

## **Pynes Farm, planning application 20/00621**

Since we made our original consultee comments on 22<sup>nd</sup> of May there have been additional or revised documents for this application, including further comments by Ide Parish Council:

### **27<sup>th</sup> July 2020 –**

We commented that the provision for affordable housing specified by TDC was to be welcomed

### **31<sup>st</sup> July 2020 –**

After inspecting the applicant's Transport Statement we wrote that we still had concerns over aspects of the proposed highway plan from a public safety and amenity plan.

We also re-iterated the need for the transport plan during development (deliveries of building materials etc) to avoid school run periods.

We pointed out that the proposed double yellow lines opposite the site would need to be extended some metres for safety reasons (visibility), but that any loss of parking spaces should be made good by the applicant (we pointed out that there was additional land belonging to the applicant at the end of the existing public car park)

Queried proposed road width of 3.5m as sufficient for public safety and amenity – D.O.T. guidelines are 4m for such a location.

The presence of reflective bollards is welcomed, but we agreed with the view of Teignbridge D.C. that there need to be more of them.

### **10<sup>th</sup> August 2020 –**

Asked the Planning Officer (James Clements) if the applicant had submitted a revised Carbon Reduction Plan (in our original comments we stated that the plan submitted by the applicant on 22<sup>nd</sup> of April was not fit for purpose).

Also re-iterated the need for the applicant to make good any loss of parking space, as per our original and later comments.

Full texts of the additional comments above can be found at the end of this document (appendix 1)

**Notable changes and additions to application plans, statements and reports since our original comments are:**

1. Revised design of inner courtyard area
2. Revised elevation plan for eastern edge of site (overlooking the meadow)
3. Arboricultural Statement now includes shade analysis, which establishes no undue shading plot 9
4. Re-design of car port roofing, in response to TDC Design and Heritage report.
5. TDC Housing statement specifying the affordable housing to be provided, and how it will operate.
6. TDC Biodiversity statement specifying the ecological considerations, and the mitigation measures required..
7. Revised Transport Plan, plus DCC Highways report/statement on the applicant's transport plan and other Highways considerations.
8. Revised Drainage Plan, in response to DCC report on drainage/flooding

## Details:

### 1. Revised design of courtyard area

#### Original Plan:



**revised site layout** – note open space with trees in ‘courtyard’ area rather than hedged lawns (TDC felt that such a design would better fit with the farm aspect of the site’s heritage)



## 2. Revised elevation plan for eastern edge of site (overlooking the meadow).

Original design:



Revised design (in response to TDC ( and IPC ? ) comments:



