

**REPORT OF FEOCK PARISH COUNCIL MEETING HELD ON MONDAY 19<sup>TH</sup> DECEMBER 2022 AT 7PM AT  
THE PARISH COUNCIL OFFICES, MARKET STREET, DEVORAN**

Present:

WARDS

**CARNON DOWNS**

**DEVORAN**

**FEOCK**

C Kemp

A Allen

L Fitt

S Cooper

K Hambly-Staite

R Brickell

In attendance:

Cllr Martyn Alvey, Cornwall Council

Debra Roberts, Parish Clerk

Garrick Royale, King Harry Ferry

Tim Smithies, King Harry Ferry

Rick Offland, National Trust

Gareth Lay – National Trust

Chairman:

Cllr Anne Allen

**1. INTRODUCTION BY CHAIRMAN**

The Chairman thanked everyone for attending the meeting, this was an extra Parish Council meeting to look at several planning applications that the Parish Council needed to provide a consultee comment on.

**2. APOLOGIES**

Apologies had been received from Cllrs J and P Allen, M Steel, P Lightfoot and M Woolcock. Cllr S Cooper may need to leave the meeting early.

**3. MINUTES OF PREVIOUS MEETING HELD ON 5<sup>TH</sup> DECEMBER 2022**

**RESOLUTION: CLLR HAMBLY-STAITÉ PROPOSED THE MINUTES OF THE PARISH COUNCIL MEETING HELD ON 5<sup>TH</sup> DECEMBER 2022 AS CIRCULATED BY THE CLERK BE ACCEPTED AS A TRUE & ACCURATE RECORD OF THE MEETING, SECONDED BY CLLR KEMP AND CARRIED UNANIMOUSLY.**

**4. DECLARATIONS OF INTEREST**

There were no declarations of interest.

**5. PUBLIC PARTICIPATION**

The Chairman said the members of the public had 5 minutes each to speak.

Garrick Royale was representing the King Harry Ferry Co, he had concerns about the Trelissick planning application and the need for an additional 250 space car park in open countryside. The redesign of the existing site would give 90 additional spaces and he was concerned about the impact of additional traffic if Trelissick were expecting this increase in visitors and the impact on the road network and local residents. He also had concerns about the design and position of the pedestrian crossing on a fast road and he had concerns about the safety of pedestrians crossing due to conflict between pedestrians and traffic. Ambulance or Police cars on blue lights used the

ferry at least every 2 days and they could be held up by the crossing point. He suggested the existing Carcaddon bridge over the highway would be a better route although would mean a longer walk for visitors but be much safer.

Tim Smithies from the King Harry Ferry co spoke regarding the Trelissick application. The Feock Neighbourhood Plan looks at safety for pedestrians and integrated transport priorities and he did not see in the National Trust application any links to these NDP policies, this development was in an AONB and area of historic importance. This urbanises the area as the car park could be used by National Trust members and there was no limit as to how long they could park there for. He could not see evidence in the National Trusts plans of encouraging any other transportation methods to reach Trelissick. There had been very little consultation with any transport providers including the King Harry Ferry about how to improve transport to the site rather than just putting in a very large car park in the open countryside. Tim did not feel that the Feock NDP policies were being complied with. The plans would be a major detriment to the landscape, the car park would be visible from Tolverne. He had concerns about the crossing and that this was dangerous for pedestrians, the pinch point comes immediately after the existing turn right into Trelissick, cars would have to stop at the crossing and this would back cars up the road. This would delay cars reaching the ferry and also hinder access to Trelissick. The Parish Council should seriously consider if this application met the Feock NDP.

Rick Offland, National Trust - with regards to the additional number of car parking spaces they felt this was a necessary number and also they had tailbacks currently out onto the road which the additional car parking should reduce. The overflow parking that they currently used was only able to be used 28 days a year. In the last year (post Covid) the overflow parking had been used 16 days but in the past the 28 days had been exceeded. The National Trusts forecast for visitor numbers was that the additional parking was needed. The National Trust felt the highways plans that had been drawn up were safe and they had been approved by Cormac. The green space to be used for the new car park was not registered parkland which the current overflow was.

