

# Montagu Town Planning Limited

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## PLANNING POLICY ASSESSMENT AND EXPLANATORY STATEMENT

LAND AT HOMESTAKE FARM,  
BLACK CROSS, ST COLUMB

APPLICATION FOR PERMISSION IN PRINCIPLE  
FOR THE PROPOSED ERECTION OF UP TO 2 DWELLINGS  
WITHIN THE GARDEN OF THE HOST DWELLING

CLIENTS: MR & MRS M ADAMS

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## 1. Introduction

- 1.1 This Statement has been prepared by Montagu Town Planning Ltd, in conjunction with James Morford Architectural Services, on behalf of Mr and Mrs M Adams, who own the site.
- 1.2 This statement is submitted in support of an application which seeks '**Permission in Principle**' for '**The proposed erection of up to 2 dwellings within the garden of the host dwelling**'.
- 1.3 This statement illustrates the considered assessment and evaluation of the site and its context and sets out the proposal in accordance with the Development Plan and other material considerations.
- 1.4 By way of background in November 2017 the Applicants submitted a Pre-Application to Cornwall Council (**PA17/02679/PREAPP**) for the demolition of storage buildings and the construction of a small number of dwellings on land to the rear of the farmhouse. The advice provided by the Council confirmed that (i) the site is located in the hamlet of Black Cross and (ii) as a result of the development on the site, the site was considered to be "previously developed land" (**brownfield**).
- 1.5 This statement forms part of a submission to Cornwall Council for Permission in Principle, which should be read in conjunction with the following documents, namely:
  - A completed Application Form;
  - Drawing Number 2282-01 – The Site Location Plan (scale 1:1250) and the Existing Site Layout Plan (scale 1:200);
  - Drawing Number 2282-02 – The Proposed Indicative Site Layout Plan (scale 1:200); and
  - The required application fee.

## 2. Permission in Principle

2.1 A Permission in Principle (PIP) application is a simplified route to secure the '**Principle of Development**', as set out in the Town and Country Planning (Permission in Principle) Amendment Order 2017.

2.2 The Permission in Principle route comprises of two stages, being:

- **Stage 1** – Is the first stage which secures the principle of the development and establishes whether a site is suitable in principle.
- **Stage 2** – Is the stage in which an agreement of the 'technical details' are agreed and relates to design, landscaping proposals and any other matters which the Council deem relevant.

2.3 The scope of a Permission in Principle is limited to location, land use and amount of development. Issues relevant to these '*in principle*' matters should be considered at the permission in principle stage. Other matters should be considered at the technical details consent stage. The proposal must relate to housing development and must specify the minimum and maximum net number of dwellings which will be permitted in principle.

2.4 Following the grant of permission in principle, the site must receive a grant of technical details consent before the development can proceed.

## 3. Application Proposal

3.1 In accordance with the above mentioned requirements of Stage 1, this application seeks to establish **the principle** of the **proposed erection up to of 2 dwellings** within the garden of the host dwelling.

## 4. Site Context and Constraints

- 4.1 The site is located on the eastern side of the Parka Road which runs through the hamlet and across the road from the dwellings at Mayfield Meadow and Mayfield Farm and Barn, located on the western side of the road.
- 4.2 The site which forms a part of the garden of the host dwelling is developed with a building, which used to be a shop and a tennis court, which is enclosed by a high metal fence. Located between this development and the highway is an expanse of lawn which steps down in three terraces down to Parka Road. The lawn is separated from Parka Road by means of a timber fence. The site measures approximately 0.13 hectares in extent.
- 4.3 The site is enclosed by a timber boundary fence along the northern boundary, vegetation and mature trees along the eastern boundary, a block wall and stone hedge along the southern boundary and a timber fence along the western boundary. The site is clearly 'contained' by strong physical boundaries.
- 4.4 The hamlet of Black Cross is generally a linear settlement comprising of a dispersed pattern of development with a number of dwellings which are located on either side of Parka Road. The hamlet is located some 900m to the south of St Columb.
- 4.5 The countryside, which surrounds the settlement is not the subject of any local or national landscape designation. There are no Listed Buildings nor is there a Conservation Area within proximity to the site.
- 4.6 The site is located in Flood Zone 1.
- 4.7 As is evident from Drawing No.02, The Proposed Indicative Site Layout Plan, it is considered that the site has sufficient capacity for such a development without detriment to the residential amenity of site, the neighbouring dwellings or any other adverse matters.

