms including larder, utility, WC, linen room and stairwell to the mezzanine above are located behind the kitchen at the opposite end of the wing. The mezzanine accommodates a small seating space with views over the open-plan living area to the Camel Estuary beyond.

The southern wing houses the master bedroom and the guest bedroom, each with their respective en-suites. Similarly to the northern wing the master bedroom has full height glazing and shares the same design language, benefiting from views of the Camel River and direct connection to the rear terrace.

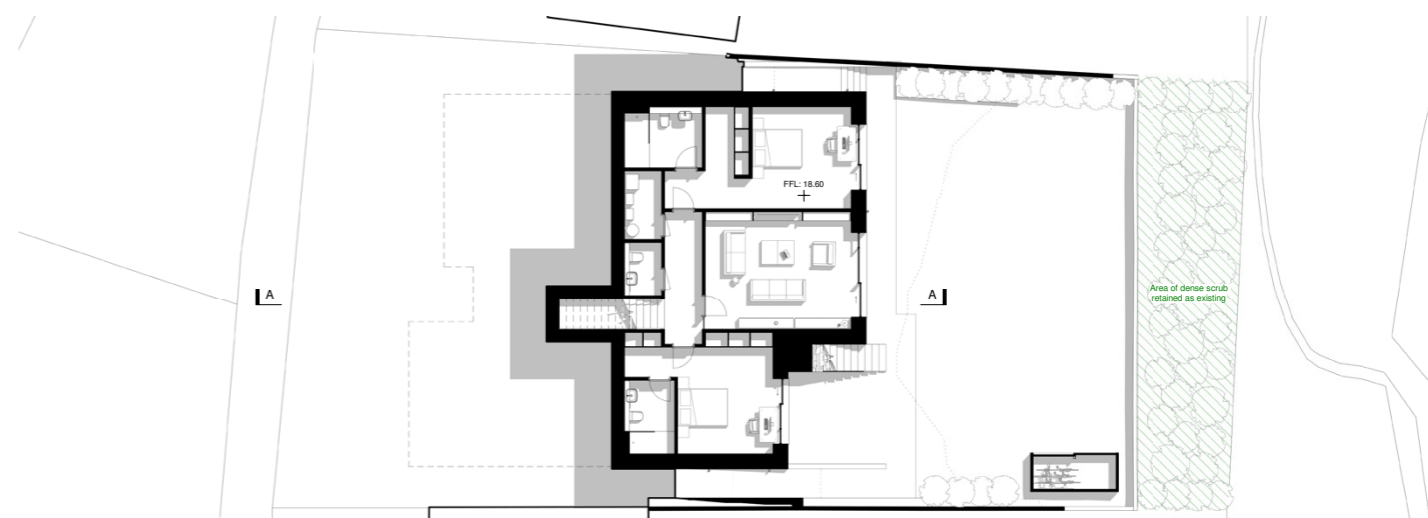
The subterranean lower ground floor accommodates two en-suite double bedrooms and a central media room, all with direct access to the rear garden. A WC and plant room are also located on this floor.



Proposed Mezzanine Level



Proposed Ground Floor



Proposed Lower Ground Floor

3.4 Landscape & Appearance

The proposals look to conserve and enhance the character of the area and to create a dwelling that is fully integrated into its surroundings. Soft and hard landscaping ensure the development sits comfortably in its context. Where possible the boundary treatments will be retained as existing.

An arrangement of two traditional gable forms connected by a low scale flat roof are proposed. The scale and orientation of the forms purposefully lowers the roof line and widens the spacing between dwellings. This helps to open up views of the river for passers by and the neighbouring properties to the west.

Vernacular materials are utilised, the ground floor walls are predominately finished with smooth white render and the subterranean lower ground floor that is constructed from natural stone. The pitched roofs are to be finished with natural slate. The recessive central flat roof's parapet, fascia and soffit are to be finished with dark grey metal standing seam that wraps down dividing the two gable forms.

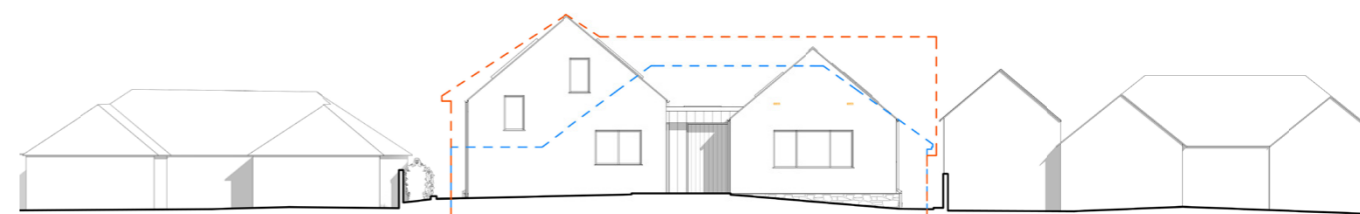
The majority of the glazing is located along the buildings private north east facing elevation to maximise the benefits of the views and create a strong link between internal and external spaces. The amount of glazing on the proposed north east elevation at ground floor level and above is consistent with the area of glazing on the extant consent (PA22/05528), both schemes measure approximately 42m². The proposed lower ground floor glazing has been omitted from these calculations due to its subterranean nature. The lower ground floor is hidden behind the site's boundary treatments and won't be visible from the surrounding area.