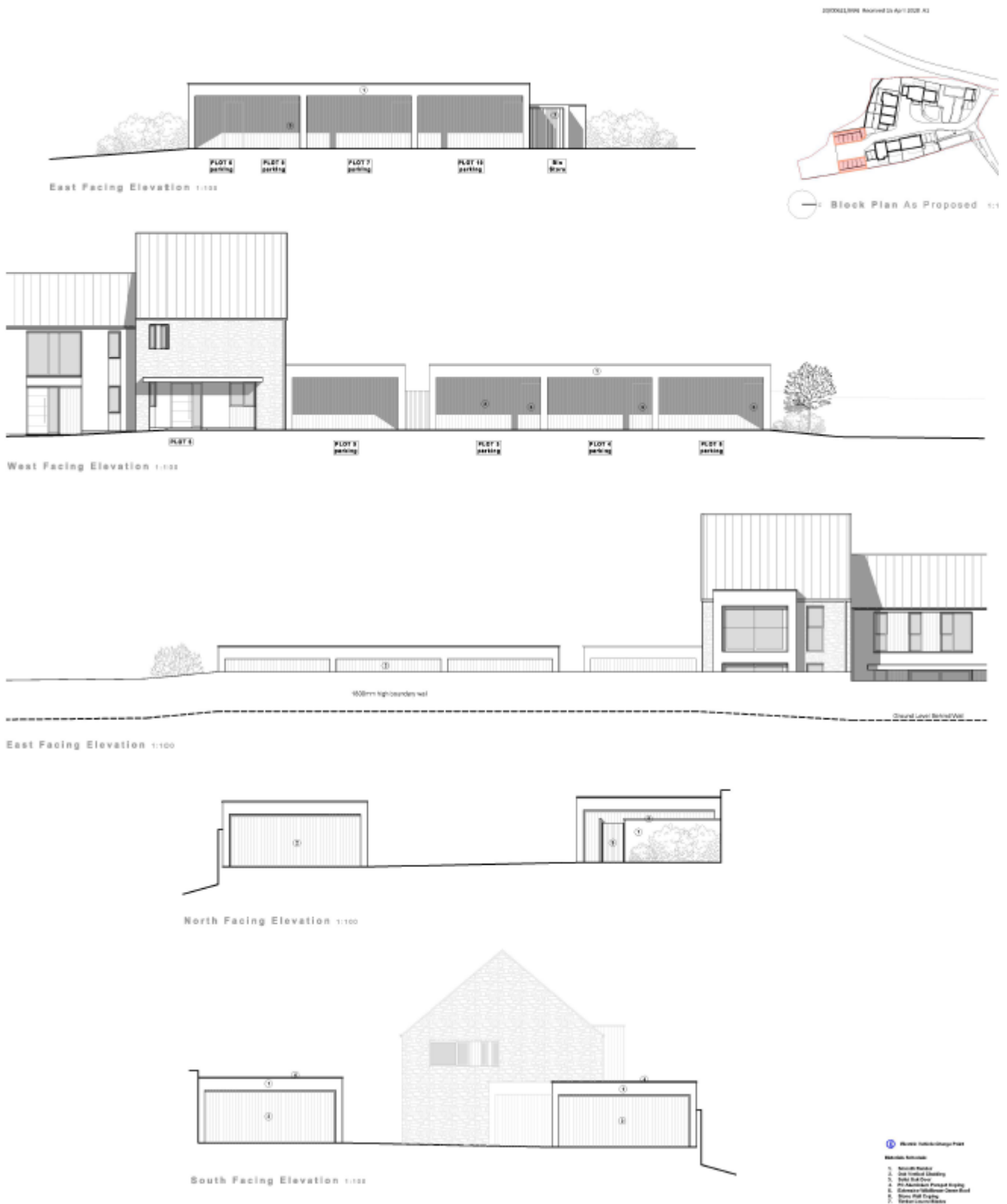
## 3. Revised Arboricultural Statement now includes shade analysis, which reports no undue shading plot 9

**applicant's agent report adds:** A shading analysis was undertaken to assess the impact of the tree on the house and garden. There will only be direct shade for 1 to 1.5 hours each afternoon (late PM). The general light levels on the site are very good due to the sites elevated location. The shading analysis proves conclusively that the tree will not unreasonably shade or dominate the nearest dwelling (plot 9).

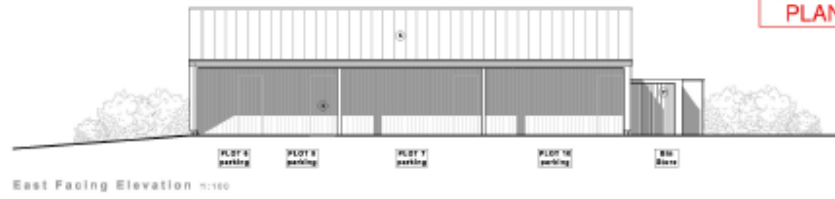
## 4. Car port roofing design

Original proposal was for flat roofs for car ports, revised to apexed roofs, TDC suggested otherwise.

**Original:**



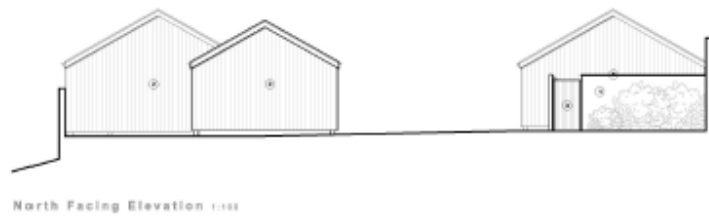
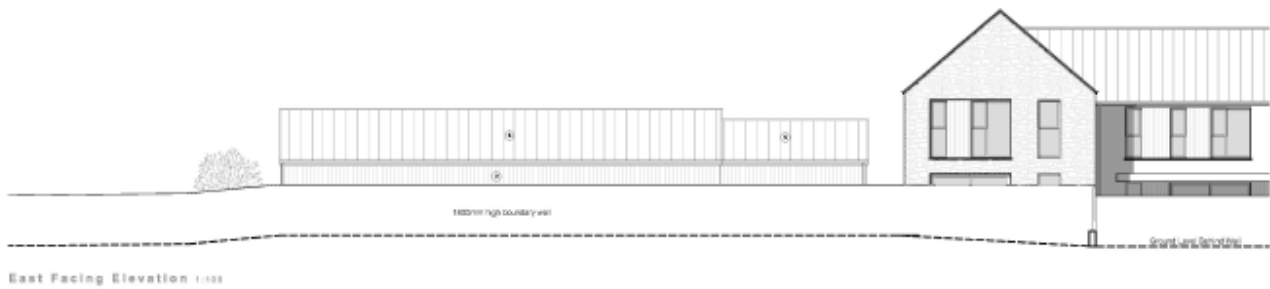
Revised:



