

# PROPOSED FORMATION OF ACCESS | DESIGN, ACCESSIBILITY & PLANNING APPRAISAL

ADDRESS: CHANNEL VIEW FARM, SANDY LANE, REDRUTH, TR15 2DJ

CLIENT: MR & MRS TURNER

DATE: SEPTEMBER 2023



planning | architecture | landscape

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## 1.0 EXECUTIVE SUMMARY

Laurence Associates is retained by Pete and Rosemarie Turner ('the applicant') to progress a full planning application for the formation of vehicular access ('the proposed development') on Land at Channel View Farm, Sandy Lane, Redruth, TR15 2DJ ('the application site').

This statement, alongside a review of the site's planning history and relevant policies at both local and national level, provides a description of the proposed development together with an appraisal of the planning merits of the scheme as a whole and should be read in conjunction with the suite of submitted drawings.

It is concluded that the proposal represents sustainable development and is entirely consistent with relevant policies contained within the Cornwall Local Plan 2010 – 2030 (CLP 2016), as well as policies within the National Planning Policy Framework 2019 (NPPF 2019) and Supplementary Planning Document guidance contained within the Cornwall Design Guide 2013 (SPD 2013).

Moreover, it is demonstrated within this statement that the development should be supported by the LPA and permission ought to be granted.

