

Broadmoor Farm

Previous studies

Introduction

1. This report has been prepared from an examination of nine previous studies consisting of fifteen volumes, ranging from traffic impact; planning implications; environmental issues; more wide ranging industrial demand, development and feasibility studies and technical issues. They were mainly produced from 1999 to 2002 though the original Caradon Local Plan development study was produced in 1993 and the latest Employment land assessment was in May 1995.

2. The information included in this report has been selected from those documents by the author based on his judgement as to what might be relevant to today's discussions. This document is produced to help in the debate on the future of Broadmoor Farm in the MCTi process, is partial and should not be regarded as authoritative or taken to imply support for any proposed activity. It should also not be construed as obviating the need for up to date studies as the assumptions upon which these statements were made might not be applicable today, technology has moved on and costs will have changed.

3. Nonetheless the document is worthwhile in that it sets out what was previously mooted about Broadmoor Farm and provides at least some basis of fact about the site and the impact of any development on it and the surrounding areas.

Physical description

4. References to the size of the site vary slightly from 160 to 167 hectares (approx 400 acres), depending on what is included but it is usually described as the land that sits between the A38 from Carkeel to Stoketon Cross; the C125 from Stoketon Cross to the A388 towards Hatt and from that junction back to the Carkeel roundabout i.e. more than the actual Broadmoor Farm owned by the Bond family.

5. The principal land use (142 hectares) is agriculture and particularly arable farming with the agricultural land quality described as moderate (grade 3b). The site is gently undulating and slopes from some 98 metres above sea level in the northwest to 50 metres in the southeast corner. There is a significant wooded area starting in the northwest and running almost parallel to the A388 before turning south and then east in a crescent, almost dividing the site into two. This has been designated as a Cornwall Nature Conservation site but there are no other designations such as AONB, Ancient Monuments, archaeological interest or historical value to affect development.

Ownership

6 There were fourteen landowners listed for the site as a whole but these included well established businesses such as Granada Services and Tamar View Nurseries as well as SWEB's electrical substation and the small bit of land owned by the DoT. Three of the plots that abut the A38 are very small. The middle of the site (approx 60%) including the areas in the crescent of and to the east of the woods is owned by the Bond family.

Size and Scale of Development

7. All the development plans are designed in a campus style with separate plots using the natural topography, keeping the woods and as many of the hedgerows as possible. The 1993 Local Plan actually states "considerable variation in elevation and slope means there can be an interesting range of landscape design solutions."

8. The 1995 planning brief appears to envisage 30% (50 hectares) development coverage within the site not including leisure and park and ride, but other plans seem to envisage a greater density of use of 55% (94 hectares) including infrastructure and the park and ride.

Transport

9. A *park and ride* scheme of just under 3 hectares and spaces for 1000 cars has been incorporated into most development plans. Cost estimates vary between £1.25m (regarded as low) and £2.0m. There has been no unanimity as to where it should go - at the Carkeel or Stoketon Cross end of the site or even by the new Latchbrook roundabout, though its primary function is to reduce the traffic flowing over the bridge.

10. The cost of the associated *road development* obviously depends on the needs of the master plan; from where the site is accessed (such as from a new Latchbrook roundabout) and whether Highways would insist on a grade separated junction at Carkeel and subsequent dualling of the A38 to Stoketon Cross (and possibly beyond) with a developers contribution. Roads within the site are estimated at £2.1 - £3.65m and cycle and pedestrian works to and from and within at £2.75m. Estimates therefore vary from approximately £9 to £15m.

11. Because it was primarily an industrial development assumptions were made about people movements. The figures varied a good deal but the consensus was that around 60% would come via the Tamar Bridge. Would the current proposals draw that many from across the bridge and are the above road changes still appropriate?

Utilities

12. The site is reasonably well served by the basic utilities but all would need upgrading and expanding as with the exception of a gas line they run along the edges of the site. The following estimates were calculated on the basis of a developed floor space of up to 165,000m² and a population of 3,500.

13. It was thought that the existing *gas* provision could cope with minor changes and no significant cost implications. Whether that is still the case with all the new homes in Saltash is moot.

14. *Electricity* provision would have to be upgraded including more substations. The estimate was for approx £850k of works excluding trenching and builders work but this was based on usage with a minimal amount of air conditioning - an assumption that might not apply today.

15. Most *foul drainage and sewerage treatment* discussions and estimates are not relevant because of the changes to the service with the cross Tamar link to Ernesettle, though one report did state that "It appears contrary to previous advice, the upgrade of the Ernesettle STW did not take account of the proposed development at Broadmoor Farm."

16. *Surface water drainage* elicited considerable discussion with the starting point being that the likely amount of run off would flood Forder and Burraton Coombe and that had to be prevented. This was not a deterrent to development however. The 1993 Plan states "the current drainage pattern is not in itself seen as a constraining factor upon the design and siting of new development. Indeed...the existence of a water source offers considerable design opportunities."

17. The most favoured option was that of keeping the water on site and managing the flow through a single large balancing pond either on or off line to the Latchbrook Leat. Building new culverts downstream were also considered though one report did state "it appears that the district council and the Environment agency have already investigated these options and dismissed any further improvements to the other culverts and structures on the Latchbrook Leat downstream of the site." The retention pond plus soakaways was therefore the most likely option.

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