## **5. Relevant Planning Policies**

### **National Planning Policy Framework (NPPF)**

5.1 The following sections of the NPPF are considered to relate to the proposal, namely:

- Section 2 – Achieving Sustainable Development;
- Section 5 – Delivering a Sufficient Supply of Homes;
- Section 9 – Promoting Sustainable Transport;
- Section 11 – Making Effective Use of Land; and
- Section 12 – Achieving Well-Designed Places.

### **Cornwall Local Plan Strategic Policies 2010-2030**

5.2 The following policies are considered to relate to the proposal, namely:

- Policy 1 – Presumption in favour of Sustainable Development;
- Policy 2 – Spatial Strategy;
- Policy 3 – Role and Function of Places;
- Policy 12 – Design;
- Policy 13 – Development Standards;
- Policy 21 – Best Use of Land and Existing Buildings; and
- Policy 27 – Transport and Accessibility.

### **St Ender Parish Neighbourhood Development Plan 2018-2030**

5.3 The following policies are considered to relate to the proposal, namely:

- Housing Policy 1 – Housing Delivery;
- Housing Policy 2 – Settlement Envelopes;
- Traffic Policy 2 – Car Parking;
- Design Policy 1- Written Statement on Design; and
- Landscape Policy 1 – Respecting Landscape Character.

### **Cornwall Housing Strategy to 2030**

- 5.4 The Council has declared that there is a housing crisis within Cornwall and have published an action plan “Securing Homes for All: A Plan to Address Cornwall’s Housing Crisis”.

## **6. Principle of Development**

- 6.1 The NPPF recognises that planning policies and decisions should play an active role in guiding development towards sustainable solutions; however, in doing so should also take local circumstances into account, to reflect character, needs and opportunities of each area (paragraph 8). It recognises overall that sustainable development has to be a balance of economic, environmental and social factors with no one factor being dominant. Paragraph 11 of the NPPF states that development should be considered in the context of the presumption in favour of sustainable development.
- 6.2 Paragraph 78 encourages the promotion of sustainable development in rural areas, on sites where development 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.
- 6.3 The NPPF encourages an (appropriate) increase in building density and also limited infilling in villages or settlements or hamlets.
- 6.4 Policy 1 of the Cornwall Local Plan – Presumption in favour of sustainable development, states that ‘*When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework*’. The Policy states further that ‘*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*’. It is evident that when considering Policy 1 to the application proposal, the development proposal clearly accords with the criteria as set out.

- 6.5 The proposed development will conform to Policy 2 through the provision of these 2 well designed, high quality dwellings; a design which demonstrates a cultural, physical and aesthetic understanding of their location.
- 6.6 In terms of residential development, there is a general preference to provide dwellings within or well related to existing settlements. This aim is detailed within Policy 3 of the Local Plan, which advises of a number of main, named settlements where development can be supported. Outside of the named settlements, it is further advised that development can be accommodated **in other smaller settlements through rounding off, infill schemes, development of previously developed land within or adjoining a settlement** (my emphasis) or rural exception sites under Policy 9 of the Local Plan. Supporting text to Policy 3 (paragraph 1.68) infers that smaller settlements where such schemes are permitted should have a form, shape and clearly definable boundaries. Black Cross is considered one such settlement.
- 6.7 Policy 21 supports proposals for sustainably located development that use previously developed land or buildings, and which increase the building density where appropriate, taking into account the character of the surrounding area.
- 6.8 Policy 23 of the Local Plan seeks to sustain local distinctiveness and character and where possible to enhance the natural environment and assets.
- 6.9 Policy 27 relates to transport and accessibility. The policy requires the provision of safe and suitable access for all people and that the development should not cause a significantly adverse impact to the local or strategic road network. Furthermore, the policy requires that development be located so that the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 6.10 Housing Policy 3 of the SENDP presumes in favour of small scale rounding off development in hamlets, rural settlements, and discrete blocks of housing on sites which lie outside of defined settlement envelopes.