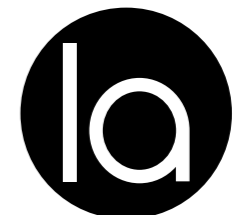


## 2.0 EXISTING SITE

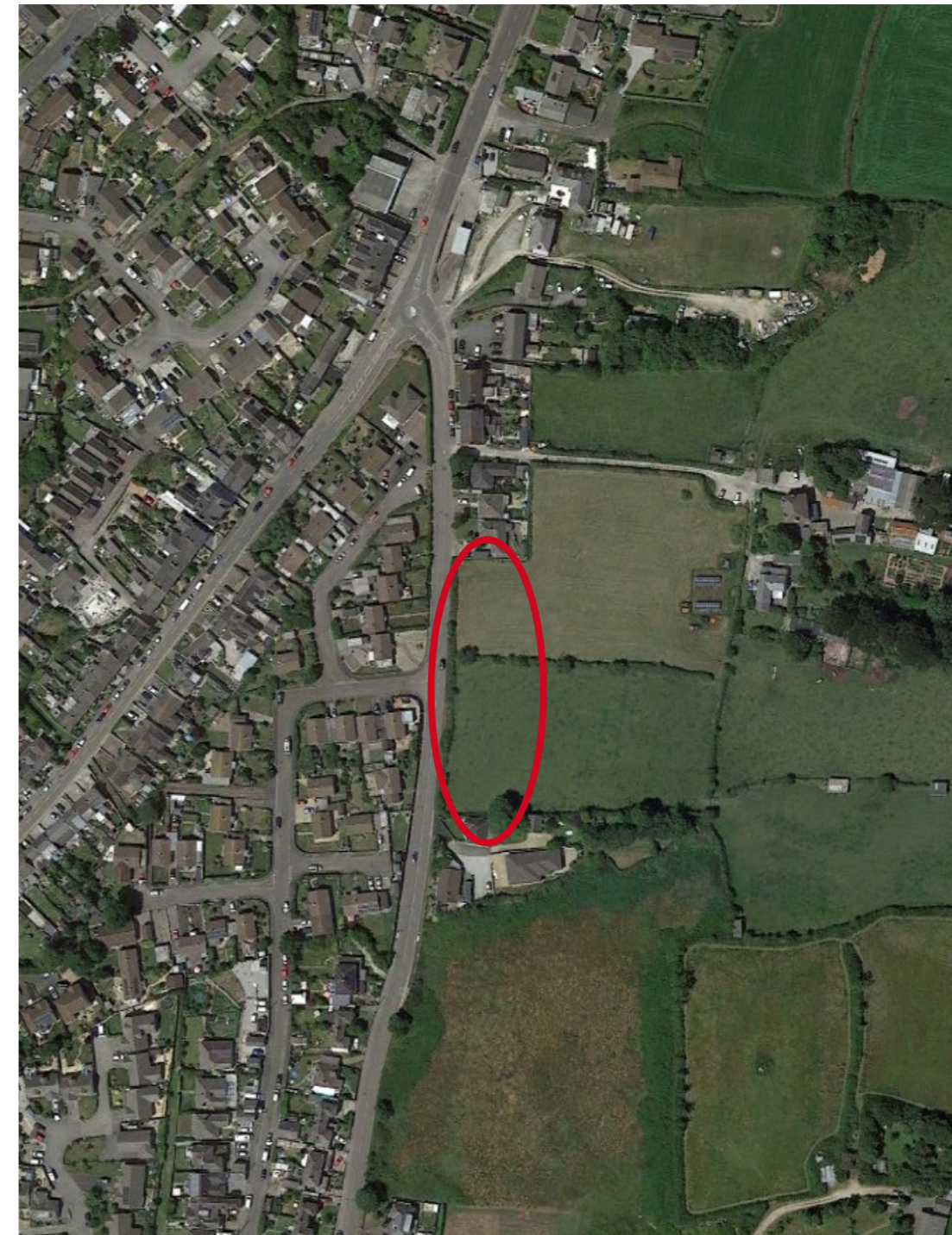
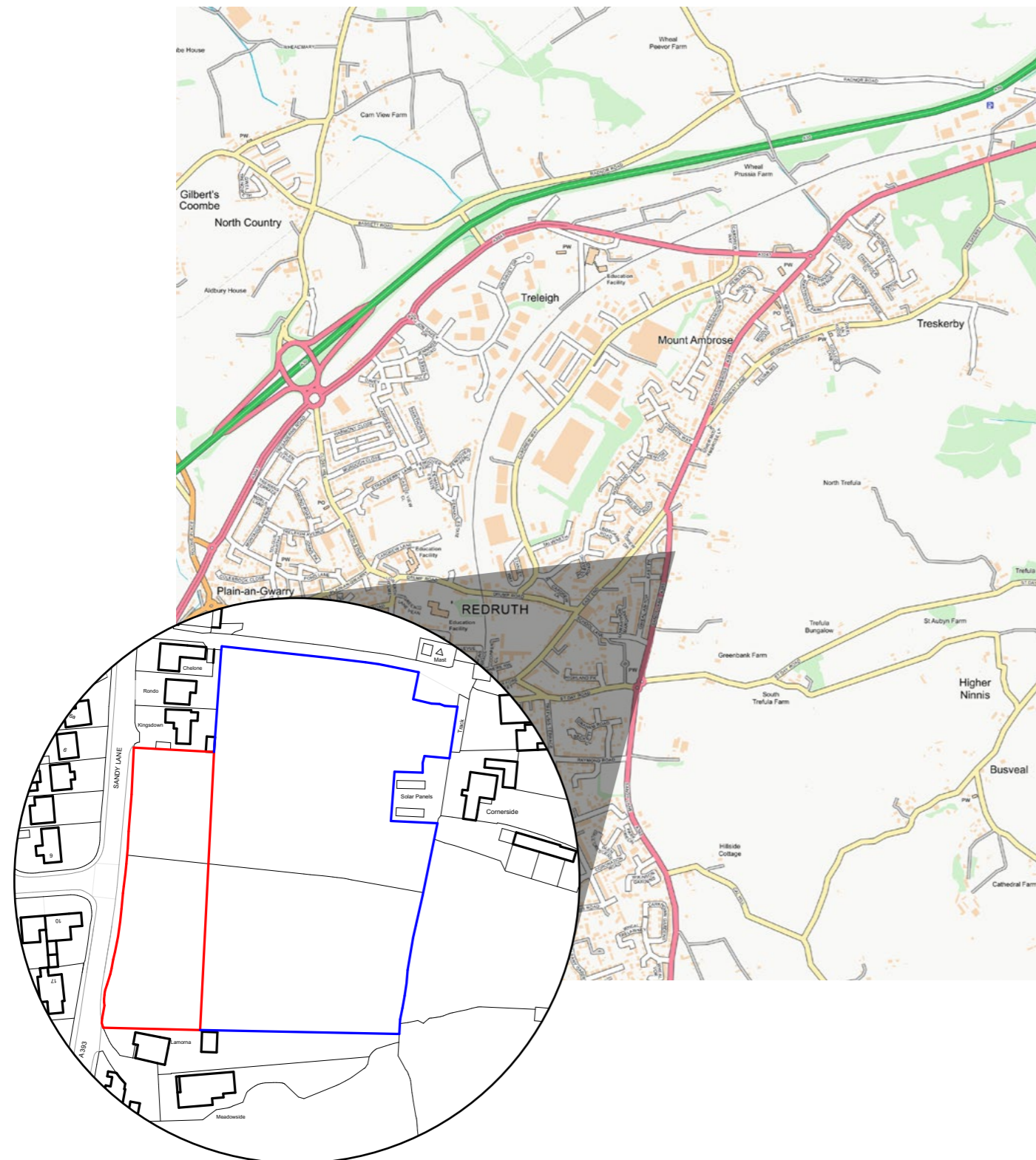
The site is located to the east of the town of Redruth, a town and civil parish in Cornwall, situated about 9 miles west of Truro. The site falls outside of the Redruth Conservation area and the Camborne and Redruth Mining District World Heritage Site. There are no Listed Buildings or Scheduled Ancient Monuments situated within the site boundary

