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Clerk to the Council, Mrs Karen Harding,

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MINUTES OF THE PLANNING COMMITTEE MEETING HELD ON MONDAY 21ST DECEMBER 2020 HELD VIRTUALLY VIA ZOOM DUE TO COVID-19 RESTRICTIONS AT 7PM

255/2020 PRESENT: CLLR. B HILTON (CHAIRMAN), CLLR. HARRY, CLLR. F J DYER MBE, CLLR. ROBINSON, CLLR. I HOLROYD, CLLR. LA BORDE, CLLR. A WILLSHEE, CLLR. D GREEN

MRS K J HARDING – CLERK TO THE COUNCIL

Also present: Mr C Daly (Group Leader – Strategic Sites, and Highways Development Management Cornwall Council), Mr T Grove-White (Atlantic Arc Planning), one member of the public

The Chairman made everyone aware that the meeting was being recorded both by audio and video.

256/2020 APOLOGIES: CLLR. GAMMON (VICE CHAIR), CLLR. HEWITT, CLLR. M HOLROYD

257/2020 DECLARATIONS OF INTEREST

No declarations of interest.

258/2020 PUBLIC PARTICIPATION (10 MINUTES MAXIMUM, 3 MINUTES MAXIMUM PER PERSON ON PLANNING MATTERS ONLY)

Cllr. Robinson – reported on the emergence of outdoor classrooms in the Idless Valley. Whilst this was to be supported the traffic management side needed addressing. Cllr. Robinson wondered whether planning permission was needed for the outdoor classrooms.

Cllr. Robinson – advised the parish council used to be sent details of any planning applications on the border of Kenwyn Parish but in neighbouring parishes. He asked why this had stopped and said there were three near to Idless currently and he would not have known had he not been out and about and seen the planning notices.

The Clerk advised details of all planning applications in the county could be found on the Weekly Application Lists she circulated on a Thursday each week.

259/2020 TO CONSIDER PLANNING APPLICATIONS AS LISTED BELOW:

The Chairman altered the running order of the agenda to deal with the following applications first.

D2595 Application PA20/10659

Proposal Proposed conversion of existing stables and barn into a two-bedroom dwelling without compliance with conditions 2 and 3 of decision PA17/05742 dated 10/11/2017

Location Bosvean School Hill Shortlanesend Truro

Applicant Mrs Messham Grid Ref 180587 / 47508

Observations: Support

Proposed by: Cllr. Robinson

Seconded by: Cllr. Dyer

Vote: unanimous

D2956 Application PA20/10539

Proposal Reserved matters application for appearance, landscaping, layout and scale following outline approval PA18/01506. Approval for minor changes to the previously approved access and parking arrangements is also sought.

Location Land Adj Buckingham Terrace Greenbottom Cornwall

Applicant Mr Samuel Michell Grid Ref 176580 / 45080

Observations: Support

Proposed by: Cllr. Dyer

Seconded by: Cllr. Robinson

Vote: unanimous

D2594 Application PA20/09631

Proposal Hybrid planning application for Langarth Garden Village comprising: A. A full planning application for construction of the Northern Access Road and associated access junction arrangements onto the A390, new junctions to the quiet lanes and associated infrastructure and earthworks and retaining and boundary features; B. An outline planning application with all matters reserved to create a mixed use, landscape-led community comprising a phased development of up to 3550 dwellings plus 200 extra care units and 50 units of student/health worker accommodation, including affordable housing; five local centres comprising local retail (E), offices (E), restaurants and cafes (E), drinking establishments (sui generis), hot food takeaway (sui generis), health and community facilities (F1 and E), a local care health centre (E), a blue light centre for emergency services (sui generis), up to two primary schools (F1), business and commercial floorspace (E), brewery / public house (sui generis) and associated areas of open space to include a suitable alternative natural greenspace as a strategic open space a community farm/allotments, public realm, renewable energy provision and energy centre, park and ride extension (of up to 600 spaces or 2.73 ha), cycle lanes, connections with the existing highway network including crossings of the A390, quiet lanes, drainage and associated infrastructure, including the demolition of buildings and structures, site clearance and associated earthworks and C. The Application is accompanied by an Environmental Statement.

