

# The Planning Inspectorate

Further information on us and the planning appeal system can be found on our website [www.planning-inspectorate.gov.uk](http://www.planning-inspectorate.gov.uk)

For official use only  
(Date received)

10-May-2013 17:36

## COMMENTS ON CASE (Online Version)

Please note that comments about this case need to be made within the timetable for it. This can be found in the notification letter sent out by the local planning authority or the start date letter for it.

Comments submitted after the deadline may be considered invalid and returned to sender.

### DETAILS OF THE CASE

Case Reference: **APP/D0840/A/13/2194697**

Address of site  
The Crooked Spaniards Inn  
Fore Street Cargreen  
Saltash  
Cornwall

Postcode

PL12 6PA

Grid Reference: Easting

2435932

Northing

626342

### SENDER DETAILS

Name

Mr Tim Burns

Acting On Behalf Of

120 residents of Landulph Parish

### ABOUT YOUR COMMENTS

In what capacity do you wish to make representations on this case?

Interested Party / Person

What kind of representation are you making?

Interested Party/Person Correspondence

### YOUR COMMENTS ON THE CASE

Please provide your representation below.

\*\*\*\*\*  
\* The Documents Listed Below Were Uploaded With The Comments Form \*  
\*\*\*\*\*

TITLE: Representation

DESCRIPTION: view of 120 Landulph residents

FILENAME: The views of Landulph on the proposed Spaniard Inn Development.pdf

# Why residents oppose the proposed Spaniards Inn development



This document is submitted on behalf of the **120 residents of Landulph Parish** whose names are appended. The proposals to redevelop the Spaniards Inn and the quay have aroused almost universal opposition within the Parish. For example, of the 89 Parish residents who submitted comments to the County Council, only one was in favour of the development and 87 (98%) were opposed. Because of these widespread concerns this (rather lengthy) document has been compiled by a group of local Landulph residents. We have tried to deal comprehensively with the relevant issues because we understand that we will be unable to see, or respond to, any subsequent response or submission from the applicants.

Whilst not opposed to an appropriate and sympathetic development of this site, we believe that the Planning Inspectorate should reject the applicant's appeal on the grounds that it conflicts with several key policies within the Caradon Local Plan (adopted in 2007), the Landulph Parish Plan (2010) and with the principles that underpin the recently published National Planning Policy Framework (NPPF). Our specific concerns are that:

1. This development would permanently scar the AONB and Conservation Area;
2. It would reduce, not increase, the viability of the pub;
3. It would provide little or no community benefit;
4. It would increase parking pressure in the adjacent streets;
5. It is inappropriate in Flood Zone 3 and fails the Sequential Test;
6. It would severely reduce the amenity of neighbouring properties.

### **1. The development will permanently scar the AONB and Conservation Area**

The proposed development site is situated in a Conservation Zone, the Tamar Valley AONB, and a Site of Special Scientific Interest (SSSI). The adjacent river is also proposed as one of the first tranche of Marine Conservation Zones (MCZs). These all place significant limitations on the nature of any development that may be permitted.

**The AONB:** The beauty of the Tamar Valley stems from its gentle tree-lined banks, meadows, little quays and small traditional settlements, each with a limited river frontage. Its attraction as a tourist destination stems from these features. Certainly, these are important to the tourist cruise boats that ply between Plymouth and Cotehele.

The applicant's Planning Statement (para 5.3.3) quotes RPG 10's policy TCS1 as encouraging sustainable tourism. What the applicant fails to point out that TCS1 specifically states that it should do this by:

*Improving the quality and range of attractions and accommodation in the region, especially those which:*

- *promote the special cultural, heritage and **countryside features** of the region;*
- *complement or enhance the local environment and are **of a scale appropriate to the location and setting** of the area;*

The proposed development meets neither of these requirements.

Nowhere in the Tamar Valley are there any blocks of quayside buildings on (or even near) the scale of the proposed development. Consequently, this development would be a major discordant feature in an otherwise tranquil rural setting and would set an unwelcome and dangerous precedent for developments elsewhere in the AONB.

We understand that the Inspector will visit the site and that the applicants have suggested that it be viewed from the river. We support their suggestion but would also propose that the Inspector views a longer stretch of the river to appreciate the broader context in which the site sits. The Commodore of the Cargreen Yacht Club has offered to provide a boat if the Inspector wishes.

It is noticeable that those organisations with a direct responsibility to preserve and protect the AONB, Conservation Areas and the broader countryside are uniformly opposed to this development:

**Tamar Valley AONB:** *We consider that **the proposed development would damage the landscape quality of the AONB**, especially seen from the river or the Devon bank. The proposed development of holiday accommodation is **urban in character and out of place in a small river side village** in the AONB. It is also beyond the scale of the existing houses in the village and from the river would appear to dominate the village. We therefore object to the application.*

**English Heritage:** *The proposed development is **out of scale with that of the existing settlement and will become the dominant feature on the River bank**. The extension to the PH itself is also of excessive scale and will dominate the host building. **The excessive scale of the proposals is exacerbated by being built on a solid (and largely unrelieved) plinth** which not only adds to the wall-like nature of the proposals but will potentially leave the quayside car-park as a sterile and car dominated space. The visualisations show that the proposals present a hard wall of development to the River, due in part to the extent of the development along the length of the site, but also due to the lack meaningful gaps between the individual buildings, giving glimpses through to any soft landscaping behind. We note that the Design & Access Statement shows some "precedent images", but many of these appear to be from larger settlements which historically have a longer and more urban interface with their quaysides"*

**CPRE Cornwall:** *The "presumption to approve sustainable development" that is the basis of the National Planning Policy Framework is specifically excluded from applications that are located within AONBs. A local authority has a statutory obligation to conserve and enhance AONBs, as well as to have regard for the interests of those who live and work within AONBs and to meet the need for quiet enjoyment of the countryside within an AONB.*

As the CRPRE correctly points out, whilst the NPPF specifies that economic considerations are an aspect of sustainable development, in paragraphs 115 and 116 it is clear that sustainable development is subsidiary to the need to protect key areas of the countryside:

Great weight should be given to **conserving landscape and scenic beauty** in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.

Planning permission should be refused for major developments in these designated areas except in exceptional circumstances and where it can be demonstrated they are in the public interest.

In a speech in Parliament (27 March 2012) clarifying the purpose of the NPPF, the relevant Minister (Greg Clark) stated that the NPPF:

- *“Is crystal clear that sustainable development **embraces social and environmental** as well as economic objectives and does so in a balanced way;*
- *Makes it clear that relevant policies – such as those protecting the Green Belt, Sites of Special Scientific Interest, National Parks and other areas – **cannot be overridden** by the presumption.”*

The saved Caradon Policies (in the Caradon Local Plan 2007), on which the original application was rejected, conform to the NPPF guidelines and the NPPF (para 196) states that planning decisions must be based on the policies in the local development plan:

*“The planning system is plan-led. Planning law requires that applications for planning permission **must be determined in accordance with the development plan**, unless material considerations indicate otherwise.” (NPPF)*

The relevant Caradon Saved Policies (CL6 and CL7) state that:

*“Development in the AONBs and Heritage Coast will not be permitted unless the development:*

- (i) Is sited as to **minimise its visual impact** on the landscape;*
- (ii) Is designed so as to **reflect locally distinctive character**, traditional building styles and local materials;*
- (iii) Conforms with the **locally characteristic patterns** of settlement. (CL6)*

*In considering proposals for development near the designated Areas of Outstanding Natural Beauty, or the Heritage Coast, attention will be given to the impact it could have on the character and appreciation of such areas. Planning permission will not be granted for development which:*

- (i) will be **unduly prominent** from view points within such areas;*
- (ii) will **adversely affect the view** towards such areas from roads, footpaths, bridleways and other public places. (CL7)”*

