

Planning,
Design and Access Statement

Formation of a new agricultural access,
together with associated works at:

**Land lying to the south of Anneth Cor-Yn, Trelash,
Warbstow, Launceston PL15 8RL**

Applicants:
Ricky Cobbledick, Deborah Dawe & Kevin Cobbledick

Prepared by

Walter Wonnacott Planning
+44 (0) 1288 682116 - Office
+44 (0) 7958 582192 - Walter Wonnacott LLB(Hons) - Director
Rodds Bridge Farm
Bude
Cornwall
EX23 0LS
walter@wmwplanning.com

CONTENTS

1	Introduction
2	Planning Policies
3	Principle of Development
4	Location and Setting
5	Design and Landscaping.....
6	Sustainable Development Balance.....
7	Conclusion.....

1 Introduction

- 1.1 The application is for the formation of a new agricultural access together with associated works to serve land lying to the south of Anneth Cor-Yn, Trelash.
- 1.2 The host field identified on Location Plan JB3.1.a has been divided into a number of relatively equal sized parcels, of which the site area is one. Unfortunately, the parcels of land inherited by the Applicants does not include the existing access to the field. It is therefore necessary to install a new access to the field in order for the Applicants be able to access their land for agricultural purposes.
- 1.3 The proposed access point would be in an optimal location for visibility in both directions. A small section of hard surfacing is proposed to limit any mud from tracking onto the highway.
- 1.4 The development will allow the Applicants to access their land in an uncompromised location and will result in improved highway safety with no adverse impacts.

2 Relevant Planning Policies

- 2.1 Under section 38(6) of the Planning and Compulsory Purchase Act 2004 decisions on applications for planning permission and appeals must be taken in accordance with the development plan, unless there are material considerations that indicate otherwise.
- 2.2 The NPPF stresses the importance of having a planning system that is genuinely plan-led. Where a proposal accords with an up-to-date development plan it should be approved without delay. The NPPF constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications.
- 2.3 In Cornwall, the development plan comprises the Cornwall Local Plan Strategic Policies 2010 - 2030 (adopted 22nd November 2016) as well as relevant 'saved' policies from the adopted Local Plans which include minerals and waste Local Plans.
- 2.4 NPPF Paragraph 11 requires that the Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay.
- 2.5 Relevant policies of the Cornwall Local Plan: Strategic Policies 2010-2030 (the 'CLP') include:
 - 2.5.1 1: Presumption in favour of sustainable development
 - 2.5.2 5: Business and Tourism
 - 2.5.3 12: Design
 - 2.5.4 13: Development standards
 - 2.5.5 23: Natural environment
 - 2.5.6 24: Historic environment
 - 2.5.7 27: Transport and accessibility
 - 2.5.8 Appendix 3 - Schedule of saved policies:
 - 2.5.9 (North Cornwall Local Plan 1999) ENV1 - Protecting the countryside and landscape character
- 2.6 The revised NPPF is a material consideration, with particular regard to: -
 - 2.6.1 Section 1. Introduction
 - 2.6.2 Section 2. Achieving sustainable development
 - 2.6.3 Section 4. Decision-making

- 2.6.4 Section 6. Building a strong, competitive economy
- 2.6.5 Section 15. Conserving and enhancing the natural environment
- 2.6.6 Section 16. Conserving and enhancing the historic environment
- 2.7 The material revisions to the NPPF relevant to this development include:
 - 2.7.1 Revised footnote 6 confirms it is the policies in the framework not the development plan that should be applied.
 - 2.7.2 Revised paragraph 80 states: “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”
 - 2.7.3 Revised paragraph 83 states: “Planning policies and decisions should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings and the development and diversification of agricultural and other land-based rural businesses.”
 - 2.7.4 Revised paragraph 84 provides broader support for rural development than the previous version of the NPPF, and states: “Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.”
 - 2.7.5 Revised paragraph 109 states: “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”
- 2.8 Supplementary Planning/Design Guidance:
 - 2.8.1 Cornwall and Isles of Scilly Landscape Character Study
 - 2.8.2 Cornwall Design Guide
 - 2.8.3 Manual for Streets
- 2.9 National Planning Practice Guidance
- 3 Principle of Development**
 - 3.1 CLP Paragraph 2.7 identifies that ‘*Supporting the continued growth of the agricultural sector and supporting diversification of the industry will be critical to the Cornwall’s future, long term prosperity.*’
 - 3.2 CLP Policy 2 identifies that “Proposals will be welcome that improve conditions for business and investment in Cornwall, in particular by:
 - 3.2.1 a. Supporting key regeneration activities and the economic vision for Cornwall;
 - 3.2.2 b. Providing homes and jobs in a proportional manner, where they can best sustain the role and function of local communities and that of their catchment;
 - 3.2.3 c. Supporting the expansion of existing businesses and the indigenous businesses of agriculture, fishing and mining.”