Location Land North Of A390 Treemilestone Threemilestone Cornwall

Applicant Mr Phil Mason CORNWALL COUNCIL Grid Ref 177976 / 45219

Cllr. Dyer – asked that the following statement be included in the minutes.

'I have always declared an interest on my friendship with The Mitchell Trustees at Penventinnie and declared my interest in Threemilestone Young Farmers Club. I am one of four people that have loaned them £13,000 to buy the site that the Young Farmers Club Hut sits on and I can name the other three if you wish me so to do. The Young Farmers have raised the money one way or another and are now prepared to pay us and we are holding trustees which is the terms they are described as and they have collected the money, raised the money and are now getting ready to pay the four of us back the money we loaned. I want this recorded in the minutes because I have checked with Mr Simon Mansell at County Hall and he is quite happy for me to carry on speaking and taking part in the total Langarth Development'

The Chairman advised there would be a presentation first and then he would ask each member of the council to raise their questions. There were also questions he had put together as well as further questions from Cllr. La Borde. These would all be sent to the planning officers as the parish council's first response to the application. There would be no voting as discussions would be ongoing with the officers for some considerable time.

Mr Daly gave the following presentation on the application.

Langarth Garden Village

Update Briefing to Kenwyn Parish Council

21 December 2020

**Chris Daly
Planning & Sustainable Development,
Cornwall Council, and
Terry Grove-White, Planning Consultant
Atlantic Arc Planning**



What has happened since we last met? Summary of key events since we last met

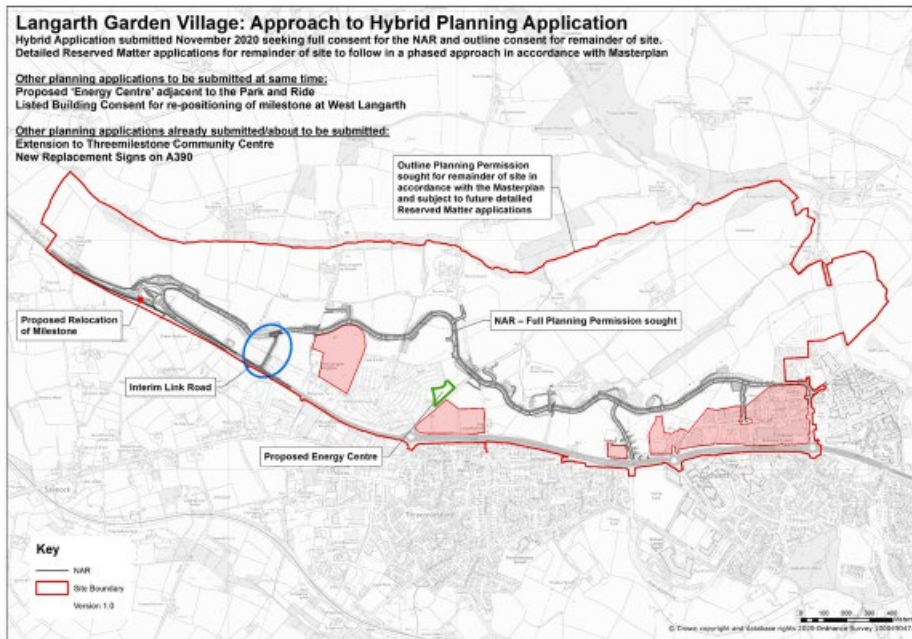
- Hybrid Planning Application for LGV submitted ref (PA20/09631):
- Planning applications for an Energy Centre (PA20/09599) and Listed Building Consent for relocation of milestone on A390 (PA20/09610) also submitted;
- Other related planning applications in Threemilestone have been submitted TMS Community Centre (PA20/08454)

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Hybrid Planning Application PA20/09631

- One 'hybrid' type application –
 - i) NAR in 'full' detail;
 - ii) Masterplan in 'outline' (with future detailed Reserved Matters to be submitted)
- Is now subject to full consultation and publicity including briefings local Councils;
- Proposals are in keeping with the scheme as previously presented to Members, and will be subject to ongoing discussion over coming months as CC respond to comments
- Target decision – post July/summer 2021