The site is currently agricultural grassland, utilised as pasture land for livestock. Accessed via a gate off of a private lane to the north of the site, the road leading to the site is the main dual width road, known as Sandy Lane, forming part of the A393 The land has a natural slope falling to the southern boundary.

The site is not located in any ecological or heritage designations, however it is within 500m of the St Buryan Area of Great landscape Value and within 1Km of the West Penwith Area of Outstanding Natural Beauty (AONB). The site is also within the impact risk zone of SSSI Chyenhal Moor. Finally, the site is identified by the Environment Agency's online flood risk map as being located within Flood Risk Zone 1 which is at the lowest risk from flooding by the sea or rivers.



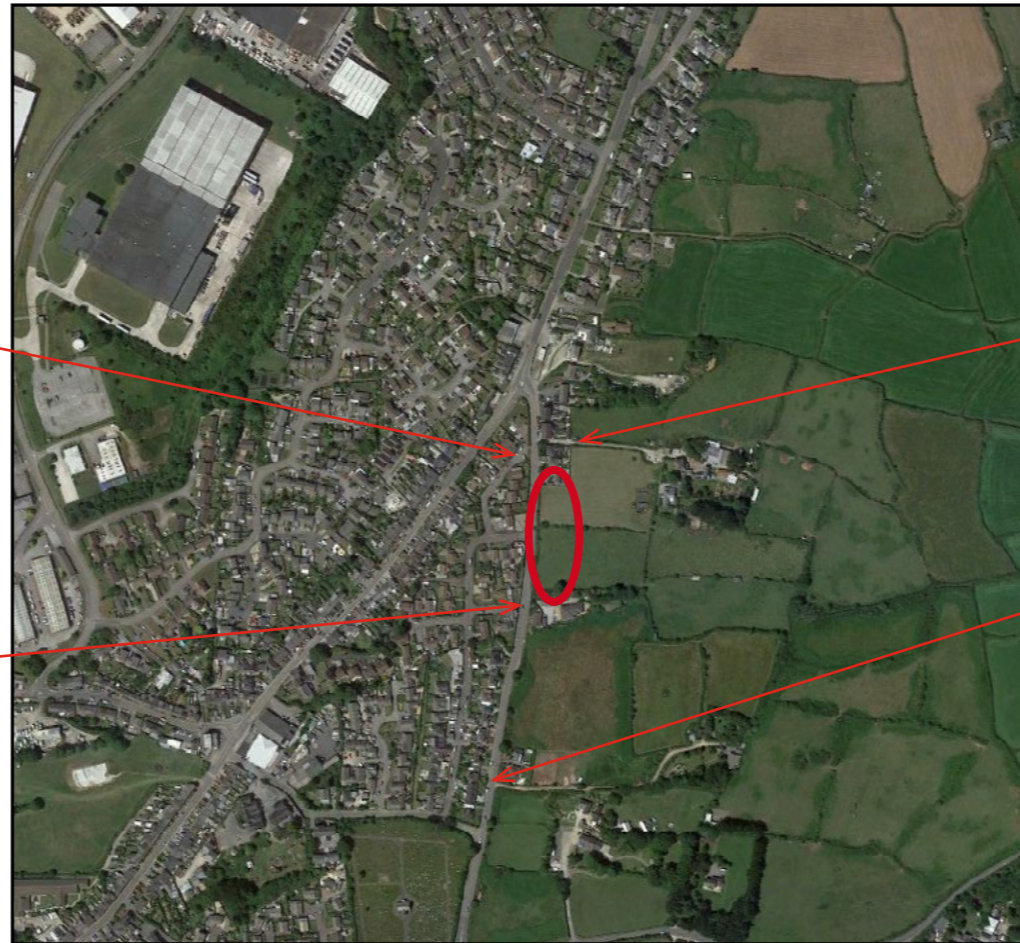
## 2.1 SITE LOCATION



CHANNEL VIEW FARM, REDRUTH | SITE LOCATION



## 2.2 LOCAL CHARACTER



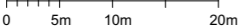
### 2.3 EXISTING SITE PLAN



#### EXISTING SITE PLAN

1:500

1:500



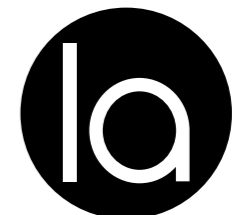
NOT TO SCALE



### 3.0 PLANNING HISTORY

Based on available records via Cornwall Council's online planning register, it would seem the site has not been the subject of any recent planning applications. However, an outline application was submitted for the site which the access leads to:

- **PA22/08130:** Outline Planning Permission with some matters reserved for the construction of 5 houses, along with the provision of a new access, parking and associated landscaping, namely 'access only' – Refused on 22nd March 2023



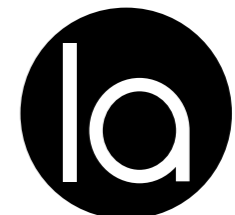


## 4.0 PROPOSED DEVELOPMENT

The proposed development includes the formation of a vehicular access to the site.

The existing access is to be subject to improvements and widening works to allow safe access and egress to and from Sandy Lane, which is an unbounded, single carriageway, two lane highway. The position of the access in the south western corner of the field is to be constructed with highway safety in mind and its visualisation can be aided by referring to drawing PL-00-04. The improved access will allow a clear field of vision. Visibility splays have been designed to be 2.4m from the highway edge.

The purpose of the access is to provide safe access and egress to and from the highway.

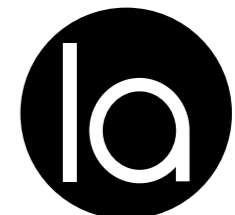


## 5.0 PLANNING POLICY ASSESSMENT

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 2019.

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

Please see **Appendix 1** for reference to relevant policies.



## 6.0 PLANNING ASSESSMENT

The new access road is to be constructed as close to the southern boundary as possible, to avoid unnecessary incursion into the field whilst also further limiting the potential for visual harm.

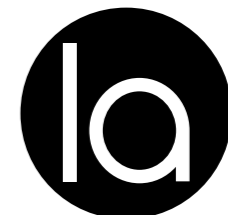
The proposed access has been designed to pay the highest regard to road network and user safety. Given the speed limit of the road is 30mph, this has led to a considered opinion by Laurence Associates, that a well-designed access considering visibility splays and adequate space to turn into, is a reasonable and safe proposal.

