

## PLANNING STATEMENT

### PROPOSED PARKING

Retanna House Farm  
Edgcumbe  
Penryn  
Cornwall  
TR10 9EH

Prepared for

Mr & Mrs Kemp

9 February 2024



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## PROPOSED PARKING

### PLANNING STATEMENT

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#### 1.0 INTRODUCTION

- 1.1 This statement has been prepared by Stags on behalf of Mr & Mrs Kemp. This statement has been prepared to support an application for full planning permission for the change of use of a small area of agricultural land to domestic curtilage and the construction of a new parking area which would utilise an existing access. This parking area would serve Retanna House Farm. This development is aimed at improving the current substandard parking facilities servicing the dwelling at present.
- 1.2 This statement provides an assessment of the proposals against the relevant planning policy framework. The statement focusses on the provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004, which requires decisions to be made in accordance with the Development Plan unless material considerations indicate otherwise. Such material considerations include the National Planning Policy Framework and National Planning Practice Guidance.
- 1.3 The statement should be read in conjunction with the other supporting information submitted with the planning application:
- Site Location
  - Block Plan (proposed)

## 2.0 SITE LOCATION AND DESCRIPTION

- 2.1 The site is approximately 8 miles from Falmouth and 6 miles from Helston. Both of which benefit from a wide range services and infrastructure. The site is located immediately adjacent to the A394 which connects the before mentioned towns.
- 2.2 The precise location of the proposed development is in an agricultural field to the west of the main farm site. The area proposed to be utilised covers an area of approximately 353m<sup>2</sup>.
- 2.3 Retanna House Farm is a collection of dwellings and agricultural buildings located along the A394. The application site is within the farm and under the control and ownership of the adjacent collection of dwellings and buildings. The application site comprises the following:
- Agricultural field (approximately 0.6ha) surrounded on all sides by well established hedges.
- 2.4 The existing access point to the application site lies in the south eastern corner of the field. This access is well established.

### **3.0 THE PROPOSAL**

- 3.1 The proposed new parking area is intended to serve the eastern most dwelling of the neighbouring plot. This dwelling does not at present have a suitable and dedicated vehicle access. At present, vehicles are required to make use of the larger access to the east of the application site which services other buildings and uses.
- 3.2 As stated, the development would make use of an existing field gate access. No widening of the access is proposed.
- 3.3 A garden pedestrian access point would be reinstated through the eastern hedge line. A small gate would be fitted. No other sections of hedge would be removed. All sections of stone walling on the southern boundary of the field would be retained.
- 3.4 The proposed parking would utilise a permeable gravel top.
- 3.5 The proposed parking is proposed to be surrounded by post and wire fencing which will be selected at a later date. A field gateway would be included on the northern section of the fence.
- 3.6 The existing underground septic tank would be retained.

#### **4.0 RELEVANT PLANNING HISTORY**

- 4.1 W2/68/26501/F - Conversion of farm building to milk retail distribution depot and widening of vehicular access. Decided.
- 4.2 W2/87/00751/F - Conversion of outbuildings into dwelling. Refused.
- 4.3 W2/89/01467/F - Conversion of barn into dwelling. Decided.
- 4.4 W2/PA01/00724/F - Change of use of farm outbuildings to joinery workshop. Approved.
- 4.5 W2/PA03/00509/F - Erection of an agricultural shed. Approved.
- 4.6 W2/PA04/00703/F - Erection of a replacement workshop. Approved.
- 4.7 W2/PA09/01027/F - Change of use of premises from a workshop into Use Class B1. Approved.

## 5.0 POLICY CONTEXT

5.1 The Planning and Compulsory Purchase Act 2004 (Section 38(6)) provides that planning decisions shall be taken in accordance with the Development Plan (DP) unless other material considerations indicate otherwise. The DP in this case comprises:

- The Cornwall Local Plan 2010 – 2030

5.2 Emerging plans have the status of material considerations, the weight to be attached to them dependent upon the stage of their preparation. The Council is at very early stages of Local Plan preparation and therefore is not considered to carry any material weight in decision making.

5.3 The Wendron Parish Neighbourhood Plan has been designated. However, the plan has not been 'made' and therefore does not form part of the DP and carries no material weight in decision making.