The proposals are of an arrangement of traditional forms that reflects the character of the area. In this way the dwelling is consistent with the numerous properties throughout the surrounding area and looks to conserve and enhance its setting.

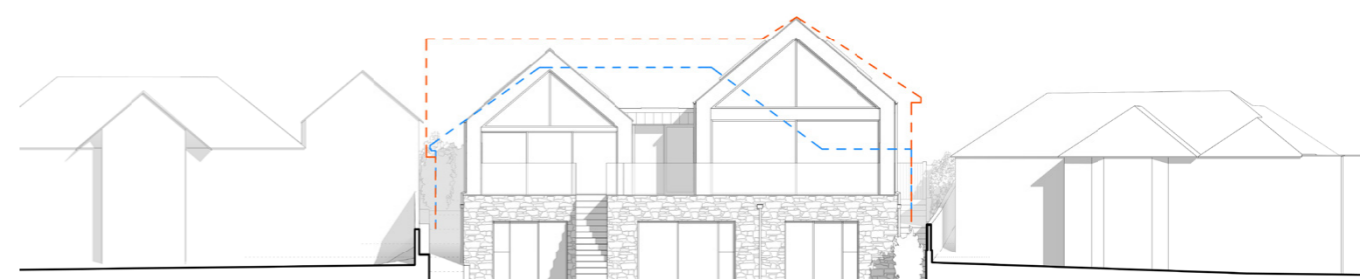
Materials

- Smooth White Render
- Natural Stone
- Natural Slate Roof
- Grey Metal Standing Seam Cladding
- Grey Powder Coated Metal Windows and Doors

----- Line of extant consent PA22/05528
----- Line of existing dwelling



Proposed South West Elevation



Proposed North East Elevation



3.5 Travel Plan

This planning application is for a replacement dwelling in the well-established and sustainable location of Padstow. The vehicular and pedestrian access to site are to remain in the existing location but widen to improve access. Provision for an electric car charging point and external cycle store is to be included.

Given the proximity of the site to the Camel Trail and culture of cycling in the region, cycling could replace short car journeys to and from local shops, schools and amenities etc. Wadebridge, 5 miles south east of Padstow, is approximately a 30 minute cycle. Subway bus stop, New Street bus stop and Station Road bus stop are within 0.5 miles of 15 Treverbyn Road, providing public transport to nearby towns, Wadebridge, Newquay and Truro. A river ferry also gives access to neighbouring town, Rock.

Based on the detailed analysis of the site it is considered that the proposed parking area and access onto the road network, will continue to operate in a safe and efficient manner.

The proposal does not affect highway safety in accordance with the National Planning Policy Framework and follows Policy 27 of the Cornwall Local Plan and therefore the development should not be refused on transport grounds.

3.6 Sustainability

To ensure the minimum possible energy use within the property, the design follows a 'fabric first' approach with high levels of insulation and high specification triple glazed windows and doors. The building envelope will be relatively air tight and have a good thermal performance. This combination of insulation and air tightness will result in the requirement for space heating being considerably reduced.

The proposed high performance dwelling will replace a property which has become outdated and inefficient in terms of energy use.

To reduce energy use further, an air source heat pump connected to underfloor heating systems will be the primary heat source. This is to be used in combination with an MVHR unit and an array of photovoltaic panels on the roof. With the specification of low energy light fittings and A+ rated white goods the use of electricity will also be kept to a minimum. Water usage will be kept to a minimum through the use of fittings such as dual flush toilets and aerators to taps.

Adequate internal and external storage capacity for both general refuse and recyclable waste is provided.

3.7 Access

Level access into the dwelling is provided. Internal circulation and the provision of a WC at ground floor level have been provided in accordance with "Approved Document M" of Building Regulations.

The sources of guidance referred to in the design development process are as follows:

- Approved Document M (2015)
- British Codes of Practice BS8300:2018
- Planning and Access for Disabled People - A good practice guide (ODCM)
- National Planning Policy Framework (NPPF)

3.8 Summary

This document details the extensive design process which has been followed in the development of a high quality replacement dwelling. The thorough site and contextual analysis have actively informed the design proposals to create a sustainable dwelling that responds to its context and sits sensitively in the setting.