The Chairman asked why the National Trust were not looking to make the existing overflow car park permanent instead of a new area. Rick Offland advised that it was because the overflow car park was registered parkland and Natural England did not want parking on registered parkland.

Rick Offland had recently met with Garrick from King Harry Ferries but he was unsure of the consultation carried out previously with KHF or Cornwall Ferries.

The Chairman said that we had the planning application quite recently and there were not currently any public comments or other consultee comments. The National Trusts public consultation meeting was not being held until 7<sup>th</sup> January 2022. She felt that the Parish Council meeting needed more information and sight of any other consultee comments before making the Parish Council's formal consultee comment and that also a further site visit would be needed to view the actual site of the crossing as this was a big concern.

Garrick asked the capacity of the existing overflow car park. Rick said that that it was between 60 and 90 cars capacity. The National Trust and Natural England wished to stop parking cars on registered parkland.

Tim Smithies said that the current plan removed 50 car parking spaces and makes this area into raised beds.

Cllr Alvey said that the Planning Officer had agreed to extend the public consultation deadline for comments until the end of January 2023.

The Chairman said this planning application would be put on the next Parish Council agenda on Monday 16<sup>th</sup> January 2023 and anyone who was interested would be welcome to come back and speak again at the meeting.

Cllr Cooper said that the Climate Emergency DPD was clear that private car use was low down the priority for transport in new developments and encourage used of active travel. Cllr Fitt asked if we could check that this was in line with Cornwall Council's Transport Plan.

Cllr Hambly-Staite said that for many reasons this planning application was one of the most important applications we had received for many years. The Management Plan was excellent and highlighted Trelissick as a major heritage site. His concern was that we were focussing on the issue of transport but felt that there was the opportunity to provide safe pedestrian, cycle and boat access to Trelissick but it seemed that this application only took into account car travel. He felt it was very important that an integrated transport plan was considered to take into account the existing transport links.

Rick Offland would contact the Clerk to arrange a site visit in early January 2023. He commented that Historic England had been involved and were keen to see the reduction of cars using registered parkland for parking and also to move vehicles further away from listed building and heritage assets.

#### **6. STATUTORY CONSULTATION – PLANNING APPLICATIONS FOR CONSULTEE COMMENT**

PA22/10184 – Trelissick Gardens, Feock

It was agreed to defer this item to the January Parish Council meeting.

PA22/10363 – Waterside, 18 St John's Terrace, Devoran, TR3 6NE

Listed building consent for the refurbishment of outbuilding and construction of glazed link

**RESOLUTION: CLLR KEMP PROPOSED THAT THE PARISH COUNCIL HAVE NO OBJECTION, SECONDED BY CLLR COOPER AND CARRIED UNANIMOUSLY.**

PA22/10055 – Creek Vean, Pill Lane, Feock, TR3 6SE

Replacement of existing garage with new construction to be used as artist studio with parking on top

Cllr Hambly-Staite had viewed the site. Cllr Cooper said she was concerned about lack of mitigation in relation to bats. The updated bat survey shows there are bats but in the design and access statement it says there are no bats.

**RESOLUTION: CLLR HAMBLY-STAITTE PROPOSED THE FOLLOWING COMMENT, SECONDED BY CLLR COOPER AND CARRIED UNANIMOUSLY.**

**Whilst the Parish Council has no objection in principle, in accordance with NDP policy BIO2 all trees should be given protection and we would ask the Tree Officer to visit the site to ensure that construction is possible without harm to existing trees. We ask that non-reflective glass is conditioned to the design and also wish to ensure that a suitable and realistic construction management plan is conditioned to any approval. We also wish to see compliance, before any work starts, with the strong conditions in the advice from Spalding Associates (Environmental) Ltd in relation to the bats on site and details included in their report.**

PA22/10439 – 21 Trevallion Park, Feock, TR3 6RS

Cllr Hambly-Staite had viewed the site and circulated his comments. There were concerns about impact of wildlife from the large amount of glazing and impact and also bringing the building line forward and the precedent this would set. An objection from a resident that had been received today was read out regarding the siting of the garden office in the front garden. Cllr Cooper had concerns about the glass balustrade and the impact on birds of this. This needed to be obscured or patterned glass.