5.4 Material considerations include amongst other matters the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG).

5.5 **The Cornwall Local Plan 2010 – 2030** relevant policies:

- Policy 1: Presumption in favour of sustainable development
- Policy 12: Design
- Policy 13: Development standards
- Policy 23: Natural environment
- Policy 27: Transport and accessibility

5.5.1 **Policy 1: Presumption in favour of sustainable development** states:

*"When considering development proposals the Council will take a **positive approach** that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and set out by the policies of this Local Plan.*

*We will work with applicants, infrastructure providers and the local community to find solutions which mean that proposals will be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.*

*Planning applications that accord with the policies in this Local Plan and supporting Development Plan (including, where relevant, with policies in Neighbourhood Plans) will*

*be regarded as sustainable development and be approved, unless material considerations indicate otherwise.*

*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.*

*Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision the Council will grant permission unless material considerations indicate otherwise – taking into account whether:*

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or*
- b) Specific policies in that Framework indicate that development should be restricted.”*

(own bold)

#### 5.5.2 Policy 12: Design states:

*“The Council is committed to achieving high quality safe, sustainable and inclusive design in all developments. **Development must ensure Cornwall’s enduring distinctiveness and maintain and enhance its distinctive natural and historic character.** Development should demonstrate a design process that has **clearly considered the existing context, and how the development contributes to the social, economic and environmental elements of sustainability through fundamental design principles.**”*

*1. As part of a comprehensive place-shaping approach, proposals will be judged against fundamental design principles of:*

- a. **character** – creating places with their own identity and promoting local distinctiveness while not preventing or discouraging appropriate innovation. Being of an appropriate scale, density, layout, height and mass with a clear understanding and response to its landscape, seascape and townscape setting; and*
- b. **layout** – provide continuity with the existing built form and respect and work with the natural and historic environment; high quality safe private and public spaces; and improve perceptions of safety by overlooking of public space; and*
- c. **movement** – creating a network of safe well connected routes which are easy to read and navigate by the use of landmarks, spaces, views and intersections; and*
- d. **adaptability, inclusiveness, resilience and diversity** building structures can be easily altered, particularly internally, to respond to both climate change and changing social and economic conditions and provide a mix and pattern of uses; and*



*e. engagement process undertaking community engagement, involvement and consultation in the design process proportionate to the scheme.*

*2. In addition development proposals should protect individuals and property from:*

*a. overlooking and unreasonable loss of privacy; and*

*b. overshadowing and overbearing impacts; and*

*c. unreasonable noise and disturbance.*

*3. For larger developments a balance needs to be achieved between private, semi-private and public open space, which includes allotments, sports facilities, children's play area provision and natural open space provision. The Council will seek the provision of larger areas of multifunctional green space rather than multiple smaller areas as appropriate in larger developments."*

(own bold)

### **5.5.3 Policy 13: Development standards** states:

*"All new development will be expected to achieve the provision of the following:*

*1. Sufficient internal space in housing for everyday activities and to enable flexibility and adaptability by meeting nationally described space standards for all affordable housing\*;  
and*

*2. Public open space on-site, in proportion to the scale of the development and providing for different types of open space based on local need. Where there is access to alternative facilities that would meet the needs of the new development, contributions to the ongoing maintenance and management of these alternative facilities may be required as part of a reduced requirement on site; and*

*3. An appropriate level of street parking and cycle parking taking into account the accessibility of the location in terms of public transport and proximity to facilities and services; and*

*4. Sufficient and convenient space for storage for waste, recycling and compostable;  
and*

*5. Avoidance of adverse impacts, either individually or cumulatively, resulting from noise, dust, odour, vibration, vermin, waste, pollution and visual effects. Such adverse impacts should be avoided or mitigated during the construction, operation or restoration stage of development; and*

*6. Utilising opportunities for natural lighting, ventilation and heating by design, layout and orientation; and*

*7. Where feasible and viable, connection to an existing or planned heat network. In the absence of an existing or planning heat network development will be expected, where feasible, to provide a site-based heat network, or be designed to facilitate future connection to a heat network.*

*Housing developments of 10 dwellings or greater should provide 25% of dwellings as accessible homes (Building Regulations Approved Document M4 (2): Accessible and adaptable dwellings or successor documents) unless site specific factors make the development unsuitable for such provision."*

**Parking standards are set out within this Policy.**

(own bold)

#### 5.5.4 Policy 23: Natural environment states:

*"1. Development proposals will need to **sustain local distinctiveness and character and protect and where possible enhance Cornwall's natural environment and assets** according to their international, national and local significance.*

*2. Cornish Landscapes Development should be of an **appropriate scale, mass and design that recognises and respects landscape character of both designated and un-designated landscapes.***

*Development must take into account and **respect the sensitivity and capacity of the landscape asset**, considering cumulative impact and the wish to maintain dark skies and tranquillity in areas that are relatively undisturbed, using guidance from the Cornwall Landscape Character Assessment and supported by the descriptions of Areas of Great Landscape Value.*

*In areas of undeveloped coast, outside main settlements, only development requiring a coastal location and that cannot be achieved elsewhere, will be acceptable.*

...

**3. Biodiversity and Geodiversity Development should conserve, protect and where possible enhance biodiversity and geodiversity interests and soils commensurate with their status and giving appropriate weight to their importance.**

**All development must ensure that the importance of habitats and designated sites are taken into account and consider opportunities for the creation of a local and county-wide biodiversity network of wildlife corridors which link County Wildlife Sites and other areas of biodiversity importance, helping to deliver the actions set out in the Cornwall Biodiversity Action Plan.**

...