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Structure of the application-Key Documents

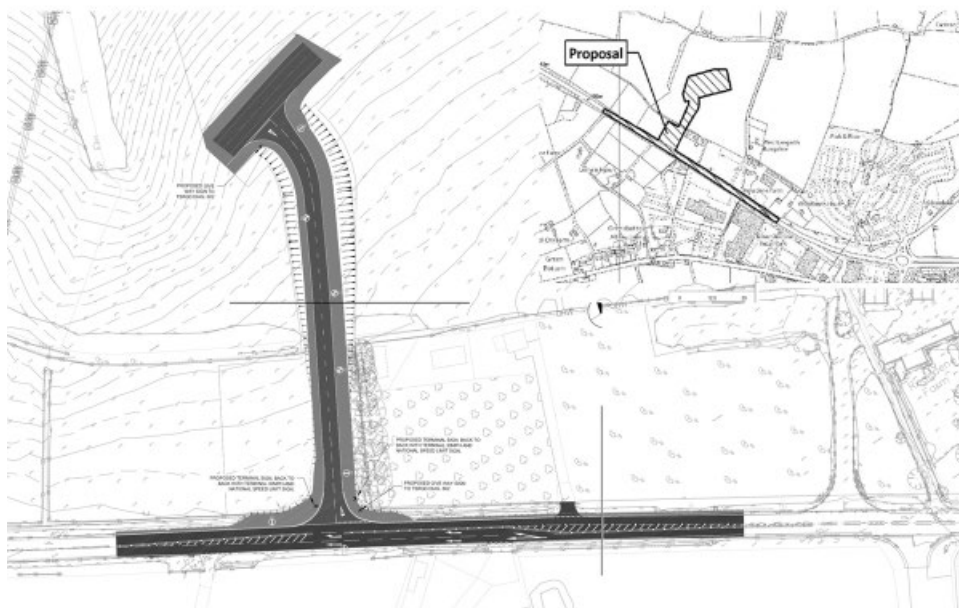
- Parameter plans
- Design and access statement
- Design code
- Environmental statement/supporting documents
- Transport assessment/sustainable transport strategy
- Flood risk assessment/drainage strategy

Indicative Masterplan Proposals (submitted in outline form and subject to future detailed Reserved Matter applications)

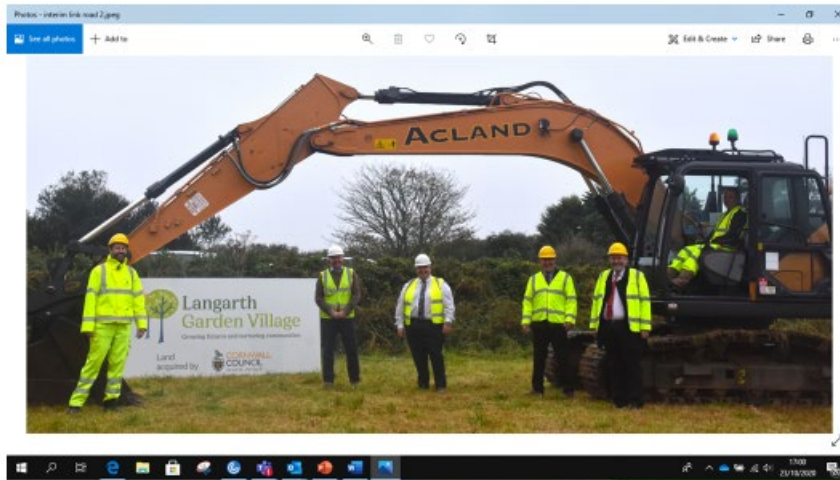


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Interim Link Road (approved March 2020)



Works starts on Interim Link Road Oct 2020



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Proposed Energy Centre PA20/09599 (adjacent to Park and Ride) – scheduled for 7th January SPC



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Threemilestone Proposals

Commitment given in November 2020 report to Cabinet:

- Public realm proposals
- Community Centre
- Sports pitches
- School expansion

Will need s106 monies as part of the funding mix

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Proposed new entrance to Threemilestone Community Centre (artist's impression)



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Thank you

Questions/Discussion

Key questions to take away for a written response
for Parish

Chris Daly
CC Group Leader Strategic Sites
chris.daly@cornwall.gov.uk
and
Terry Grove White
Planning Consultant
terrygw@atlanticarcplanning.com

www.cornwall.gov.uk

Both speakers emphasized the need to come back to the parish council for future meetings as the application progressed. It was hoped to arrange a meeting again in January.