Bere Ferrers Parish Council (whose Parish views would be the most directly affected by the proposed development) is strongly opposed on the above grounds:

- *“The design is totally out of keeping with the area, the AONB policy CL6 states that development is not permitted unless it is “sited to minimise its visual impact on the*

*landscape, is designed to reflect locally distinctive character, traditional building styles local materials, conforms to the local characteristics of the settlement;*

- *The local authority has a statutory obligation to conserve and enhance AONB's, and to have regard for the interests of those who live and work within the AONB;*
- *A renovated public house with seven self-catering holiday units is hardly likely to be an appropriate development within the AONB and a conservation area."*

**Conservation Area:** The relevant Council Policy (EV2) is also clear about what is, and what is not, permitted in Conservation Areas:

- *All proposals for development in Conservation Areas must pay special attention to the desirability of **preserving or enhancing the character or appearance** of the area.*
- *All development (including new buildings, extensions, hard surfaces, walls and landscaping) should be **sympathetic in size, scale, height and materials** to the historic character of the particular Conservation Area and the vernacular tradition of its architecture.*

The Fore St area of Cargreen comprises a range of traditional buildings, mostly rendered and with an attractive variation in roof lines. The more modern building in Hodders Way are visually separated from the quay and the rest of the village by a bank of greenery, set above the quay, and a variety of trees and bushes in front of those houses. The proposed development would replace this variation in render colour, roofline and greenery with a solid stone wall and a roofline running 3 storeys high from the quay which, with the exception of the 4<sup>th</sup> storey of unit 3 varies little in height and gives an impression (see the applicants' photomontage on the 1<sup>st</sup> page of this document) of a continuous roofline stretching from Fore St to the far end of the quay.

Similar concerns were raised by the Council's Conservation Officer in a report highly critical of the proposed development:

*The form of development that has been proposed would sit much more comfortably in a more urban setting, such as Fowey or Falmouth'. **It is certainly not an appropriate form of development for Cargreen.** The small scale architecture of Fore Street and indeed the converted warehouse buildings on the quay are completely dwarfed by the new form of development. In fact the photomontage almost **gives the impression of a fortress style building with solid masonry walls with few openings at ground floor.** The context for this form of development, in my opinion is completely wrong. There is **nothing remotely similar to these units in Cargreen.** .....Because of their location along the waterside they also give the impression of extending the built up area of the village along the waterside. ....at the moment the development on Hodders Way has a small green buffer fronting the river; this will be lost behind the new development. The Design Review Panel stated that 'Introducing gaps between the further buildings means the green background vegetation will be seen between them and some views from neighbouring properties may be preserved as the development proceeds northwards'. The gaps between the blocks of development seem to*

have been reduced in size and along with the continuous plinth wall reduce considerably the benefit that the green backdrop gives. This, in my opinion is **clearly a discordant form of development for the rural settlement of Cargreen which undermines the character and appearance of the Conservation Area**. I would consider therefore that the proposed development on the car park does not preserve or enhance the character of the Conservation Area and is still therefore contrary to Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990, the recent NPPF, Policy EV2 and CL6 (AONB) of the Caradon Local Plan First Alteration 2007 and Saved Policy 2 of the Cornwall Structure Plan 2004.

The Conservation Officer refers to the report of Cornwall's Design Review Panel. What he, and the applicant, do not mention is that **the Review Panel never saw the plans for the proposed development and were merely commenting on the 2010 Boat House plans**. Nonetheless, the Conservation Officer rightly points out that several key recommendations of the Review Panel have been ignored:

- That the housing should be *"subservient to the existing Inn"* This is not true of the new proposals;
- That gaps should be introduced between the building so that *"the green background vegetation will be seen between them and some views from the neighbouring properties may be preserved"* These gaps have been substantially reduced in size from those in the proposals reviewed by the Panel and the outlook of neighbouring properties is also substantially reduced.

**The MCZ:** A further development since the original planning application is that the Tamar River, adjacent to the pub has been chosen by the government as the one of the 31 initial Marine Conservation Zones.

One of the features of the MCZs will be reduce, or at least limit, any growth in activities that might add pressure on the maritime environment:

*Where the feature is judged to have a high or moderate sensitivity to such pressures the conservation objective is set to "recover", otherwise the objective is to "maintain". The former objective requires new management measures to reduce the pressures; the latter does not, although it may require management to preclude certain new activities from taking place.*

We note that, in their original application, the applicants in this appeal make much of the marine aspects of the proposed development and claim: *"there is potential for much greater use of the pub by waterborne visitors"* (para 8.4.7). And in their recent Economic Development Statement they say *"This offers the opportunity for residents and visitors alike to access the water via the current slipway and enjoy the Tamar for leisure and tourism based on boating activities (para 1.3)"* There is clearly some (as yet unknown) potential for the marine aspects of this proposal to conflict with future aims of the MCZ.

In any event, in policy EM10, the saved Caradon Local Plan makes it clear that housing is not appropriate development for a marine site.

*“Proposals for the development on waterside business sites will only be permitted where they involve marine related businesses or facilities which need such a location for operational reasons”.*

Clearly, holiday apartments do not involve marine businesses and do not need to be located here for “operational reasons”.

## **2. It would reduce, not increase, the viability of the pub**

A key feature of the applicant’s submission is that the proposed development is essential to ensure that the pub remains open – thus meeting both the needs of local residents and those of the owners. There are two elements to this proposition:

1. That the existing pub is not viable (and that nobody is prepared to take on the lease);
2. That the proposed holiday accommodation is essential to support the pub.

Our contention is that both these propositions are false and are merely a means to facilitate what is essentially a speculative property development. We note that this application was preceded by a number of (failed) proposals submitted by the owners to build housing and to convert the pub to dwellings.

Since the pub was closed, the property has been significantly neglected, for example rendering has come away and not been repaired. Shortly before this appeal was submitted the pub was boarded up, giving it an air of dereliction. However, we hope that the Inspector will take note of the guidance in the NPPF which states (para 130):

*Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.*

**The pub’s viability:** The Crooked Spaniards Inn is situated in one of the most attractive locations in SE Cornwall. It is well within the catchment area of Plymouth and significant towns within Cornwall. The National Travel Survey (2009/10) shows that the average trip for leisure in the SW is 7.6 miles suggesting a significant pub catchment. The Campaign for Real Ale (CAMRA) in its guide for assessing the trade potential of rural pubs, suggests that one key factor is the number of adults living within a 10 mile radius. Even taking road distance (rather than a radius) a 10 mile catchment would include most of Plymouth. As the applicants’ own advert for the pubs states (see appended ad):

*“The Inn owes much of its success to its remarkable position and having a good local following from the nearby villages and neighbouring major centres of population as Callington, Tavistock, Saltash and Plymouth.”*

There are many other pubs in the area that operate successfully in less attractive and equally rural settings. The key to success seems to be the commitment and quality of the

management. As one previous employee indicated, the current owners did not seem to have built a strong rapport with the pub's local customer base:

*"We found on a whole that there was only ever a handful of locals who would come and use the pub and many of those that did never had a good word to say about the owners or the pub anyway. (Mr J Grehan)"*

Under the last but one manager, however, the pub was busy (it was often difficult to get served) and ran a popular restaurant service. Business appeared to deteriorate when that manager left at very short notice. After that manager left, the replacement manager also left within about 3 months. The pub was then managed by the owners' family.

One of the objectors to this development was a previous employee at the pub and her comments support the view that the pub was, and could be a success:

*I would like to object to application PA12/02859. As an ex-employee of the Spaniard who worked there under the last-but-one management, I saw the pub run as a very successful business. During the summer months, people got used to booking weeks ahead as we were almost always booked out during the evenings and always booked out at weekends. We had lucrative weddings at least monthly and were a very popular place for the locals to meet. Whilst business inevitably slowed down significantly in the winter, the management put on additional popular evenings for the locals and it continued to a hub for the village. I am certain that, if run by competent management, the pub can turn a lucrative profit without the need for the unsightly and inappropriate development that is proposed. (Ms Abi Martyn)*

Despite this, the applicant justifies the need to build additional self-catering accommodation on the grounds that the pub is not currently viable.