- 3.3 CLP Policy 5 requires that development in the countryside and smaller rural settlements be of a scale appropriate to its location or demonstrate an overriding locational and business need to be in that location such as farm diversification; or an extension to an existing business where re-location would be impractical or not viable.
- 3.4 The Applicant requires new access to the highway to facilitate agricultural activities.
- 3.5 CLP Policy 27 requires that all developments should provide safe and suitable access to the site for all people and not cause a significantly adverse impact on the local or strategic road network that cannot be managed or mitigated.
- 3.6 The proposal will provide safe and suitable access. There will be no significant adverse impact on the local road network that cannot be managed or mitigated.
- 3.7 There are no specific transport policies in the NPPF that suggest the development should be restricted. The NPPF paragraph 109 is clear that development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. No such impacts would arise as a result of this widened access.
- 3.8 NPPF paragraph 103 requires LPAs to take account of policies set out elsewhere in the Framework, particularly in rural areas. The rural context of the site should therefore be taken into account in line with favourable NPPF policy direction.
- 3.9 The proposal to form a new agricultural access in this location is clearly acceptable in principle.

4 Location and setting

- 4.1 The site is approximately one third of the distance from the southern boundary of the host field, on an unclassified road, in a non-designated landscape area. The proposed access would be a typical agricultural entrance. Visibility is already good in both directions at the site location.
- 4.2 The proposed access will be similar in character to the existing and other agricultural accesses along the same stretch of highway. The site is not prominent in public views in any case. As such the development will be satisfactorily assimilated into this non-designated landscape.
- 4.3 The proposed development will be seen in this context and would not impact significantly on the setting of the locality.

5 Design and Landscaping

- 5.1 The design of the access will involve loss of a small section of hedgebank adjacent to the road. The access will be hard surfaced to reduce the risk of debris tracking onto the highway. Local stone will be used, which will be of a recessive nature.

6 Sustainable Development Balancing Exercise

- 6.1 The NPPF requires that planning applications are assessed against the three dimensions of sustainable development: economic, social and environmental. These roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities.
- 6.2 The NPPF confirms that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- 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;

- supporting 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 a well-designed and safe built environment;
- contributing to protecting and enhancing our natural, built and historic environment; including making effective use of land, and helping to improve biodiversity.

- 6.3 The proposed agricultural access will facilitate agricultural operations and allow a high standard of safety for the Applicants and other road users alike.
- 6.4 The proposal will enable the Applicants to manage and maintain the land more efficiently.
- 6.5 This economic benefit – albeit modest - is recognised by the CLP and NPPF.
- 6.6 The social and environmental benefits include maintaining road safety and facilitating the farm activities, having a consequent positive impact on jobs and wellbeing.
- 6.7 There would be no significant adverse environmental impacts.
- 6.8 The proposal clearly meets the test of sustainable development.

7 Conclusion

- 7.1 The proposed agricultural access will be of material benefit to farming operations and to the wider public without negatively impacting on highways, landscape or any other factors.
- 7.2 The proposal will have positive impacts especially in social and environmental terms, with negligible adverse impacts on the environment.
- 7.3 The proposal meets the requirements of sustainable development. The application is supported by the relevant national planning policy framework and by the adopted Cornwall Local Plan. Officer support is therefore requested for the proposal.