**RESOLUTION: CLLR KEMP PROPOSED THE FOLLOWING COMMENT, SECONDED BY CLLR BRICKELL AND CARRIED UNANIMOUSLY.**

**The Parish Council question the position and necessity of having the board store and office building in front of the house as a change to the building line could set a precedent for further development. We consider that any planning approval should be conditioned to ensure that it is a living green roof and that suitable glass is used throughout to prevent bird strikes which is particularly needed where glass is in front of the green roof. As set out in the application it is essential that the building is permanently camouflaged and screened.**

Cllr Cooper left the meeting at 8.30pm.

PA22/09743 – Shortlands, Ropewalk, Penpol, Devoran, TR3 6NP

The Chair read out the detailed comment that had been received today from Restronguet Creek Society. The applicants had previously submitted an application for 5 dwellings but this had been withdrawn and a pre-application advice application submitted which had resulted in support from the Planning Officer of two dwellings with planting conditions to replace the trees that had already been chopped down which were shown as gaps in the site on the plan. The Parish Council were disappointed at the number of trees that had been removed prior to the submission of the initial planning application for 5 dwellings. It was noted that the Tree Officer had requested further details and reports to be submitted.

**RESOLUTION: CLLR KEMP PROPOSED THE FOLLOWING COMMENT, SECONDED BY CLLR BRICKELL AND CARRIED UNANIMOUSLY.**

**The Parish Council object to this application in its current form which is contrary to Feock Neighbourhood Development Plan policies.**

**Whilst the Parish Council accepts the site is sufficiently large enough to support two dwellings of a suitable size and scale, we have significant concerns about the design of the properties including the mass of glazing and impact on wildlife and the landscape, and consider the use of switchable/smart glass would be more appropriate. The dominance and oppressiveness of the designs are metropolitan and completely out of keeping in Penpol. The development is against policies C1, G1, G3, T1, SEC1 of the Climate Emergency DPD and no reference to the Climate Emergency DPD has been made in the design and access statement. We are very concerned about the number of trees removed as pre-emptive work prior to the submission of the planning application, the impact on the landscape locally and the lack of consideration given to biodiversity. At the time of writing the Tree Officer has requested additional information be supplied by the applicant in relation to the site and we would reserve the right to comment further once we have had site of these reports and documents.**

**It is disappointing to read in the design and access statement the comment about residents having to drive SUVs, this is against the policies of the Climate Emergency DPD. Should an application for this site be approved it is imperative that a Construction Management Plan is put in place and strictly adhered to, to protect the byway.**

**NDP Policy LS1 seeks to protect and enhance the seascape. This site is in an elevated position, clearly visible from the Creek and the proposed design together with the loss of trees will cause significant detriment to the quality of the creek-side landscape. NDP Policy LS2 seeks to protect and enhance the landscape, and states that development will only be supported where it safeguards the significance and conserves and enhances the natural beauty and special qualities of the AONB and its setting. This site is within the buffer zone of the AONB and the proposal does not meet with the aims of this policy. We further consider that the proposal does not meet with the policies and objectives of the Cornwall AONB Management Plan 2022 namely PD-P1, PD-P2, PD-P3, PD-P11, SCC-P1 and SCC-P8.**

**NDP policy D1 specifies that development design should respect and reflect local character and identity, through sensitive siting, design, scale and use of materials. This proposal does not meet these criteria. It should also be noted that the NDP states that it is considered important to limit the size of replacement dwellings to protect the character and appearance of the local context. The loss of trees together with the height, scale and mass of the proposed properties along with the level of glazing proposed will result in an inappropriate and harmful suburban intrusion into the skyline further eroding the setting of the AONB.**

**There being no further business the meeting closed at 9pm.**