In its publication *Public House Viability Test*, (CAMRA) points out that many owners seek to change use of their pubs by claiming that they are no longer economically viable. It quotes 3 case studies where the appellants introduced non-viability as a reason for change of use. As CAMRA says, *"None of the Inspectors were convinced that, in the right hands, the pubs concerned would not be viable propositions"* and that they dismissed the appeals. In the current appeal, change of use is not an issue but the viability issue is being used as an argument to construct a significant number of intrusive apartment blocks.

As the applicant points out, they did seek to market the pub via Huntley and Partners (the sales document is appended). In this the pub is described as *"a famous and renowned Free House in what must be the most sought after waterside locations in the Plymouth commuter area."* The document also states:

*"Our clients have stated that TURNOVER for the last financial year, when run entirely under management, showed a figure of approximately £400,000 excluding VAT and a GROSS PROFIT MARGIN of approximately 53%. Again, it is considered that this gross profit margin could be substantially improved upon by working proprietors".*

In their Planning Statement, the applicants append a letter from their agents, Huntley and Partners who report (in September 2010) that there had been in excess of 530 downloads of these sales particulars but these resulted in no sale. This is most likely due to the fact that the pub was offered at a price that was certain to put off any potential purchaser. However, the applicants do admit in their original Planning Statement (para 8.4.5) that there was interest in buying the freehold.

In that 2010 letter, the owners' own agents suggest that the pub, as it was, could achieve a premium of £60,000 for a 15 year lease and an initial rental of £20,000 pa. Ignoring rent increases, this would equate to **£24,000** for each of the 15 years of the lease.

However, the pub was actually offered on a lease of £199,000 plus a commencing rental of £55,000 pa for a mere 10 years lease. Again, ignoring rent increases, this equates to **£74,900** pa for each year of the lease – over three times the price recommended by the owner's own advisors. These advisors went on to say that, even after the proposed (2010) redevelopment of the pub and manager's accommodation, a premium of only £100,000 and rental of £35,000 would be achievable. This equates to **£41,667** pa for the 15 year lease proposed – nearly twice that asked in their sales document. It is hardly surprising that there were no takers and may suggest a sale was not actually wanted.

Most local opposition to this proposed development is driven by a desire to keep our pub, not to close it. However, to survive village pubs need to be destination venues. Destination pubs, even on a riverside location, survive thanks to car-borne customers. The quantity of business delivered by river will be minimal and will be restricted to the summer period when the pub is already at its busiest. Rural pubs need extensive parking, attractive views, good quality catering, assured opening and to cater for functions. Yet the proposed development will:

- Reduce parking spaces for pub users by over 30% (from 52 to 36);
- Reduce the size of the restaurant;
- Commit to opening only 5 days a week;
- Remove the functions room - they say they will not cater for wedding functions, etc (too little parking);
- Remove the river view for most diners.

This is a recipe for failure, not success.

**The contribution of the proposed holiday accommodation:** Pubs also benefit from providing accommodation, both as an income stream in itself and to boost bar and restaurant sales. In their letter, Huntley and Partners rightly quote the contribution that the provision of accommodation can make. They support the provision of the proposed holiday accommodation by quoting the practice in a number of local pubs: the Holland Inn (now the Cardinal's Hatt) in Hatt, the Weary Friar in Pillaton, the owners own Crooked Inn at Trematon, the Cornish Arms (actually Inn) and Tavistock Arms at Gunnislake, the Elliot Arms at St Germans and the Brunel at Saltash (now closed). **What the Agents fail to point out is**

**that none of these provide self-catering accommodation, but all, supported the pub with bed and breakfast accommodation.**

Despite the change in terminology, in the applicant's recent Economic Development Statement to "*bed letting space*", what they are actually proposing is the construction of 7 **self-catering** holiday apartments. It is difficult to see how such, independently catered apartments would do much to support the pub's business. Yet their construction would significantly reduce many of the features (see above) that make the pub an attractive venue.

In their Planning Statement (para 8.4.15) the applicants claim that the holiday accommodation "*would help to give the business at the site (ie the pub) a proper financial standing, ensuring the long-term future of a key community facility*"

However if, as seems to be the case, the applicants intend to lease the pub yet retain ownership of the holiday apartments (see reference to "owners" in para 8.4.10), it is difficult to see how the pub could derive any financial standing or security from the holiday apartments.

Thus, we would be left with a pub reduced in size, with fewer parking spaces, poorer outlook, no bed and breakfast accommodation, and no income from the blocks of holiday apartments managed as a separate business. On this basis, it is difficult to see how the construction of these holiday apartments is essential to preserve the pub.

The applicants say they are considering letting the holiday apartments as time-share accommodation (para 8.4.8) yet there are serious doubts that this would be a viable proposition. Increasingly, time share owners are looking for more than just accommodation and expect additional facilities to be provided. An article in *Caterer and Hotelkeeper* magazine in January 2010 gave an example of one time share operation had succeeded by providing what customers now want. Its success was said to be:

*"because of the superior accommodation it offers within the woodland setting of the Langdale Valley, supported by the facilities of a 57-bedroom hotel, three bars and restaurants, and a spa."*

The Marketing Director of another operator was quoted as saying that: "*The sites should ideally have at least 50 units; otherwise they will be uneconomic,*"

The article goes on to quote another operator as saying:

*"Timeshare owners have changed the way they use their accommodation from the days when they always returned to their own property for the same week every year". Now, using the points-based system they can choose to stay in a hotel, go on a driving holiday or take a cruise. Flexibility is what drives people to buy timeshare products today."*

If the applicants seek to sell the apartments as time shares, it seems unlikely that they will meet current demand for such facilities and flexibility and it is probable that they will be

unable to recover the sums invested in the construction of these apartments. Another option would be to offer them as holiday lets but the experience of the several holiday let operators already existing in Cargreen suggests that this will also fail.

Several of the properties in the development south of the pub, known as Slipway Quay, are second homes, marketed as holiday lets. They overlook the river, are each furnished and maintained to a high specification and are professionally advertised through established letting agents.

All these owners stress the disappointing return on holiday letting in Cargreen (even before the pub was closed) and the following comment illustrates their views:

*I have let (my property, no. 4) for holidays in the past but have given up due to lack of demand. The letting figures are as follows:*

*2006 – 15 weeks, 2007 – 11 weeks, 2008 – 13 weeks, 2009 – 12 weeks, 2010 – 10 weeks, 2011 – 3 weeks. (Mrs P M Bishop).*

An alternative scenario is that the holiday apartments are sold as private holiday homes. There are already several holiday homes in Cargreen and, although they seem to sell very slowly, it is possible that the owners might be able to find buyers. However, this scenario would completely negate the argument that these apartments would support the pub. They would be occupied for very limited periods and these would be at times when the pub would already be doing good business. This would also conflict with the Landulph Local Plan and the Caradon Saved Policy TM4:

*Proposals for the establishment or extension of chalet and holiday flat sites will be permitted in towns and villages **providing the development would not be visually intrusive or have an adverse impact on the setting of the town and villages.***

The applicants have offered to make a unilateral undertaking that *“the Owners will not dispose of any of the holiday apartments which our subject to this planning application as freehold properties”*. However, this would not prevent their disposal on a long-term lease (say of 150 years) and, at the Planning Committee meeting that refused the applicants’ plan, the Senior Legal Officer was highly critical of this undertaking and considered that, in practical terms, it was unenforceable.