Questions:

Cllr. Dyer – Northern Access Road

What is happening with the 'Ransom Strip' which will potentially hold up the delivery of the NAR as the landowner is asking a lot of money to sell it.

Answer – not aware of any 'Ransom Strip'. In cases such as this however negotiations would take place but if all else failed Compulsory Purchase could be used.

Cllr. Dyer – where the NAR meets the back of the Hospital and the Helipad, concerns about the proposal for traffic lights which would be on when the helicopter landed and took off. Also concerned about the current traffic congestion on Treliske roundabout and traffic using Shortlanesend to avoid the area.

Answer – Royal Cornwall Hospital Trust has outlined key advantages as a result of the scheme including the use of the NAR by hospital staff. Regarding the helicopter a scheme was being looked at to build a Down Draught Wall such as at Derriford. RCHT was supportive of that. There would therefore be no requirement for traffic lights.

Cllr. La Borde - the following questions would be submitted as part of the parish council's response. Some discussion took place on the history of Langarth and how it obtained planning permission, which permissions were still current and air quality, but the officers would respond to the questions more fully once they had been submitted.

1. **INOX.** I have been on Kenwyn Parish council for just 9 months and am playing catch-up on the Langarth development. I moved to Threemilestone 2 years ago to discover residents are suspicious of this development not only on how it will impact our community, but on why and how decisions were made to site a large housing development and sports stadium on an already busy and congested road. So, my first question is an historical one, which will enable me to give answers to the questions raised by my neighbours in Threemilestone.

“How did INOX (a one-man band with a series of ltd companies all variations of INOX LTD) achieve planning permission in 2011 on land 4 miles from the centre of Truro in a rural area with minimal transport connections? And how were subsequent applications successful on the on the land between the application and Treliske hospital. This flies in the face of all planning policies, both then and now in relation to development in the countryside. The Landscape Assessment of Truro completed in 2000 and reviewed again in 2020 both state development of this which would have a high and negative impact on Truro?”

This is an important question for the community of Threemilestone. It's a question which refuses to go away despite numerous public consultations. As a parish councillor, I feel it is important I can give an answer to this question.

2. **Existing Planning Applications.** Kenwyn parishioners need to be convinced of Cornwall Council's transparency and honesty. It states in the Environmental Statement provided in the 300+ documents of the masterplan that some planning applications on the Langarth site are still extant. From my limited investigations of the planning portal, all planning applications on this site have expired. Please could you confirm that no planning applications is extant on the Langarth site?
3. **Disruption.** Is it true Kenwyn residents will be enduring construction and ensuing disruption around this site for 18 years? My grandson will never know peace! How will you manage this disruption so that a series of housing estates actually become 'villages' and are peaceful places to live?
4. **Climate Change DPD and TKNP.** If outline planning is granted, do reserved matters have to comply with future planning policies or those in existence now? Cornwall Council's DPD will require much higher building standards than those in current or policies proposed in the masterplan. Should CC wait until the Climate Emergency DPD and new TKNP are in place before putting forward this application?
5. **Garden Village Concept.** Is the concept of a 'garden village' development appropriate for Langarth? It is not designed as a garden village – it is 5 garden villages. It has been labelled Truro new town due to its size, yet a condition of this development is that it must not detract from Truro City centre's vitality. The village communities are thus NOT to be self-sustaining rather they will be dependent on Truro. Is the failure of Langarth its concept? It is neither a 'garden village' or a new town but an ugly and environmentally damaging hybrid?

Supplementary. Langarth fails to comply with national and local policies on being an 'appropriate scale and mass.... that respects landscape character'. And landscape character assessments Truro 2000 and 2020.