- 6.11 Design Policy 1 of the SENDP presumes in favour of forms of development contributes to the local 'sense of place', where development is of a format, scale, massing, density, articulation and use of materials appropriate to the area.
- 6.12 Traffic Policy 2 of the SENDP requires that new development for housing must provide an adequate amount of off-street parking, with at least two on-site parking spaces provide for each new dwelling.
- 6.13 Landscape Policy 1 of the SENDP requires that development proposals should respect landscape character, maintaining and restoring Cornish hedges and protecting against the impacts of insensitive development.
- 6.14 Cornwall Council has declared a housing crisis and has set out the Cornwall Housing Strategy to 2030, which seeks to work with partners in the housing sector to address the housing crisis in the short and medium term. The housing crisis in the county is clearly a material planning consideration in the determination of this application.
- 6.15 Mention has been made of the fact that this application seeks permission to establish that the principle of new residential development on this site is acceptable. It is anticipated that the final design will be submitted as part of the 'technical details' stage.
- 6.16 Mention has been made of the fact that the site forms part of the extended garden serving the host dwelling and that the site is developed with a building and a tennis court. The site complied with the definition of the term "*previously developed land*". Furthermore, mention has also been made of the fact that the site is suitably 'contained' by strong physical boundaries, including fences, existing mature trees, Cornish hedges, walls and a house, which will prevent the proposed development from physically extending into the countryside.
- 6.17 The site forms part of the cluster of development that is characteristic of development in this part of Black Cross, being generally a linear settlement located on either side of the public highway.



- 6.18 Due to the above mentioned physical boundaries which contain the site, together with the prevailing pattern of development surrounding the site, the proposal will not physically extend development into the countryside. The proposal will reflect the form of development within the settlement. In light of the aforementioned, it is considered that the proposal complies with the definition of 'rounding off'. Additionally, the proposal comprises of previously developed land which is located within this part of the settlement. The quantity of housing proposed is appropriate, taking into account the character of the surrounding development. Therefore, the proposed development will meet with specific requirements of Policy 3 of the Local Plan and Housing Policy 3 and Design Policy 1 of the SENDP.
- 6.19 The development of two dwellings is considered appropriate in scale taking into account the character of the surrounding area. The Proposed Indicative Site Layout Plan shows that each of the dwellings will be provided with large rear gardens, greater in size to the footprint of the proposed dwellings. It is not anticipated that the proposal will conflict with the requirements of Policies 12 and 13 of the Local Plan and Landscape Policy 1 of the SENDP.
- 6.20 A new vehicular access will be provided to serve the proposed dwellings. This access is provided on a section of the site where there are no obstructions blocking views of other vehicles using the public highway. The Proposed Indicative Site Layout Plan identifies that there a large parking area to the front of the proposed dwellings, which is large enough to accommodate at least two parking spaces per dwelling. Finally, vehicular access will be provided via the existing safe vehicular access which serves the host dwellinghouse and the commercial activity to the rear. Moreover, the site is conveniently located, in close proximity to a number of bus stops which provide access to frequent and reliable public transport. Evidently, the proposed development will comply with the requirements of Policy 27 of the Local Plan and Traffic Policy 2 of the SENDP.

## **7. Habitat Development**

- 7.1 The site is not located within the zone of influence of any SAC and, therefore, there is no need for the Council to conduct an appropriate assessment in accordance with regulation 63 of the Conservation of Habitats and Species Regulations 2017.

## **8. Conclusion**

- 8.1 It is evident from the above mentioned that the proposal will comply with the requirements of the above mentioned policies. The site is located as part of the settlement of Black Cross; the site is suitably enclosed which will ensure that the proposal will not extend development into the countryside; the site forms part of the garden serving the host dwelling and complies with the definition of previously developed land; the development will provide for two dwellings, which is an appropriate scale of development considering the scale and role of the settlement; the scheme has been laid out in order to ensure that the amenities of the adjacent residential development, as well as those of the occupants of the proposed development will be protected and, if needs be enhanced; and a new vehicular access will be provided in a location which will ensure safe access to the adjacent highway. As such the principle of new residential development accords with the relevant policies referred to above.
- 8.2 This permission in principle application will allow for the provision of up to 2 dwellings on the site. The proposal complies in all respects with the development plan for the purposes of Section S38(6) of the Planning and Compulsory Purchase Act 2004. Most particularly in terms of guidance contained in paragraph 11 of the NPPF and the policies, referred to above, in the Cornwall Local Plan, because the proposal is beneficial in social, economic and environmental terms and is therefore 'sustainable', planning permission should be granted without delay.