Yet, as the NPPF points out (para 206):

*Planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, **enforceable**, precise and reasonable in all other respects.*

There are examples of other premises in the area where planning permission has been granted to add holiday accommodation, the accommodation has proved uneconomic, and the owners have sought to convert it to dwellings. An example is Rilla Mill (Manor House hotel) where the 6 units of holiday accommodation were originally said to be essential to the viability of the pub but have now been converted to dwellings. As the Council’s delegated report stated:

*“the current application seeks to vary the S106 Agreement to delete the holiday occupancy clauses and allow the units to be occupied as affordable dwellings”*

A similar example is the holiday cottages at the Hayloft, Liskeard. This application has not yet been determined but we understand that an application is being considered for change of use to dwellings.

### **3. It would provide little or no community benefit**

The greatest benefit the appellants could provide for the village would be a thriving, sustainable pub open, as near as practicable, 365 days a year. We do not believe, for reasons stated above, that the reduced pub would achieve this. Cargreen could benefit from an additional centre where all sections of the village can meet but the village is already an active and vibrant community. There are regular events of a wide ranging nature at the large Memorial Hall and the smaller Rectory Room. These include a 2 week long annual arts and music festival, a village choir, film club, bowls club, Under 5s Group, Gardening Club, wedding receptions etc. Many other clubs and groups meet in alternative locations. A large number of residents belong to the Yacht Club which offers a bar and facilities for meetings, including a kitchen. In view of this we believe that, although a successful pub is desirable, the cost to the village of this development is unacceptably high.

It must be remembered that, despite its “fortress” style and size and detrimental visual impact, the development will only offer seven one, two, or three-bed **self-catering** holiday-let apartments. Consequently, any potential beneficial impact on the village economy would be extremely limited. Any community benefit would be significantly less than would derive from a renovation based on the existing building which, when run by an experienced chef/manager, as it was five years ago, would be a thriving pub/restaurant with dining facilities regularly achieving up to 120 covers a day. In addition, it would be capable of hosting medium-sized weddings (for which, in the past, it has been booked around once a month). In their application, the appellants specifically state that they would no longer host such events in the future.

**Employment:** Unemployment in the parish of Landulph is currently only **five people** (2011 census). In the neighbouring parishes there are only further 13 unemployed people. Unemployment is not, therefore, a significant local issue. Furthermore, it is unlikely that these five unemployed locals will be suited to, or wish to, work in a pub/restaurant business or cleaning the apartments. Consequently, the 30 to 35 jobs the appellants claim would be created by the development would have to be filled almost entirely from outside the local area, putting pressure on access roads and, of course, on local parking. They would have a negligible effect on the village economy.

In fact, we dispute the development would generate anywhere near 30 to 35 jobs. A more likely figure would be no more than a dozen, mainly part time, employees (say, Manager and partner, two or three bar staff, two or three kitchen staff, two waiting staff and a

cleaner for the apartments). Virtually all of this employment would come from the pub. The holiday lets would provide minimal, if any, employment.

**'Pub is the hub':** While we agree wholeheartedly that the pub could, and should, be a hub of the community, claims by the appellant that it would be able to house a post office and/or a shop run contrary to the proposed reduction in size of the pub building which would be too small to offer these amenities. On the other hand, the existing building has space to offer an outlet for local produce and basic staples which would be attractive to visiting yachtsmen as well as to villagers. A post office in a village the size of Cargreen is not a realistic proposal.

**Supporting the pub:** The seven apartments would be self-catering and their occupants would arrive having almost certainly already shopped in a supermarket on the way. They would tend to be out during the day and to eat in during the evenings, particularly if they have families. So the benefit to the pub would be very limited and it is hard to see how their contribution would do much to allay the considerable capital cost involved in this development.

**Pontoon/slipway:** While undoubtedly an asset, a pontoon with shore access is an expensive way of attracting four or five yachts (at most) on a good weekend in the summer and 2-3 of the existing moorings would need to be removed to make room for the pontoon. While we would not oppose the appellants if they wish to build this facility, we doubt the capital cost will allow it to be realised. Despite para 1.3 of the Economic Development Statement we understand that the existing slipway would not be open to the public and would not, therefore, benefit local residents. The slipway is currently padlocked, as it was before the pub was closed. Local boating activity needs are already catered for by Cargreen Yacht Club.

**Public Right of Way (PRoW):** The applicants' plans propose to re-route the PRoW around the edge of the quay on potentially slippery wooden walkways hanging over the river. This is certainly not a community benefit and is strongly opposed by the Ramblers Association. We note that the applicants have previously attempted to re-route the PRoW around the edge of the quay but were forced to re-instate the original and remove the works they had undertaken.

**Holiday lettings:** There is little tourist pressure in this part of SE Cornwall, most holiday makers head for the coastal areas and the popular attractions in the central and western parts of the county. The village is too far away from the moorland areas to be attractive to many walkers. As we show above, the few holiday let premises in the village struggle to maintain viable booking levels. The introduction of seven new holiday lets would be highly detrimental to these existing businesses.

#### 4. It would increase parking pressure in the adjacent streets

The proposed plans include 44 spaces within the site. If one excludes the 10 spaces reserved in the undercroft parking for the holiday apartments, this leaves only 34 for the use of pub customers. The parking area as it currently exists has 53 spaces.

Policy 28 of the Cornwall Structure Plan suggests a maximum requirement of 69 parking spaces (given the floor space of the pub/restaurant). Whilst this is a maximum, not a minimum, a figure less than half that suggested number of spaces implies serious under-provision of parking.

Indeed, in the past when the pub has been busy, Fore Street has been extensively used by visitors to the pub. Fore Street is often fully occupied by resident parking (see the photo below taken **after** the pub was closed).



Consequently, pub customers and indeed residents often had to park as far away as Coombe Lane. Parking problems will be exacerbated by the completion of three housing units (two houses and an apartment) on the Old Bakery site opposite the pub. The plans for this development allow for only two on-site parking spaces but it is likely that five cars will be associated with the dwellings. In short, on street parking will not be available for pub customers in Fore Street, without severely inconveniencing residents.

The proposals include 10 parking spaces for the holiday lets in the (very low) undercroft garage. If each letting generates just one car this would be sufficient. However, that is very

unlikely and there is also a high probability that holiday makers would bring boats on trailers which would also need to be accommodated. Furthermore, experience of current parking patterns at Slipway Quay, which has a full-height undercroft parking area, indicates that users of such apartments do not drive past empty spaces on the quay but leave their cars in the outdoor car park. This would be especially likely given the low headroom of the proposed undercroft parking area.

The appellants have stated that of the 34 quayside parking spaces, two will be for disabled plus an additional disabled space in front of the pub in Fore Street - further restricting parking there. One will be allocated to the resident manager and one to a travelling member of staff. Since unemployment in Landulph is just five people, it is almost certain that most, if not all, full- and part-time staff will travel to the pub by car (there is public transport is available). It is likely that, when the pub is fully staffed at busy times, at least five staff cars will be in the car park. Should two or three spaces be occupied by holiday makers and five by staff, the 26 or 27 remaining spaces, including the two disabled spaces will be totally inadequate for the pub's clientele. This will turn away potential clients, thus helping to render the pub unviable.

On the occasions when the car park is flooded (the pub is in a high risk, zone 3 area), no cars will be able to park on site and will have to find space in Fore Street (already full) Coombe Lane (limited availability) or further afield.

## **5. It is inappropriate in Flood Zone 3 and fails the Sequential Test**

The quayside site for the proposed holiday apartments is not just at risk of flooding, but floods regularly during conjunctions of low barometric pressure and high tide. The photograph below shows one of these occasions when the quay flooded.



This site is in Flood Risk Zone 3 and, consequently, there are major restrictions on the structures that can be built there.