Supplementary. This means future residents of Langarth will use Truro for banks, shops, libraries etc., leading to car dependency. A recent report on 'garden village' developments (mentioned in the Health Assessment) shows them to be nothing more than 'car sprawl'.? Truro will not be easily accessible from Langarth despite suggestions to this effect in the Environmental statement. There are physical and transport barriers (hills and distance) which prevent easy access to the town on foot or bike.

6. **Air Quality.** I have concerns about Highertown, where my grandchildren live, and how the building of Langarth (as well as a new Expressway to Chiverton) will increase traffic from Treiske roundabout into Truro. Air Quality at Highertown is already over and above nationally required standards. The air quality report provided with this application was not clear or comprehensible. Could you provide an air quality report written in plain English so we can understand the true nature of this issue?
7. **Affordability.** Do you think the whole of this development should be affordable for local people not just 35%?
8. **Density.** To reduce carbon emissions and to save green fields from land grab, it is recommended that housing density is significantly increased. What is the housing density on this development? How will higher densities be secured through planning policy? And can you increase the housing density.
9. **Building standards.** The recommended Silver, Gold and Platinum standards within the masterplan are insufficient to ensure all homes are built to a zero carbon standard. CC has resolved to be carbon neutral by 2030. Do you think the standard for Langarth should be Passiv Haus? If so then there is still time to change the draft Climate Emergency DPD and TKNP.
10. **Stewardship.** Due to the extent of the green infrastructure and cycle lanes etc. within Langarth, should the stewardship and governance of Langarth be discussed as a priority? Will this development be a stand alone parish, a part of Kenwyn (hence Threemilestone) or a part of Truro? The precept from this development will be valuable and should be used to contribute to Kenwyn and Truro as residents will be dependent on both? Management companies on private estates such as Penwethers are proving problematic and are not accountable. This is not something to be determined in the future but needs resolving as a matter of urgency.
11. **Honesty** of Environmental Statement – Arcadis. This document leaves me speechless. Example. "Truro Railway station would be attractive to use of residents of proposed development Implementation of walking and cycling routes via A390 50 minutes in foot and 11 minutes on a bike." How attractive is a 50 minute walk or a 15 minute cycle ride along a congested road?
12. **Woodlarks.** This development will remove the habitat of overwintering woodlarks. There is a suggestion that monies will be made available for biodiversity offsetting to create habitat elsewhere. Can you retain woodlark habitat within the development? People should have access to nature on their doorsteps not somewhere else?

13. **Haste.** Is this planning application being rushed through? For instance, the Health Assessment is an interim report because of restrictions imposed by Covid. Should there be a delay for all reports to be completed in full?
14. **Health Assessment.** How do you intend to deal with the issues raised in the Health Assessment?
- a) Local road traffic leading to poor air quality. Electric vehicles produce particulate matter through brakes/tyres and road surface so are no solution.
 - b) HA is critical of Langarth's undulating, long and narrow site at least 3 miles from the train station which will deter people from walking and cycling.
 - c) "Transport for Homes" Report. Garden villages create excess traffic congestion.
 - d) Green Space to be nearer to higher density homes.
 - e) Develop a 'play strategy'
 - f) Food outlets to be healthy.
 - g) Energy efficiency standards to be zero carbon.
 - h) Increased housing density = less land grab

Cllr. Green – all this development will be going on at the same time as the A30 dualling which will cause traffic chaos.

Answer – building at Langarth is unlikely to commence until after the A30 dualling is complete.

Cllr. Holroyd – concerned about development being on both sides of Penventinnie Lane and how this would affect the quiet lanes. Whilst it had been established with the Highways Officer that the lanes had no legal standing in terms of being 'quiet lanes' they should still be protected and not used any further as rat runs.

Answer – there is a Quiet Lanes Strategy for Langarth and work is being done to try to take the lanes back to where they were before they became rat runs. The lanes would be protected and become quiet again. Cornwall Council was committed to this.

There would be development on both sides of Penventinnie Lane but there would be no access from the lane itself. There would have to be a crossing point however.