REVISED  
PLAN

RECEIVED  
TOWNSHIPS DISTRICT COUNCIL  
PLANNING DEPARTMENT  
14 AUGUST 2020

20/00621/MA



- ② Electric Vehicle Charge Point
- Materials to include:
1. Woodland wall
  2. Red brick masonry
  3. Red brick
  4. Red brick masonry
  5. Red brick masonry
  6. Red brick masonry
  7. Red brick masonry

## 5. TDC Housing statement specifying the affordable housing provision required etc

The site is identified in the Neighbourhood Plan as suitable for residential development of up to 10 units. Currently the application form refers to two intermediate affordable units and the planning Statement corroborates this by referring to two affordable units.

In recognition of the lack of affordable rented housing in the village, given that all but two of the former Council rented dwellings have been sold through Right to Buy, the policy requirement is two **affordable rented** homes. These should be a mix of either 2 no. 2 beds or 1 no. 2 bed and 1 no. 3 bed affordable unit. They should be built to Nationally Described Space Standards (NDSS) and if two no. two bed affordable units are provided, at least one should be adequate for a four person household – e.g. more than 79 m2 with the required bedroom sizes as set out in NDSS.

The S106 must set out that the affordable homes will be two affordable rented units, provided on site and built to the size requirements above and include the requirement for the M4(2) Category 2 unit. The S106 should require the owner to submit an Affordable Housing Units layout and mix plan setting out the location, size in m2, layout and design of the affordable units and associated outside space and parking for approval in writing by the Council prior to commencement of development.

The S106 should specify that rents will be set at no more than 80% of market rents for the area and in any case no more than current Local Housing Allowance.

The local connection cascade for the affordable units will be as follows: Primary area – Ide parish; secondary areas – Holcombe Burnell, Dunchideok and Shillingford St George parishes; Tertiary area – whole of Teignbridge District; County – Devon.

The Housing Enabling team will support approval of this application provided that the S106 including these Affordable Housing clauses and terms is drafted and agreed by the relevant parties prior to the determination of this application.

Bryony Stevens MRICS, CIHCM, Housing Enabling Officer, 16th July 2020

## 6. TDC Biodiversity statement specifying the ecological considerations, and the mitigation measures required:

The works, including demolition, site/vegetation clearance, timber treatment and underfeltting, shall proceed in strict accordance with the precautions, measures and enhancements described in the Ecological Impact Assessment report (by Colmer Ecology, revised February 2020), including retention of bat roosts, creation of new greater horseshoe bat roost, erection of bird nest boxes and nest cups, installation of invertebrate bricks and creation of hedgehog holes.

REASON: For the benefit of legally protected bats, bat roosts, nesting birds and other wildlife.

No external lighting shall be installed on, or in association with, the development, including no street lighting, except for low-intensity, PIR motion-activated lights on a short timer (maximum 1 minute), sensitive to large objects only (to avoid triggering by bats or other wildlife). These shall be provided one per dwelling, mounted adjacent to the front door, at a height no greater than 1.9m from ground level, directed and cowed downwards and away from the site hedges and bat roosts. The bulbs shall produce narrow spectrum, low intensity, UV-free light, with a warm colour-temperature (3,000K or less) and a wavelength of 550nm or more.

REASON: For protection of legally protected light-sensitive bats and other wildlife.

REASON: To permit continued use of the site by light-sensitive bats and other wildlife.