In para 4.5, PPS25 makes it clear that:

*The aim should be to keep **all development** out of medium and high flood risk areas (Flood Zones 2 and 3 and other areas affected by other sources of flooding) where possible.*

It is a requirement that, prior to submitting plans, a flood risk assessment and a sequential test must be undertaken, either by the applicant, or by the LPA.

The flood risk assessment produced by H2OK, on behalf of the applicants fails to adequately assess the history of flooding on this site. In annex E (para E3) the Planning Policy Statement 25 (PPS25) states that all development proposals must:

*“be supported with appropriate data, **including historical information on previous events.**”*

The historical information in the Flood Risk Assessment (para 4.3) accompanying the current application comprises a mere 14 words: *“It is known that the quay has been inundated with tidal water in the past”* - no mention of depth, frequency or any specific events. This is an inadequate response to the requirements for Flood Risk Assessments.

In both 2010 and in 2012, the Environment Agency has disputed the validity of the Sequential Test submitted by the applicant. They also see the pub and the holiday lets as two distinct aspects of the application when it came to issues related to flooding. In their final correspondence (14 June 2012) they state:

*“We would recommend that the redevelopment of the pub and the construction of the holiday lets should be disaggregated when applying the Sequential Test. **This is in accordance with Planning Inspectors’ decisions for other proposals, including some in Cornwall.**”*

The nature of the Sequential Test undertaken by the applicants **and** the response of the responsible Planning Officer are driven by the supposition that the holiday apartments are essential for the viability of the existing pub. As the applicants claim in their Flood Risk Sequential Test and Exception Test document (para 3.1.2):

*“The circumstances are, however, such that, in reality, it would not be wholly appropriate for the development proposals to be located on previously developed land elsewhere within the village of Cargreen given that the objective of the development proposals is to improve the viability of the existing pub/restaurant business.”*

The applicants also quoted para 4.18 of PPS25 guide as stating that: *“the area to apply the Sequential Test will be defined by local circumstances relating to the catchment area for the development.”*

What they failed to add was that paragraph 4.18 goes on to define local circumstances more tightly:

*... the area to apply the Sequential Test will be defined by local circumstances relating to the catchment area for the development. For some development this is clear, for example, a school, hospital or doctor's surgery. For others it may be identified from other local plan policies such as the need for affordable housing within a town centre, or that a specific area had been identified for regeneration. For example, where there are large areas in Flood Zones 2 and 3, and development is needed in those areas to sustain the existing community, sites outside them would not be reasonable alternatives.*

None of this applies to this particular application.

In his 5th September report to committee the Planning Officer stated (in para 9.25) that: *In considering this previous point, the previous case officer (considering the 2010 application) concluded that the search area supplied was sufficient given that the proposed holiday units were proposed to support the viability of the public house."*

As we outline above, we would dispute that the holiday apartments would help maintain or increase the viability of the pub and, if our views are correct then the Sequential Test has been undertaken in too restricted an area and is, therefore, invalid.

Furthermore, both the flood risk assessment and the Sequential Test were undertaken prior to the submission of the 2010 application. Whilst this time lag makes little difference for the flood risk assessment, it is of crucial importance for the validity of results from the 2010 Sequential Test. In 2010, it is arguable (if one accepts that the Sequential Test be limited to the areas of the village near the pub) that there were few suitable development sites available. However, between 2010 (when the Test was undertaken) and 2012 (when the current application was submitted) a development property adjacent to the site became available and was advertised for sale. This was pointed out to the Planning Officer by one of the objectors.

On 24<sup>th</sup> January 2012, the site of the old shop/old bakery on Fore Street was given planning permission for two 3-bedroom and one 1-bedroom dwellings. This site is directly opposite the pub and little more than a dozen paces from the pub door. Indeed, it is closer to the pub than the proposed holiday apartments.

When told of this site's availability, the applicant's agents responded that these were unsuitable because:

*"the Old Bakery proposals are for 3 units of residential accommodation (1x1 bed and 2x3 beds) with only 2 car park spaces."*

In this response, the agent ignored the fact that the applicants' proposed holiday apartment development also includes 1x1 and 2x3 bed apartments. Of course, in addition to the 2 dedicated car park spaces, there is space for 3 more cars on the road fronting the Old Bakery site.

In his report to committee (para 9.26) the Planning Officer claims that:

*In addition, the purpose of the application is to enable the reopening of the public house and the land of the application is within the owners' control".*

Clearly, to limit the Sequential Test to land already controlled/owned by the developer would make nonsense of the whole concept of the Sequential Test. On this basis, the Sequential Test failed.

Even if the sequential Test had been passed (which we dispute), the Exception test needs to be applied. Table D1 in appendix D of the PPS25 makes it clear that:

*The more vulnerable and essential infrastructure uses in Table D.2 should only be permitted in this zone if the Exception Test (see para. D.9) is passed.*

In para 4.1.4 of their document addressing flood risk, the applicants accept that holiday accommodation (interestingly, disaggregating this element of the proposals from the pub) are "more vulnerable", consequently the Exception Test would need to be applied.

PPS25 (para 19) makes the purpose of the Exception Test clear:

*The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight and the need for essential civil infrastructure to remain operational during floods.*

And in paragraph D9, the definition of sustainable development is further clarified:

*It must be demonstrated that the development provides wider sustainability benefits to the community that outweighs the flood risk."*

Our contention is that that there is an acceptable site outside Flood Zone 2 and 3 (ie the Old Bakery site), that the proposed development is not necessary for wider sustainable development reasons and that the holiday apartments would not provide wider sustainable benefits for the community.

## **6. It would severely reduce the amenity of neighbouring properties**

The huge physical scale of the development would overbear forebodingly upon its neighbours and have a detrimental impact on their amenity spaces. The proposed development would form a dominant mass when viewed from the gardens of Kalyan, Prideaux, Evergreen and Kilna and the Fishermen's Cottages in Hodders Way. It is larger in scale and denser than the previous proposal that was refused, with ridge heights reaching within 40 cm of the top of the 1st floor living room windows of the Hodders Way houses (0.5 m higher than in last submitted planning application), obstructing their amenity and outlook.

The front doors of the holiday accommodations would face the backs of the existing houses in Hodders Way and the back gardens of the cottages in lower Fore Street (Kalyan, Prideaux, Evergreen and Kilna) at a minimum distance of 7.3 m (not the 11 m suggested in the plans).

Visiting residents would be seen entering and exiting the holiday accommodations, head and shoulders, and higher, above the garden levels of the neighbouring properties. This would be an unacceptable intrusion upon their privacy.

Although still under review, the new Cornwall Local Plan's Strategic Policies do continue to reflect the existing Caradon Design Guidelines:

*"Where new development backs onto the rear of existing housing, existing residents are entitled to a greater degree of privacy. A minimum of 25 m between backs may be acceptable."*

The existing properties have no front gardens so this is their only private amenity space and the current staggered landscape and non-uniform shape of plots provide some privacy to each dwelling. Under the current design guidelines any doors and windows would have to contain frosted glass and be non-opening, so as not to be detrimental to existing neighbouring dwellers' amenity with noise and smells. The submitted plans do not specify non-opening windows.

The proposed dining area and manager's accommodation abut the border with Kalyan. The ridge height of this new structure will be 12.5m. Measuring from the AOD point, and given that the ground level of Kalyan is about 1 m lower than that of the houses in Hodders Way, the pub will form a physical border with Kalyan of 5.5 m (18 ft). Where the first holiday apartment faces the gardens of the houses in lower Fore Street, the ridge height is 14.6 m (48 ft). The gardens of the neighbouring cottages are very narrow at that point and so the proposed building would be overbearing on their amenity and outlook as well as blocking morning sunlight. The furthest directly facing garden is that of Kilna and this development is less than 21 m distant.

As it states in Cornwall Council's current Design Guide, proposals that have significant adverse impact on the living environment of neighbours should be refused.