Penventinnie Lane was a very sensitive subject and in particular the Round which would be protected.

The Chairman advised his questions below would be submitted as part of the parish council's initial response.

Questions to date – Langarth Planning Application – 21st December 2020

NAR

Document: NAR_GENERAL_ARRANGEMENT_LANDSCAPE_PROPOSALS_SHEET_4_OF_11-5329394 (and others)

Why was the choice made for formal non-native trees to be used between the road and cycle path / footpath? Question whether a case could be made for native trees to be used throughout.

Ideally, we would like to see a segregated cycle / footpath path extended to the proposed A390 crossing with Threemilestone to allow safer travel between Threemilestone and the NAR.

Document: NAR_GENERAL_ARRANGEMENT_LANDSCAPE_PROPOSALS_SHEET_2_OF_11-5329388 (and others)

The trees to the edge of all the developments are listed as developer tree planting and not as part of the NAR, why is this the case when access points are provided for each of the development areas? Would it not be better to plant the trees as part of the NAR process, so they can be given additional time to bed in and to ensure that they are present and not 'forgotten' by the developers?

Document: NAR_GENERAL_ARANGEMENT_-_SHEET_1_OF_6-5339476

We have concerns of how the junction onto the cycle path would work, it looks rather peculiar from the drawings.

As there is no issue with room, why not include a segregated cycle way / footpath for the whole length of the development, rather than a non-segregated cycle/footpath? We think it would be beneficial to have the paths fully segregated.

The sculpture / ornament feature is listed as a possible site. Would it not be better to have this in place when the landscaping work is done rather than afterwards? What would be the expected timescale of the sculpture commissioning be if it was not completed as part of the NAR landscaping?

We have concerns over how the equestrian crossing will work given that it is a very busy road at the best of times. What protection would be afforded riders with the mentioned Equestrian Crossing Holding Pen? How would this work and what would it look like?

Document: NAR_GENERAL_ARANGEMENT_-_SHEET_2_OF_6-5339477

We would like to see the segregated cycle path / footpath brought forward to the main junction in Sheet 1. It would make sense to protect cyclists and pedestrians as much as possible, particularly given the expected increased use of cycles.

Document: NAR_GENERAL_ARANGEMENT_-_SHEET_3_OF_6-5339478 (and others)

How is the proposed roadside parking going to work?

How would it be ensured that there are not the parking issues present in Threemilestone and Gloweth when the NAR is built?

There doesn't appear to be any direct cycle path link from the Park & Ride, we would like to see a two-way cycle and pedestrian path completing inside the Park & Ride, park and cycle? We would like to see a junction that would allow for this across the NAR to the main cycle path.

Can you clarify what is likely to be developed in B13?

What is the 'Rain Garden Planting' that is mentioned on the plan?

OUTLINE PLANNING FOR LANGARTH

Document: BUILDING_HEIGHTS_PARAMETER_PLAN-5289275

Compared to the adjacent Threemilestone, proposed four storey buildings (17-19m tall) adjacent to the A390 seem to be somewhat excessive and will significantly change the nature of the street scene driving towards Truro. We would like to see greater depth of green space between the A390 and the proposed development, maybe with smaller buildings populating the frontage.

C9 is listed as up to 3 storeys on this plan, but on others its marked as a possible Park & Ride extension, which is correct?

C8 is listed as a mixed use 5 storey building, what is envisioned to occupy the space?

What are the proposed boundaries for the schools at B1 and D7?

Is there any provision for allotments within the development boundary?

How will the views from the Energy Centre viewing platform be modified by the close proximity of the proposed four storey buildings?

Document: BUILDINGS_OF_HERITAGE_VALUE_TO_BE_RETAINED-5289265

The heritage building (5) Willow Cottage is proposed to be surrounded by three storey buildings - how can it be kept as an important building given its surrounding area will be dominated by larger buildings?

How do you envision this being done sympathetically to all the buildings of heritage?

Document: PHASING-5289271

We understood that schools would be built at an early stage to allow the development to grow without undue pressure on local schools. The school at B1 is listed as to be developed between 2021 and 2024, but the school listed for development at D7 isn't due until 2034-2038. We would like to see this brought forward, so it is built at an earlier phase rather than kept to last in phase 5.