Visibility splays have been designed to be 2.4m from the highway edge. There is the requirement to demolish part of the Cornish Hedge to facilitate this.

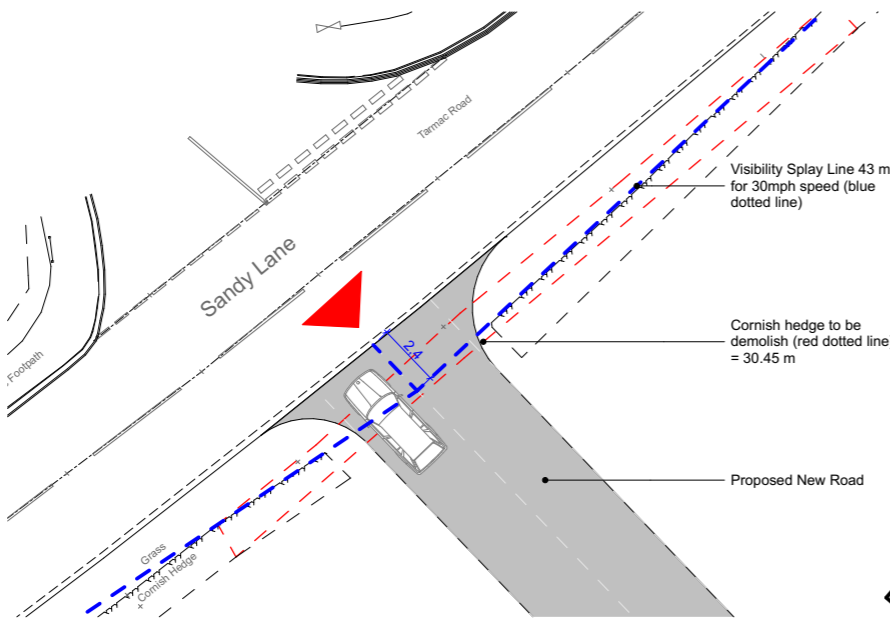
Laurence associates believe that the access design is consistent with policy 27 CLP 2016 as well as NPPF 2019 Paragraphs 96 & 108.

Based on the above and in line with the requirements of Policy 23 and Paragraph 170 of the NPPF, it is considered the proposal would have negligible impacts on the AONB, which is within 1km of the application site, and its Outstanding Universal Value would therefore remain intact.

