

**Design & Access Statement – Outline application for the construction of a dwelling, including demolition of existing garage, all matters reserved other than access - Land at Scotstone, Higher Crackington, Bude EX23 0JH.**

Introduction

The proposal is an outline application for the construction of a dwelling, including demolition of existing garage, all matters reserved other than access - land at Scotstone, Higher Crackington, Bude EX23 0JH.

There is a current extant outline permission on broadly the same site under PA21/01641, dated 18/05/2021.

The site is an infill site within the settlement envelope of Higher Crackington. The current proposal site is slightly larger than the approved outline approval site.

The site is bounded to the south east by the host dwelling and to the north west by Craken Wartha.

It is in a line of 9 dwellings to the south east of the highway, with the bulk of Higher Crackington to the north east of the highway.

Vehicular access to the site would use the existing access.

The site is obviously well related to the settlement of Higher Crackington and is considered to meet the criteria of sustainability for such locations.

Given the considerations above, the site is considered to be an infill site providing sustainable development within an existing settlement.

Relevant Planning Policies

The relevant Development Plan policies include:

Cornwall Local Plan Strategic Policies 2010-2030 [Nov 16]

1, 2a, 3, 6, 8, 12,13, 21, 27.

NPPF Sept 23 – Chapter 2 Achieving sustainable development, paragraphs 7-10; The presumption in favour of sustainable development - paragraph 11; Chapter 5 - Delivering a sufficient supply of homes, Rural Housing, paragraphs 78, 79. Chapter 11 – Making effective use of land; Chapter 15 - Conserving and enhancing the historic environment.

NPPG 2014

Location and Setting

The site is located to the north west of Craken Wartha, with more or less direct access on to the County Highway to the north east. The site is bounded by dwellings to the south east and north west and to the north east of the highway.

It is considered that the construction of a dwelling on the site could be achieved without significantly impacting on the setting of the site or the locality.

The site is within the AONB.

## Design & Landscaping Considerations

Siting and design considerations have been reserved to the reserved matters details stage, together with access details.

Landscaping considerations would include retaining existing boundary hedge/fence to the south west and provision of a new timber fence between the site and Scotstone. Access to the site would be the existing access, with a new access arrangement for Scotstone.

## Access

Vehicular access to the site would be directly to the county highway to the north east, via the existing access.

## Ecology.

A PEA is attached as one of the application documents

## Foul drainage

Foul drainage would be by private treatment plant

## CIL

A CIL AIR has been completed and is attached for information.

## Green Infrastructure Statement

1)The green infrastructure should form a multifunctional network through the creation of linear and other green infrastructure features to provide and enhance natural connections using important local character features, including existing planting, trees, groups of trees, copses, wetland, hedgerows and opportunities for wild food foraging as the key starting point for green infrastructure proposals and retain, reinforce and embed them into the design of the development to create distinctive places with permeable boundaries that reference, reflect and enhance the local environment; *Not applicable*

2) The green infrastructure shall be accessible for all with high levels of accessibility in public areas, and promote health, wellbeing, community and cohesion and active living;  
*Not applicable*

3) The green infrastructure shall incorporate sustainable drainage and blue infrastructure wherever possible and create better places for people and wildlife;  
*Not applicable – drainage to be dealt with at reserved matters stage*

4) The green infrastructure shall be resilient to climate change, minimise the development's environmental impact and enhance the quality of water, soil and air, aiding resilience and adaptation to climate change;  
*Not applicable – these matters, where applicable, will be dealt with at reserved matters stage*



5) Priority shall be given in landscaping schemes and natural planting to at least 50% pollinator friendly planting of predominantly native species;

*No landscaping / planting presently proposed – the proposal includes maintaining all existing natural boundary hedges/treatments.*

6) Street trees and other greening shall be integrated into street design and public open spaces wherever possible while remaining sympathetic to the historic environment. Streets should be designed to accommodate tree pits, whilst maintaining the space for the necessary runs of services (e.g. water, electric, sewerage);

*Not applicable – no streets or public open spaces involved in the proposal.*

7) The design and maintenance of green infrastructure shall conserve and enhance the historic environment and contribute to local distinctiveness;

*Not applicable – these matters, where applicable, will be dealt with at reserved matters stage*

8) Homes should have access to a well-proportioned and well-orientated gardens (generally equal in size to the footprint of the house) or other communal green space that provides a cohesive and useable space which is suited to a range of activities and space for nature;

*Not applicable – these matters, where applicable, will be dealt with at reserved matters stage – the site has capacity to meet the suggested requirement.*

9) The development shall make provision for long-term, post-development management and maintenance for all green infrastructure, including provision for community representation and management;

*Not applicable - no relevant green infrastructure community representation arising from the proposal to be maintained*

10) The development proposal shall include a scheme for the provision of bird and bat boxes and bee bricks tailored to habitat conditions existing on or being created on and/or adjoining the site including the location and clustering (as appropriate) of those measures. These should normally be provided at the rate of one measure per unit, provided in the most suitable locations, either as single units or a cluster of such (e.g. close to hedgerows and flightpaths). The proposal has no Ecological implications.

*The mitigation recommendations in the PEA would be followed at any reserved matters stage.*

### Travel Plan

The site is located to the south west of the highway running down to Crackington Haven.

The proposal is for the erection of a dwelling on the infill site between Scotstone and Cracken Wartha – the scale of which is minimal in relation to the number of dwellings in Crackington Haven.

The site has dwellings to the north west, south east and north west and east and is accessed directly off the highway.

There is a bus stop just outside of the site.

Other than by bus, there are no facilities locally for longer journeys to be made other than by car, motorcycle, or cycle - although it would be open to residents to arrange car sharing if they so wished for journeys to say Camelford or Bude.

The site is accessible by bicycle to and from many other parts of the local road network in the area – but there are no designated cycle routes in the locality.