**4. Avoidance, mitigation and compensation for landscape, biodiversity and geodiversity impacts**

**Development should avoid adverse impact on existing features as a first principle and enable net gains by designing in landscape and biodiversity features and enhancements, and opportunities for geological conservation alongside new development. Where adverse impacts are unavoidable they must be adequately and proportionately mitigated. If full mitigation cannot be provided, compensation will be required as a last resort."**

(own bold)

#### 5.5.5 Policy 27: Transport and accessibility states:

*"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.**

..."

(own bold)

## 5.6 Travel Plan and Parking Standards

### **3.7 Origin Vehicle Parking Standards** states:

3.7.1 For residential land uses, expected parking standards have been provided based on the size and location of the development.

....

Table 3.6 Residential Standards

<i>Use</i>	<i>Expected standard</i>
<b>Housing (Class C3)</b>	<i>1 space per unit where highly accessible</i> <b>2 spaces per unit elsewhere</b> <i>1.5 spaces per unit not to be exceeded overall in developments of over 80 dwellings.</i>

...

## 6.0 MATERIAL CONSIDERATIONS

### 6.1 National Planning Policy Framework

6.1.1 The current version of the National Planning Policy Framework (the NPPF) was published in December 2023. The document sets out the Government's planning principles and policies for England and how these are expected to be applied.

6.1.2 Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development.

6.1.3 NPPF Paragraph 10 states that for sustainable development to be pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development, outlined in Paragraph 11 which states:

*“ For **decision-taking** this means:*

*(c) approving development proposals that accord with an up-to-date development plan without delay;....”*

6.1.4 NPPF Paragraph 114 states:

*“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

*(a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*

*(b) safe and suitable access to the site can be achieved for all users;*

*(c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

*(d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

6.1.5 NPPF Paragraph 115 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.”*

6.2 The National Model Design Code and National Model Design Code both state that parking should be well-considered and able to accommodate multiple user types.

## **7.0 DEVELOPMENT CONSIDERATIONS**

### **7.1 Principle of Development**

7.1.1 The development plan and NPPF supports the form of development proposed provided it meets policy requirements in full.

7.1.2 The parking area would be incidental to the use of the dwelling house.

### **7.2 Highways and Transport**

7.2.1 The proposed parking area would be accessed via an existing field gate access onto the A394. The speed limit changes immediately adjacent to the site access. When travelling to the east it slows from 60mph to 50mph and reverses when travelling to the west.

7.2.2 Based on this speed limit change, for highways safety, the accesses visibility splay is assessed at 60mph. The X distance utilised is 4.5m and the Y distance to assess visibility was assumed at 215m.

7.2.3 This assessment indicates that on both directions facing onto the carriageway the visibility splay is satisfactory for safe egress.

7.2.4 The proposed parking area, of 353m<sup>2</sup>, would be able to accommodate a more than sufficient number parking spaces based on a size of 2.4m x 4.8m (11.6m<sup>2</sup>) with sufficient turning area. This is in line with the parking requirements of 2 spaces per unit described in the 'Travel Plan and Parking Standards'.

7.2.5 This would also improve access to existing septic tank which is associated with the dwelling.

### **7.3 Ecology**

7.3.1 The site does not lie within any Statutory Designated sites. No ecological considerations identified on the site.

7.3.2 The proposed development would see the removal of a small section of hedge to reinstate the pedestrian gate from the parking to the dwelling.

7.3.3 No other trees or parts of hedge are proposed to be removed with this development.

#### 7.4 Flood Risk and Drainage

7.4.1 The site is situated within flood zone 1 and therefore is not at increased risk of flooding.

7.4.2 The site is not at risk of surface water flooding.

7.4.3 The parking area surface will be permeable and subsurface drainage will direct water to the drain to the field, there will be no increase in runoff rates from the site.

#### 7.5 Landscape Character

7.5.1 The site is located within the Carmenellis Landscape Character Area.

7.5.2 The siting of the proposed development in the corner of a well established and screened agricultural field results in a high level of screening in place.

7.5.3 The nature of the proposed development would not result in any vertically visible structures or features beyond the installation of post and wire fencing surrounding the parking area. It is not considered that this would result in any adverse landscape impacts.

7.5.4 The site is outside of any National Landscapes (former Areas of Outstanding Natural Beauty). The site is not within any Area of Great Landscape Value (AGLV).



## **8.0 PLANNING BALANCE AND CONCLUSION**

- 8.1 The principle of development accords with both local policy and the National Planning Policy Framework.
- 8.3 With regard to other development considerations, no potential impacts have been identified which would substantially and demonstrably outweigh the benefits of the proposal and it is compliant with policy.
- 8.4 For the reasons outlined in this report it is respectfully requested that planning permission be granted.