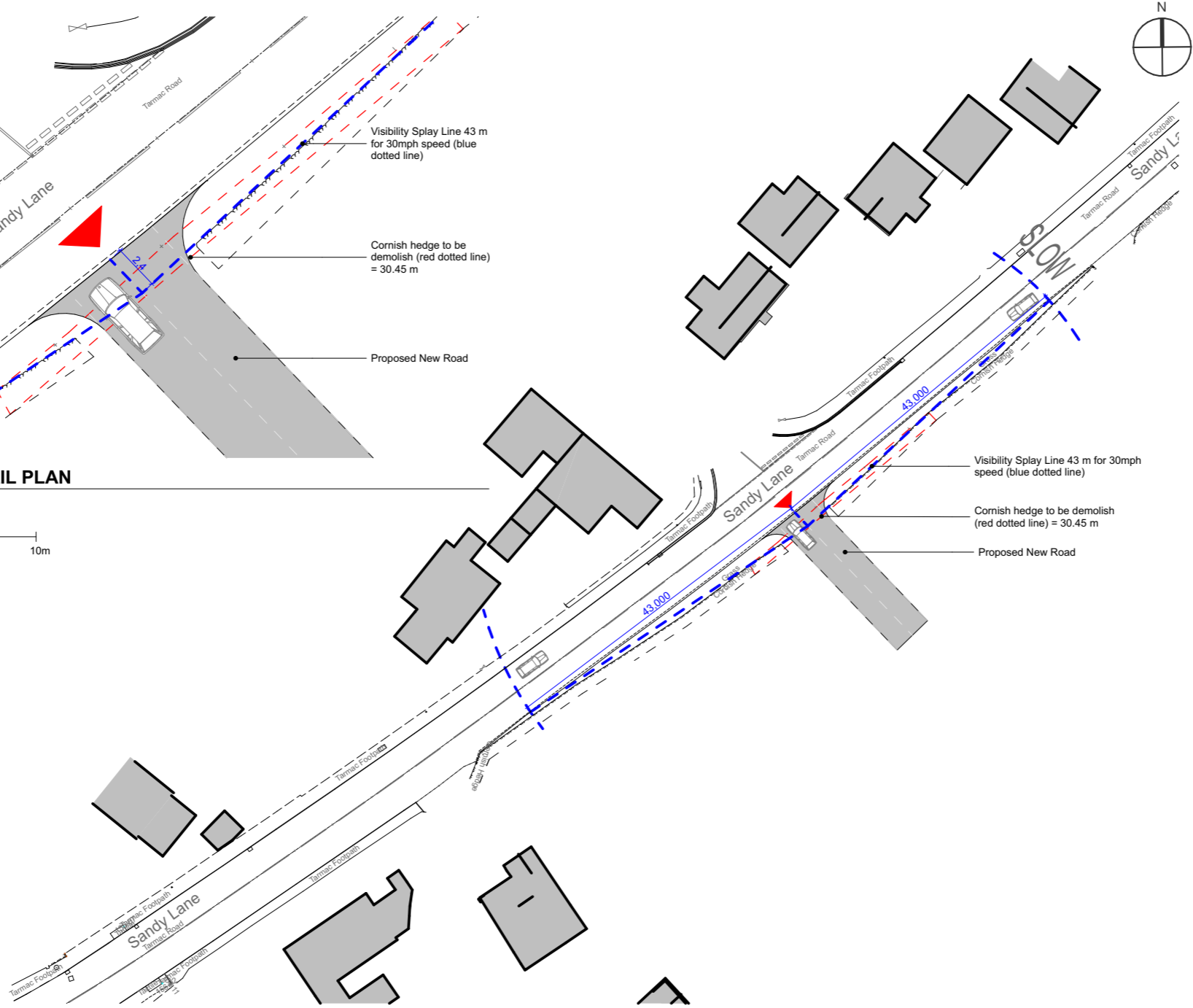
It is important to note that the access point is not new and widening that is proposed to this will allow for a good degree of emerging visibility onto the highway. Further, it is considered that given the scale of the proposal being relatively small and the fact there is to be no material change of use in the land, it would not lead to any issues of highway safety nor conflict with Policy 27 of the Local Plan.



# 6.1 PROPOSED VISIBILITY SPLAY PLAN



**ENTRANCE DETAIL PLAN**  
**1:200**  
 1:200  
 0 1m 5m 10m



**VISIBILITY SPLAY PLAN**  
**1:500**  
 1:500  
 0 5m 10m 20m



NOT TO SCALE



## 7.0 CONCLUSION

It has been demonstrated that the proposed development is consistent with both adopted and local planning policies, creating a safer access to serve the site which would be clearly consistent with the thrust of NPPF policy, and moreover there are significant material considerations weighing in favour of the application.

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.



## APPENDIX 1

### THE DEVELOPMENT PLAN

#### The Cornwall Local Plan

In the case of the Local Plan, those policies considered relevant to the proposals include the following:

- **Policy 1 'Presumption in favour of sustainable development'**
- **Policy 2 'Spatial strategy'**
- **Policy 12 'Design'**
- **Policy 13 'Development standards'**
- **Policy 16 'Health and Wellbeing'**
- **Policy 23 'Natural environment'**
- **Policy 27 'Transport and Accessibility'**

**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.

**Policy 2** sets out how proposals should respect and enhance the quality of place, provide solutions to current and future issues, and generate and sustain economic activity. It recognises the importance of providing jobs, placing a particular emphasis on providing employment opportunities which break the seasonal labour cycles, supporting the expansion of existing businesses and the indigenous businesses of agriculture, fishing, and mining, supporting the provision of work hubs and the economic regeneration of Camborne, Pool and Redruth, amongst other things.