Construction works shall commence at least 30 minutes after sunrise and cease at least 30 minutes before sunset each day during the active season of bats (i.e. from April to October inclusive). No lighting shall be left on over-night during the construction phase.

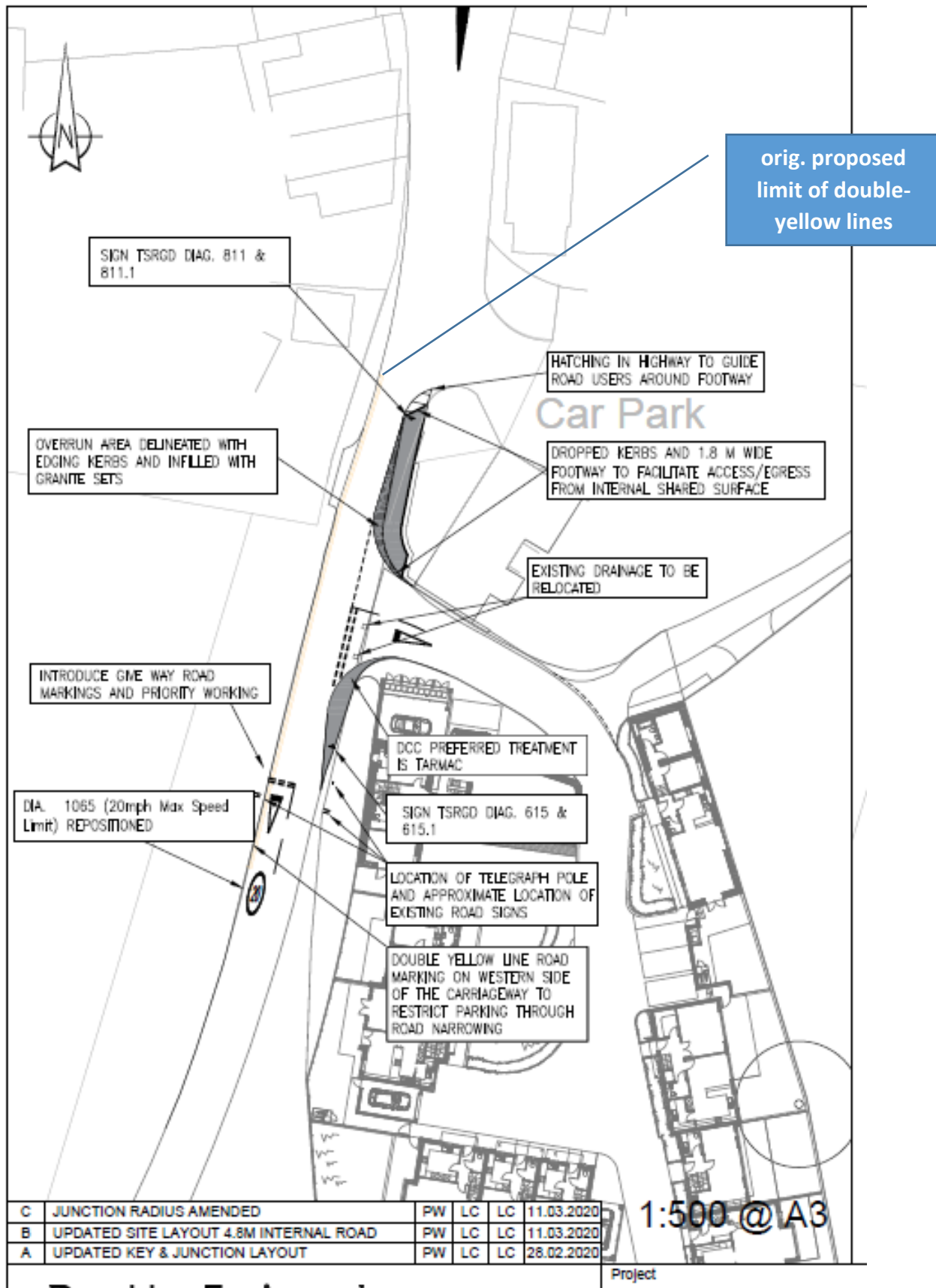
Mary Rush, Biodiversity Officer, Teignbridge District Council.