Given the above concerns, we (120 residents of Landulph) would ask the Planning Inspectorate to reject the appellants' appeal against Cornwall Council's rejection of their application for the development of the Spaniard Inn site in Cargreen.

1. Alan Winrow, Kingsmill Barn, Landulph, Saltash PL12 6ND
2. Andrew Stone, Kilna, Fore Street, PL12 6PA
3. Andy Williams, Little Paddocks, Landulph PL12 6ND
4. Angela Hume, Woodrush, 4 Coombe Drive, Cargreen, Saltash PL12 6PD
5. Ann Moxley, March House, Cargreen, PL12 6PA
6. Anne Ashby, 21 Coombe Drive, Cargreen, Saltash PL12 6 PD
7. Anne Erskine, Riverhill House, Landulph, Saltash PL12 6ND
8. Annemarie Nathan, The Cottage, Cargreen PL12 6
9. Ben Boulton, 2 Braunds Cottages, Fore Street, Cargreen, Cornwall PL12 6PA
10. Bill Langdon, The Old School, Landulph Cross, Saltash PL12 6QQ
11. Carole Davis, 6 Coombe Drive, Cargreen, Saltash PL12 6PD
12. Charles Evans, Wayton House, Landulph, Saltash, PL12 6QQ

13. Chris Bowman, 3, Hodders Way, Cargreen, PL12 6NY
14. Christine Tompkins, Higher Gardeners Cottage, Pentillie Estate, PL12 6QD
15. Christina Evans, Wayton House, Landulph, Saltash PL12 6QQ
16. Christopher Page, 1 Coombe Drive, Cargreen PL12 6PD
17. Christopher Wyman, Collogget Barns, Landulph PL12 6ND
18. Colin Plumb, 9 Hodders Way, Cargreen PL12 6NY
19. David Allibone, The Hawthorns, Hill Gardens, Church Lane, Cargreen PL12 6 NS
20. David Bullivent, Wadavers, Church Lane, Cargreen PL12 6NS
21. David Ford, Springfield, Fore Street, Cargreen PL12 6PA
22. David Pirie, The Moorings, Cargreen PL12 6PA
23. David Ward, Kingsmill Farm Landulph, Saltash PL12 6ND
24. David Wozencroft, 15 Coombe Drive, Cargreen PL12 6PD
25. Denis Cronin, The Quillett, Church Lane, Cargreen, Saltash PL12 6NS
26. Derek Ashby, 21 Coombe Drive, Cargreen, Saltash PL12 6 PD
27. Di Neale, 21 Hodders Way, Cargreen, Cornwall PL12 6NY
28. Duncan Neale, 21 Hodders Way, Cargreen, Cornwall PL12 6NY
29. Eleanor Braund, The Beeches, Coombe Drive, Cargreen, PL12 6PD
30. Elizabeth Gawith, Ham Quay, Cargreen, Cornwall PL12 6PA
31. Esme Boulton, 2 Braunds Cottage, Fore St, Cargreen, Cornwall PL12 6PA
32. Euan Armstrong, Penyoke Mill, Cargreen PL12 6PA
33. Felicity Wyman, Colloggett Barns, Landulph PL12 6ND
34. Francesca Woodman, 2 Slipway Quay, Cargreen, PL12 6PA
35. Gaye Braund, Tamarind, Penyoke, Cargreen, PL12 6PA
36. Gill Taylor, 4 Coombe Lane, Cargreen PL12 6PB
37. Gina Watts, Lowena Coombe Lane PL12 6PB
38. Glenn Honey, Penyoke Lodge, Church Lane, Cargreen PL12 6NS
39. Graham Crane, The Boathouse, Cargreen PL12 6PA
40. Howard Brown, Evergreen Cottage, Cargreen. PL12 6PA
41. Ian Dunn, Quay Cottage, Salter Mill, Landulph, Saltash PL12 6QG.
42. Jack Bedbrook, Laxtons, Cargreen, Saltash PL12 6PA
43. James Hosking, Tamar View, Cargreen PL12 6PA
44. James Jermain, Tamarisk, Cargreen, Saltash, PL12 6PA
45. James Sheardown, Hillside Cottage, Cargreen. PL12 6PA
46. Jane Espig, Chenoweth, Cargreen, Saltash, Cornwall, PL12 6PA
47. Jane McRill, 7 Hodders Way, Cargreen, PL12 6NY
48. Janet Stone, Kilna, Fore Street, PL12 6PA
49. Jason Small, Two Hoots, Hill Gardens, Cargreen, Saltash PL12 6PF
50. Jennie Rayment, 6 Church Lane, Cargreen PL12 6NS
51. Jennifer Mary Hambly, Wayton Barn, Landulph, Saltash PL12 6QQ
52. Jim Davis, 6 Coombe Drive, Cargreen, Saltash PL12 6PD
53. John Hall, Landulph Rise, Landulph, Saltash, PL12 6NG
54. John Zamaria, Lane End Cottage, Cargreen PL12 6PA
55. Jonathan Paul Cook, Kalyan, Fore Street, Cargreen, PL12 6 PA
56. Julie Cronin, The Quillett, Church Lane, Cargreen, Saltash PL12 6NS
57. Juliet Donner, Evergreen Cottage, Cargreen. PL12 6PA
58. Karen Freeman, Rosehill, Fore Street, Cargreen, Saltash PL12 6NF
59. Karen Gilchrist, 8 Hodders Way, Cargreen, PL12 6NY

60. Keith Barker, 6, Hodders Way, Cargreen, PL12 6NY
61. Kim Munday, Jasmaurlin, Fore Street, Cargreen, PL12 6PA
62. Lesley Allibone, The Hawthorns, Hill Gardens, Church Lane, Cargreen PL12 6 NS
63. Lisa Lastharbour, Coombe Drive, Cargreen. PL12 6PD
64. Liz Dunn, Quay Cottage, Salter Mill, Landulph, Saltash PL12 6QG
65. Lucy Braund, Meadow Lodge, Coombe Lane, Cargreen, PL12 6PB
66. Marcia Pirie, The Moorings, Cargreen PL12 6PA
67. Margaret Honey, Penyoke Lodge, Church Lane, Cargreen PL12 6NS
68. Mark Mitchell, 7 Church Lane, Cargreen PL12 6NS
69. Martin Freeman, Rosehill, Fore Street, Cargreen, Saltash PL12 6NF
70. Martin Wilkes, Coombe Drive, Cargreen. PL12 6PD
71. Mary Braund, Meadow Lodge, Coombe Lane, Cargreen, PL12 6PB
72. Nicola Small, Two Hoots, Hill Gardens, Cargreen, Saltash, PL12 6PF
73. Nigel Johnson, 1 Slipway Quay, Cargreen, PL12 6PA
74. Nina Armstrong, Penyoke Mill, Cargreen PL12 6PA
75. Norman Watts, Lowena, Coombe Lane PL12 6PB
76. Pat Bishop, 4, Slipway Quay, Cargreen, PL12 6PA
77. Paul Jacobs, 3 Slipway Quay, Fore Street, Cargreen PL12 6PA
78. Penelope Robson, 5 Coombe Lane, Cargreen PL12 6PB
79. Penny Carlton, 12 Hodders Way, Cargreen, PL12 6NY
80. Penny Singleton, 1 Hodders Way, Cargreen, PL12 6NY
81. Peter Espig, Chenoweth, Cargreen, Saltash, Cornwall, PL12 6PA
82. Peter Hambly, Wayton Barn, Landulph, Saltash PL12 6QQ
83. Peter Soper, Tredean, Fore St, Cargreen, Cornwall PL12 6PA
84. Philip Braund, Meadow Lodge, Coombe Lane, Cargreen, PL12 6PB
85. Phillida Jermain, Tamarisk, Cargreen, Saltash, PL12 6PA
86. Pippa Clarke, Fernleigh, Cargreen, Cornwall PL12 6PA
87. Ray Moxley, March House, Cargreen, PL12 6PA
88. Rebecca Soper, I Braunds Cottages, Fore St., Cargreen PL12 6PA
89. Richard Bowman, 3, Hodders Way, Cargreen, PL12 6NY
90. Richard Hosking, Tamar View, Cargreen PL12 6PA
91. Richard Singleton, 1 Hodders Way, Cargreen, PL12 6NY
92. Richard Tompkins, Higher Gardeners Cottage, Pentillie Estate PL12 6QD
93. Richard Taylor, 4 Coombe Lane, Cargreen PL12 6PB
94. Roger Hume, Woodrush, 4 Coombe Drive, Cargreen, Saltash PL12 6PD
95. Rosalind Clough, Prideaux Cottage, Cargreen PL12 6PA
96. Sandra Plumb, 9 Hodders Way, Cargreen, Saltash PL12 6NY
97. Sandy Bell, The Boathouse, Cargreen PL12 6PA
98. Sarah Coryton, Tinnel Farm, Landulph, PL126QG
99. Sarah Hopcroft, 6 Coombe Lane, Cargreen, Cornwall PL12 6PB
100. Sheena Jacobs, 3 Slipway Quay, Fore Street, Cargreen, Saltash PL12 6PA
101. Sheila Hosking, Tamar View, Cargreen PL12 6PA
102. Steve Gilchrist, 8 Hodders Way, Cargreen, PL12 6NY
103. Sue Zamaria, Lane End Cottage, Cargreen PL12 6PA
104. Susan Hassan, Springfield, Fore Street, Cargreen PL12 6PA
105. Susan Soper, Tredean, Fore St. Cargreen, Cornwall PL12 6PA
106. Sylvia Bedbrook, Laxtons, Cargreen, Saltash PL12 6PA