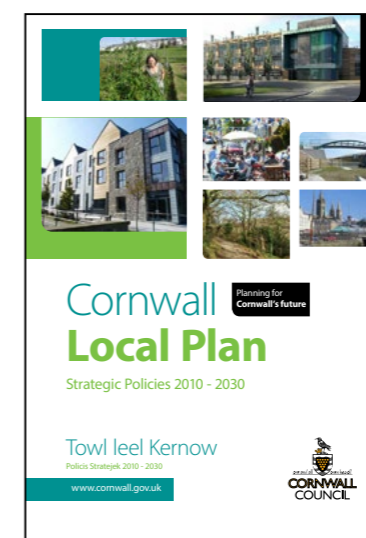
**Policy 12** requires new proposals to be of a high quality, safe and sustainable design which sustains Cornwall's sense of distinctiveness. It provides a set of design principles that are to be followed when creating new developments, sets out how new proposals must respect existing residential amenity and how larger developments are to provide areas of onsite open space.

**Policy 13** further expands on what new developments are to achieve in terms of layout, open space, parking, waste storage, known technical constraints, natural lighting, ventilation, and heating.

**Policy 16** of the CLP relates to health and wellbeing and seeks to maximise the opportunity for physical activity using open space, indoor and outdoor sports, and leisure facilities. The proposed access would increase the standard of facilities.

**Policy 23** sets out how new development proposals are to enhance Cornwall's natural environment and assets according to their international, national, and local significance.

**Policy 27** relates to transport, accessibility, and the provision of 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.



## 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.

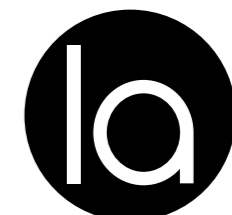
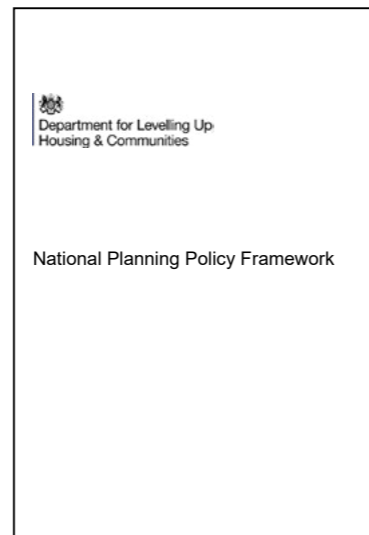
**Paragraph 7** of the NPPF sets out that the purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future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

**Paragraph 8** of the NPPF 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 a number of mutually dependent roles.

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.

At **Paragraph 12**, it is made explicitly clear that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

**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 6** of the NPPF 2021 sets out that proposals which serve as a boost to local economy should be welcomed.



**Paragraph 69** sets out that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
- b) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;
- c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
- d) work with developers to encourage the sub-division of large sites where this could help to speed up the delivery of homes

**Paragraph 79** concerns rural areas and makes it clear that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.

**Paragraph 105** states that the planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

**Paragraph 119** states that decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

**Section 12** of the NPPF, sets out how new developments should achieve high standards of design.

**Paragraph 126** places a strong emphasis on achieving high quality designs in new developments and states that good design is a key aspect of sustainable development.

**Paragraphs 179 to 182** relates to habitats and biodiversity, with **Paragraph 182** setting out how the presumption in favour of sustainable development does not apply where a development has a significant effect on a habitats site, unless an appropriate assessment has been carried out and concludes that the project will not adversely affect its' integrity.





**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.