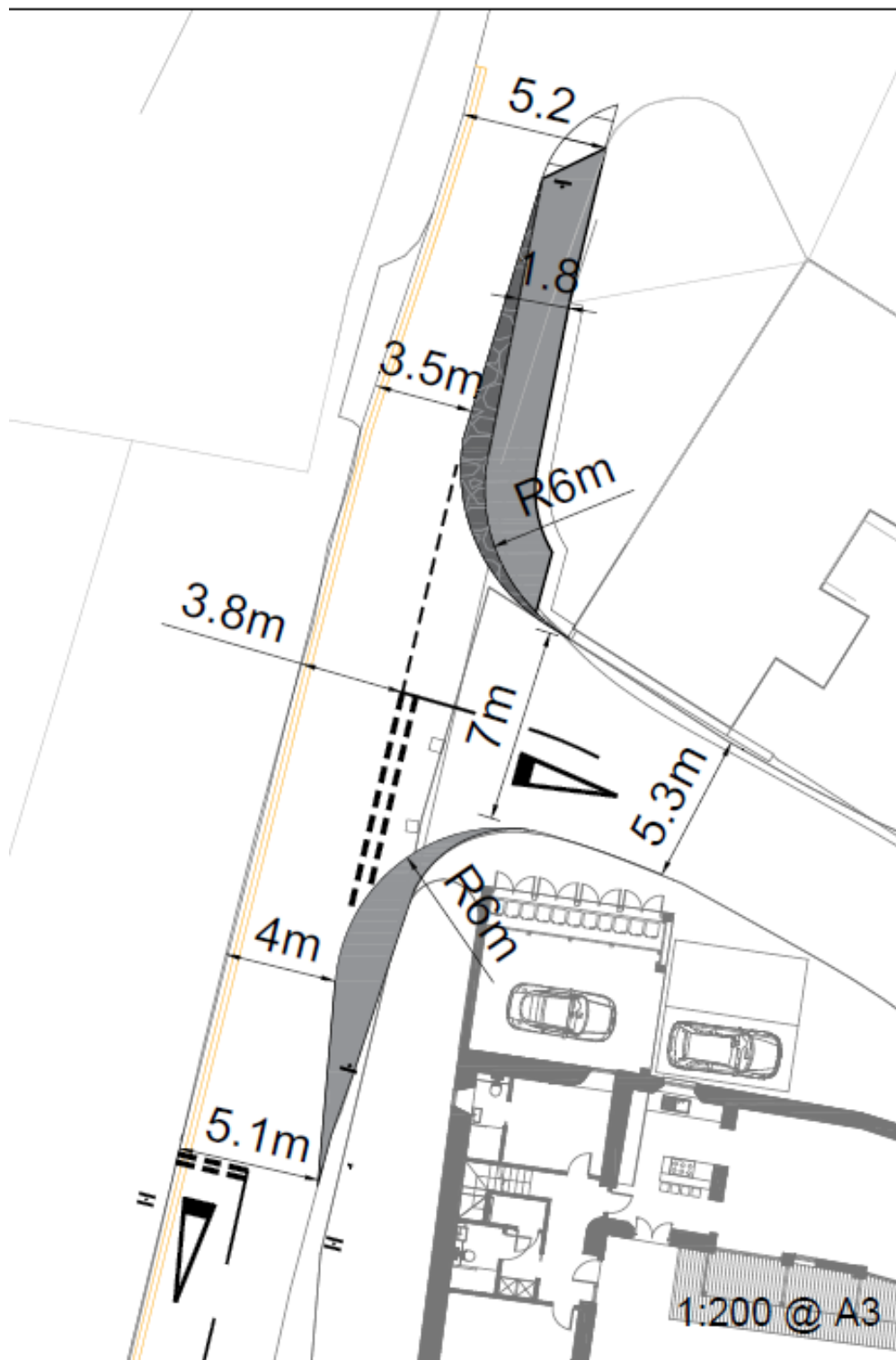


## 7. Revised transport / road layout plan:

Key elements - double yellow lines to extend further down road opposite site, replacement of granite overrun area (below entry/exit, on eastern side of road) with tarmac, lowering of garden wall below site entry/exit. We have already commented on the revised transport plan, as detailed at start of document.

### Original proposal:





# NOTES:

- 1.
- 2.

