

## **Councillor Comments: Tuesday 21<sup>st</sup> April 2020**

### **PA20/00982**

Development of 21 industrial units [B1, B2, B8] with associated roads, parking and landscaping

**Plimto Developments Hole Farm Kingsmill Road Carkeel Saltash Cornwall  
PL12 6LD**

#### **Councillor Richard Bickford:**

Jean I agree with your summary, so happy to agree approval.

The highway impact could be very important, there are often queuing issues around the Household Waste Recycling Centre and it would be good if there could be a way to improve things. Maybe they could be asked to help fund any improvements?

#### **Councillor Gloria Challen:**

Unfortunately I would need to declare an interest, I know the applicant.

#### **Councillor Jean Dent:**

A similar application was turned down in 2014 but it was much larger. It was turned down due to concerns that it was part of an AONB, traffic in Avery way and drainage problems.

However the TVAONB folks were not now concerned as they now allow 'small' applications.

This application would mean a further amount of business and job creation.

So I would recommend approval with the conditions

- A highway impact survey on Avery Way/A388.
- Retention of the barn with suitable provision for local wildlife (bats and barn owls).
- Sufficient tree planting to mask the development and the retention of current Cornish hedges.

#### **Councillor Mark Fox:**

I agree with Jean allow this to go ahead but with the provisions that Jean has put forward.

**Councillor Sarah Gillies:**

I agree with Jean & Mark.

**Councillor Sheila Lennox-Boyd:**

I will not take part in this application as the applicant is a friend of mine.

**Councillor Sarah Martin:**

I would like to recommend approval in line with Jean's comments. Can I also ask, there is a mention of SUDs in the documentation Jean. Do we need to add that into our list of criteria or is that a given?

Also, there is considerable new planting on the site. It does mention irrigation of the new Cornish hedges but I just wondered if that could be a stipulation for all the new planting? It mentions how often things should be watered but there aren't any accompanying watering plans.

It's a very overlooked site and the new development would be an improvement from that perspective.

**Councillor Steve Miller:**

**Councillor Julia Peggs:**

Yes I agree with provisions Jean has suggested.

**Councillor Averil Pinckney:**

I recommend Refusal.

I agree with David's explanations.

**Councillor Mike Parker:**

**Councillor Bill Phillips:**

I'm going to vote refuse on this, due to the highway impact, already too much traffic using Avery way.

**Councillor Julie Rance:**

I would refuse this one.

**Councillor Brenda Samuels:**

I cannot comment on this application as we have business premises that back onto it.

**Councillor Pete Samuels:**

Due to the location of the proposed development, I feel the need to declare a non-pecuniary interest.

**Councillor David Yates:**

I would propose that we recommend refusal.

The site is mostly in the AONB and I believe would cause significant adverse impact to the aim of conserving landscape and scenic beauty in such areas and would not meet the biodiversity requirements of recent planning guidance. This application does not demonstrate the commercial need level required to justify development within, and adjacent to, an AONB

The site also partly in the SNDP Countryside Character Area (Policy GRN3).

The site is beyond the Neighbourhood Plan settlement boundary, which if once breached will have much less credibility. With the existing allocation of employment land within the Broadmoor site there seems to be little need for this level of commercial development, which could threaten the viability of the Broadmoor Farm employment proposals.

The number of parking spaces within this proposal suggests that there will be a significant impact on traffic at Carkeel.

As this proposed development is remote from the housing development proposed at Broadmoor Farm the chances of using non private vehicle commuting to work is reduced, causing more trip generation than at better located sites.

This application needs to address the concerns in SNDP Policy CON2. It doesn't seem that Highways Agency have been consulted?

I think that the case can be made that since the 2014 pre-app response from CC there has been a new NPPF and Local Plan, and the NDP is on its way, (which should be taken into account because of recent Government Guidance, related to planning management during the lockdown).

The pre app also called for a 'robust LVA' and whilst I'm not qualified to comment on it, the robustness of the LVA could be tested.