The planning application lists one or two schools, we would like this clarified at this stage.

Document: DENSITY_PARAMETERS_PLAN-5289273

What is envisioned for the highest density housing, A12, C14 and F7?

Cllr. Robinson – regarding the comment that RCHT sees an advantage in its staff using the NAR does this not then lead to those living at Langarth suffering from the consequent air pollution?

Cllr. Robinson – queried what would happen to the fuel line to St. Mawgan that was buried underground.

Answer – the pipeline was no longer in use, it may be removed if necessary. It had been purged and cleaned so it was no danger to the water course. Some investigations into its use for geo thermals was taking place.

It was hoped the power cables would be put underground, this was causing some concern regarding cost, but the officers felt it was essential and asked for the parish council's support in this.

Cllr. Robinson – could South West Water cope with the sewage from the new development?

Answer – Yes South West Water in its many meetings and presentations had confirmed it could cope with the development following a large upgrade to the treatment works at Newham.

Cllr. Willshee disputed this.

Cllr. Robinson – would the Truro and Kenwyn Neighbourhood Plan be considered by the applicants during the planning process for Langarth?

Answer – yes the Plan had been considered as well as the emerging Cornwall Council Climate Change Document. This would continue to be the case.

Cllr. Harry – the current Park and Ride is at 90% capacity most days. Will there be sufficient expansion to allow for this development.

Answer – Yes there will be a further 600 spaces.

Cllr. Harry – are any developers already tied in? A lot of S106 funded commitments had been made by Cabinet but these could only be funded if there were developers wishing to take on those commitments.

Answer – The S106 Agreement was tied to the land so any developers would have to take on the commitments therein and make the financial contributions laid out in the agreement. At present there were no developers tied in. Mr Daly felt that the parish council should absolutely get involved in the S106 and how the money was spent particularly in Threemilestone. One of the reasons for Cornwall Council's involvement in the development at Langarth was to also improve Threemilestone so it was everyone's aim to make sure the village was improved and more facilities were delivered for its residents.

Mr Grove-White advised Cornwall Council would put funds in early to deliver the school so there would be less traffic and pedestrians crossing the A390. This would also take any further pressure off Threemilestone School.

Cllr. Green – Governs Farm. This had come into the Masterplan late on, how would it be protected as a green area?

Mr Grove-White would forward the written proposals for Governs to the parish council. A lot of work had been done to ensure this would remain a green area with a forest, open space and meadow planting. The vast majority of the land at Governs was viewed as Strategic Open Space. Governs Farm would be protected far more if this planning application was granted.

Cllr. La Borde – asked the officers to consider the quiet lanes on the Threemilestone side of the A390 too.

The officers advised they were already doing this work.

Cllr. Green – are there any organised sports pitches included?

Answer – there would be some small play pitches but there will be fully funded organised sports pitches for football and rugby at Threemilestone. These would be funded via the S106 agreement.

Cllr. Green – concerned that having the pitches only at Threemilestone this would lead to more crossing of the A390.

Cllr. La Borde – sports facilities planned for Threemilestone were again male dominated. Female sports provision had to be included. She felt a MUGA was the best way forward to ensure this.

Answer – the officers would assist Kenwyn Parish Council to get involved with the S106 Agreement and how the money was spent. The MUGA could be delivered via this funding.

There were many open space areas at Langarth but they did not necessarily suit sports pitches. However, there would be lots of opportunities for play. A Play Strategy that would stretch across to include Threemilestone was being worked on.

The officers stressed they wished to work with the parish council and would be attending many more meetings with members going forward.

The Chairman offered a huge thank you to both officers for attending and helping with the application. He looked forward to further meetings soon.

The Chairman asked all members to forward their questions to the Clerk for submission to Cornwall Council. He was keen to keep the dialogue flowing.

260/2020 TO RECEIVE PLANNING REPORTS

No planning reports.

261/2020 ANY OTHER ITEM THE CHAIRMAN DEEMS AS URGENT

No other urgent items.

The meeting closed at 8.52pm.