107. Ted Coryton, Tinnel Farm, Landulph, PL126QG
108. Terry West, Wadavers, Church Lane, Cargreen PL12 6NS
109. Thelma Franklin, 10 Hodders Way, Cargreen, PL12 6NY
110. Tim Burns, Southwark, Fore Street, PL12 6PA
111. Tim Clarke, Fernleigh, Cargreen, Cornwall PL12 6PA
112. Tony Hopcroft, 6 Coombe Lane, Cargreen PL12 6PB
113. Tony Rayment, 6 Church Lane, Cargreen PL12 6NS
114. Trisha Langdon, The Old School, Landulph Cross, Saltash PL12 6QQ
115. Valerie Taplin, Kingsmill Farm Landulph, Saltash PL12 6ND
116. Veronica Evans, Wayton House, Landulph, Saltash PL12 6QQ
117. Vicky Williams, Little Paddocks, Landulph PL12 6ND
118. Wendy Barker, 6, Hodders Way, Cargreen, PL12 6NY
119. William Hosking, Tamar View, Cargreen PL12 6PA
120. Zoe Burns, Southwark, Fore Street, PL12 6PA

## Appendix

H&amp;P

## HUNTLEY &amp; PARTNERS

INDEPENDENT SPECIALIST BUSINESS AGENTS CHARTERED SURVEYORS AND VALUERS

61 NORTH HILL,  
PLYMOUTH  
DEVON PL4 8HB

N11BJH

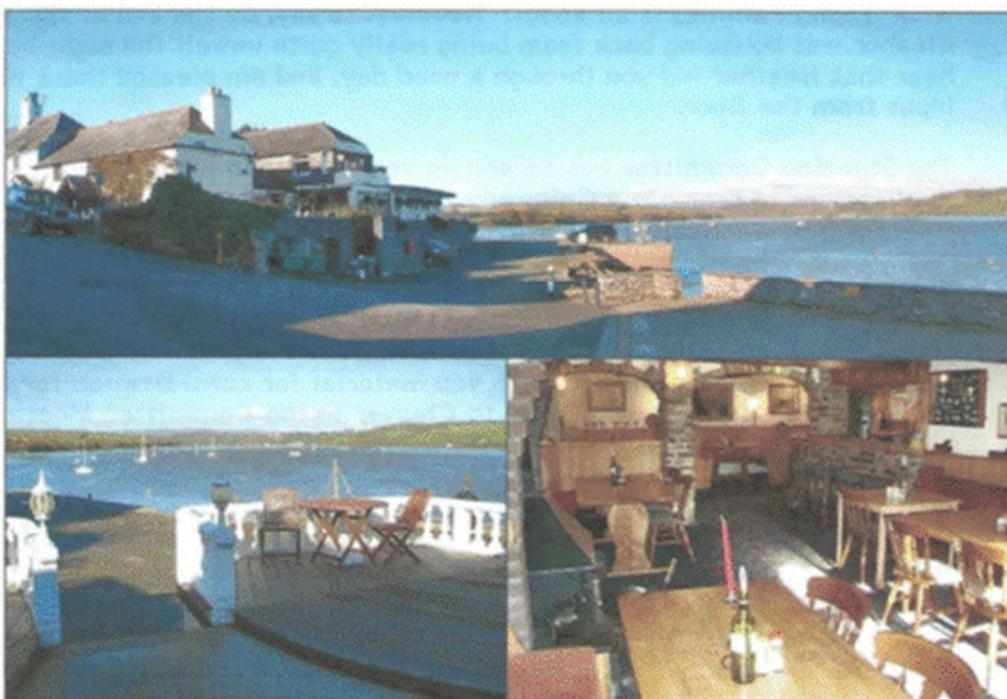
Ref No: L.145

tel: 01752 20 60 20  
fax: 01752 20 60 26e-mail:  
enquiries@huntleyandpartners.com  
Website:  
www.huntleyandpartners.com

## THE CROOKED SPANIARDS INN

CARGREEN, SALTASH, CORNWALL. PL12 6PA.

- \* Magnificent riverside Free House Inn approx. 350ft frontage to River Tamar.
- \* 3 bar areas plus extensive restaurant/functions suite (approx. 100 covers).
- \* Wedding Licence.
- \* Superb 2/3 bedroom apartment with views.
- \* Riverside patio, car park with H/W boat tie ups plus deep water moorings.
- \* T/O, under management, approx. £400,000 p.a. excl. VAT. Excellent profits.
- \* Available with new private Free of Tie Lease. Price £200,000 SAV.



The premises are offered subject to contract, availability and confirmation of details. The particulars do not form any part of any contract and whilst believed to be correct, no responsibility can be accepted for any errors. None of the statements contained in the particulars are to be relied upon as statements of fact, and intending purchasers or lessees must satisfy themselves by inspection or otherwise as to the correctness of these statements. The vendors or lessors do not make or give Huntley & Partners nor any person in their employment, any authority to make or give any representation or warranty whatsoever in relation to this property.



The Crooked Spaniards Inn is a famous and renowned Free House in what must be one of the most sought after waterside locations in the Plymouth commuter area. Situated on the banks of the River Tamar there are stunning views over the estuary and surrounding countryside from the bars, functions suite, patios and private accommodation. The village of Cargreen is itself highly sought after being within only some 30 minutes or so drive from the city of Plymouth and yet set amidst the wonderful Tamar Valley Conservation Area.

The Crooked Spaniards is best approached by taking the Saltash to Callington road (A388) and approximately 3 miles north of Saltash is a turning to the right indicating Cargreen and the Inn is to be found approximately 2-3 miles along this road. The Inn owes much of its success to its remarkable position and having a good local following from the nearby villages and neighbouring major centres of population as Callington, Tavistock, Saltash and Plymouth. Boating enthusiasts very often travel for an evening or lunch-time drink and meal from the many moorings around Saltash and indeed Plymouth's marinas and harbours, together with the thousands of holidaymakers visiting the area every year.

THE LEADING BUSINESS AGENTS, VALUERS, SURVEYORS & AUCTIONEERS IN  
DEVON, CORNWALL, DORSET, & SOMERSET

Although there have been recent extensions to the property, the original building is believed to date back to the sixteenth century with construction ranging from traditional stone under pitched roofs to more modern concrete block extensions. Not only is Cargreen a popular commuter village to Plymouth and other nearby towns which offers the potential for The Crooked Spaniards to retain an excellent profitability, but there is also the lifestyle which such a riverside location can offer. Being a Conservation Area Tamar Valley is famous not only for its fascinating history but also its wildlife and unspoilt natural beauty. The St. Mellion International Golf and Country Club is located within 3-4 miles of the property and is again another source of potential trade.

#### **THE ACCOMMODATION** (ALL DIMENSIONS APPROXIMATE)

**FRONT ENTRANCE LOBBY** With small service hatch to servery and access into the bar.

**THE LOUNGE BAR** 12.4m x 4.3m. A most attractive area with natural stone walls, exposed beam ceilings, comfortable range of bar furniture for some 50 covers partially arranged in alcoves, wall lighting, fully carpeted, darts area and big screen video projector and cast iron log burner with back boiler for partial heating system.

**THE SNUG BAR** 5.2m x 4.6m. With similar exposed beamed ceiling, part panelled walls, enormous stone fireplace and alcove furnishings for some 15 covers enjoying views over river.

**THE RIVERSIDE BAR** 4.8m x 4.5m. With similar range of bar furnishings, beamed ceiling, wall lights and views over river.

**CENTRAL BAR SERVERY** With service counters to all bars and comprehensively equipped with back bar display unit, full range of optics and stands, cash register tills linked to Epos system, display front bottle cooling cabinets, coffee machine, glass washer, ice-making machine and stainless steel sink unit etc.

**THE RIVERSIDE LOUNGE** 5.2m x 3.68m. With access from the side patio and car park, furnished with comfortable sofas, strip wood floor and wall mounted menu boards.

**NOTE:** All the aforementioned bars are interconnecting.

**DRAUGHT BEER CELLAR** Well equipped with complete top pressure beer raising equipment (free loan) and thermostatically controlled ceiling cooling unit etc.

**THE RIVERSIDE FUNCTIONS SUITE AND RESTAURANT** 21.5m x 9.3m max. A magnificently furnished and presented room with large picture windows overlooking the river, laid out in two levels and with range of traditional dining furniture for some 90 - 100 seated covers, carvery area, direct access into the kitchens, four pairs of double doors to riverside patios and **LADIES, GENTS AND DISABLED CLOAKROOMS.**

**BAR SERVERY** With security screens, back bar fitting and range of display shelves etc.

**BOILER ROOM** With oil-fired boiler providing heating for the functions suite and all hot water.

**MAIN KITCHENS** 9.1m x 4.1m. Comprehensively equipped with stainless steel clad walls, fluorescent lighting, stainless steel extraction canopy, range of stainless steel worktops, two stainless steel commercial sinks, commercial dish washer, six burner gas range, four burner gas range, twin deep-fat fryers, char grill, convection ovens, range of stainless steel refrigerators and freezers plus walk-in cold room.

**WINE STORE**

**FIRST FLOOR** Approached via self-contained access from the side patio leading to: -

**PRIVATE ACCOMMODATION** Comprising: -

**HALLWAY** With access to flat roof patio.

**LOUNGE** 6.8m x 4.8m. A spacious room with picture windows and opening doors onto riverside balcony offering extensive views.

**KITCHEN/DINER** With full range of base units.

**BEDROOM 1/OFFICE** A single-sized bedroom.

**BEDROOM 2** 4.7m x 3.5m.

**BEDROOM 3** 3.5m x 3.3m.

**BEDROOM 4** 4.9m x 4m.

**NOTE:** The first floor accommodation is served by a separate bulk gas-fired central heating system.

**OUTSIDE** To the side and rear of the bars are large patio areas set out with picnic style tables and chairs and particularly at the end of the functions area is a large patio, an area popular for wedding photographs etc. Below this patio is situated two large fuel stores. Below other patios are a walk in freezer room and bottle store. A substantial car park is situated along the river frontage for some 70 vehicles with a private slipway, tie ups for boats on the high tide (accessible by boats approximately 2 hours either side of high water), whilst just off shore are three customers' deep water moorings included with the business. We understand that there is a public right of way across the foreshore.

**SERVICES** We are advised that mains water and electricity are connected to the premises. Drainage is by way of a private system and bulk LPG gas is also installed.

#### **THE BUSINESS**

**TRADE** is that of a **FULLY LICENSED FREE HOUSE INN** with bar and catering facilities and substantial functions and wedding facilities. Our clients advised us that the premises hold a **WEDDING LICENCE**. The business is licensed from 11am until 11pm Monday to Saturday and until 10.30pm on Sunday. However, the business **TRADITIONALLY OPENS** from 11am until 3pm and 6pm until 11pm (10.30pm on Sunday). It is felt, however, that all-day opening would be in demand at weekends and especially during the long summer season.

Page 3. L.145

We were advised that the trading split amounts to approximately two thirds catering and one third wet sales due to the popularity not only of a comprehensive menu but also the idyllic location for private functions and weddings etc. A bar menu is currently offered with an average spend of approximately £10 per head, together with a specials board which includes a variety of seafoods, steaks, salads and vegetarian specialities with an average spend of some £15 - £20 per head. Weddings are currently charged at approximately £350 for the wedding ceremony and catering ranging from £25 - £35 per head. Wedding arrivals by boat have become particularly popular! For these charges the wedding party have exclusive use of the functions suite and main patio.

Until recently the business has been entirely run by a management team as our clients have other pressing business commitments. However, our clients are anxious to stress that if the business were operated by two full-time working proprietors then staffing levels would be significantly reduced to that of a management structure, with perhaps only part-time bar and waiting staff and full-time chef and possibly assistant chef.

Our clients have stated that **TURNOVER** for the last financial year, when run entirely under management, showed a figure of approximately £400,000, excluding VAT, and a **GROSS PROFIT MARGIN** of approximately 53%. Again, it is considered that this gross profit margin could be substantially improved upon by working proprietors. Full trading figures will be made available to serious prospective buyers once they have actually inspected the premises.

We understand that **WET AND DRY TRADE STOCKS AND BAR GLASSWARE** to be taken over at valuation upon completion should amount to approximately £8,000 - £10,000.

**TENURE** The premises are available with the benefit of a new ten year Lease with full repairing and insuring covenants, a commencing rental of £55,000 per annum, with provision for index-linked annual rent reviews with an overriding rent review every third year related to the property market, whichever is the higher. This Lease will be **FREE OF TRADING TIE**. The Lease is also to specifically exclude the renewal provisions of the Landlord and Tenant Act 1954 Part II.

**PRICE: LEASEHOLD £199,000 SAV**

**SOLE AGENT**

Unless otherwise stated all rental figures and asking prices quoted in the above details are exclusive of any Value Added Tax that might be applicable.

**VIEWING** Our clients require that **all viewings must be arranged by prior appointment through our offices**. Telephone now on **PLYMOUTH (01752) 20 60 20** (24hr answering service) when we will be pleased to make all your appointments for you, and bring you up-to-date with newly listed businesses.

**PROFESSIONAL SERVICES** We are also **Specialists in Valuations** for all purposes, **Rent Reviews, Lease Renewals, Rating, Compensation, Planning, Property Management and Auctions**. Contact our team of professionally **Qualified Surveyors, Valuers and Auctioneers** for all your requirements. Telephone us now on **PLYMOUTH (01752) 20 60 20** (24hr answering service).

**MORTGAGES** Contact our offices now for all your mortgage requirements. Plymouth (01752) 20 60 20.

#### **LOCATION MAP**