## PROPOSED SIGNS:



Sign diagram 811

**Priority over  
oncoming  
vehicles**

Sign diagram 811.1



Sign diagram 615.1

**Give way to  
oncoming  
vehicles**

Sign diagram 615.1

## KEY:



OVERRUN AREA GRANITE SETS



TARMAC



DOUBLE YELLOW LINE TRO



PROPOSED SIGNAGE



EXISTING SIGNAGE

1:200 @ A3

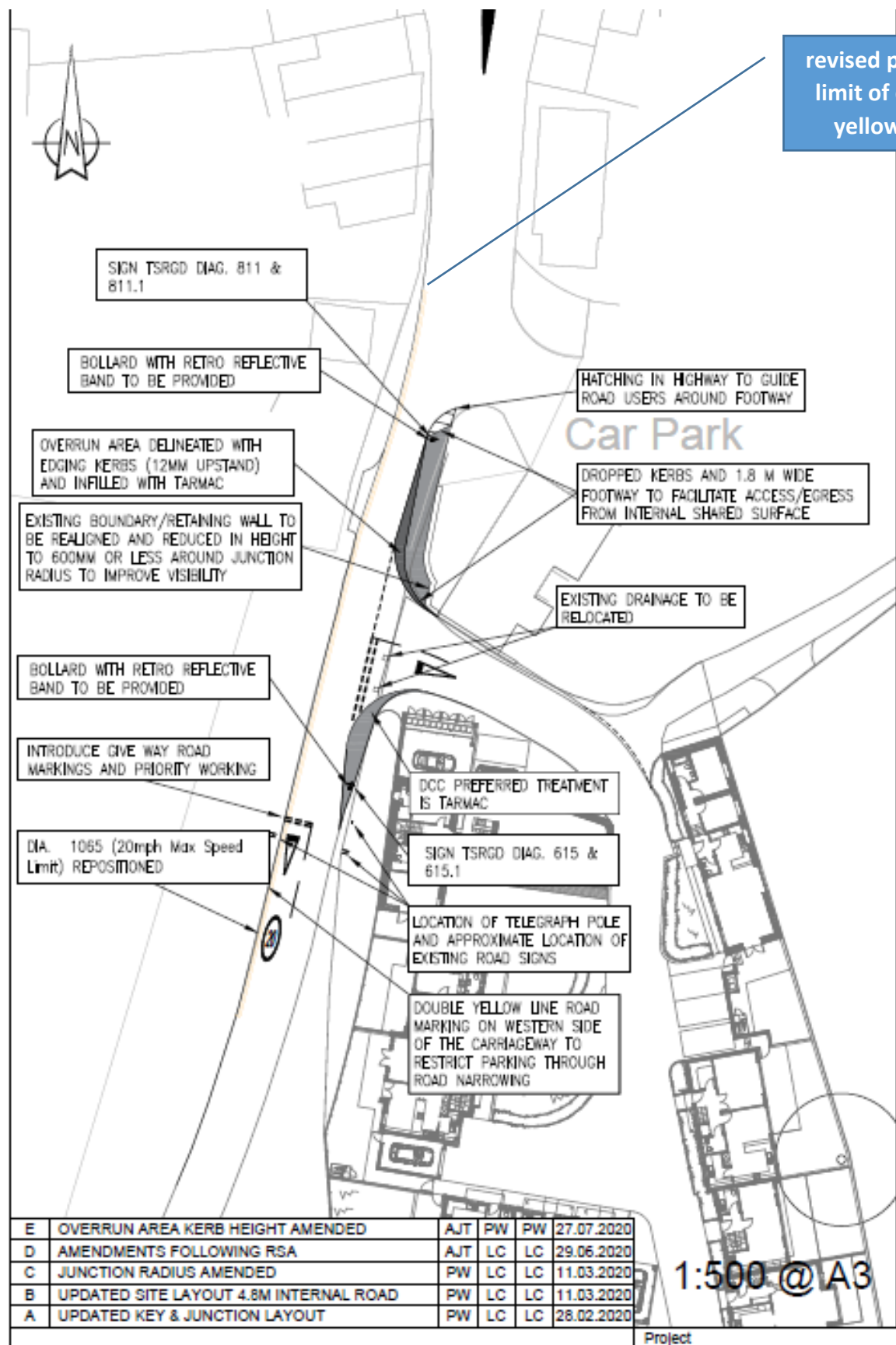
Pynes Farm, Ide

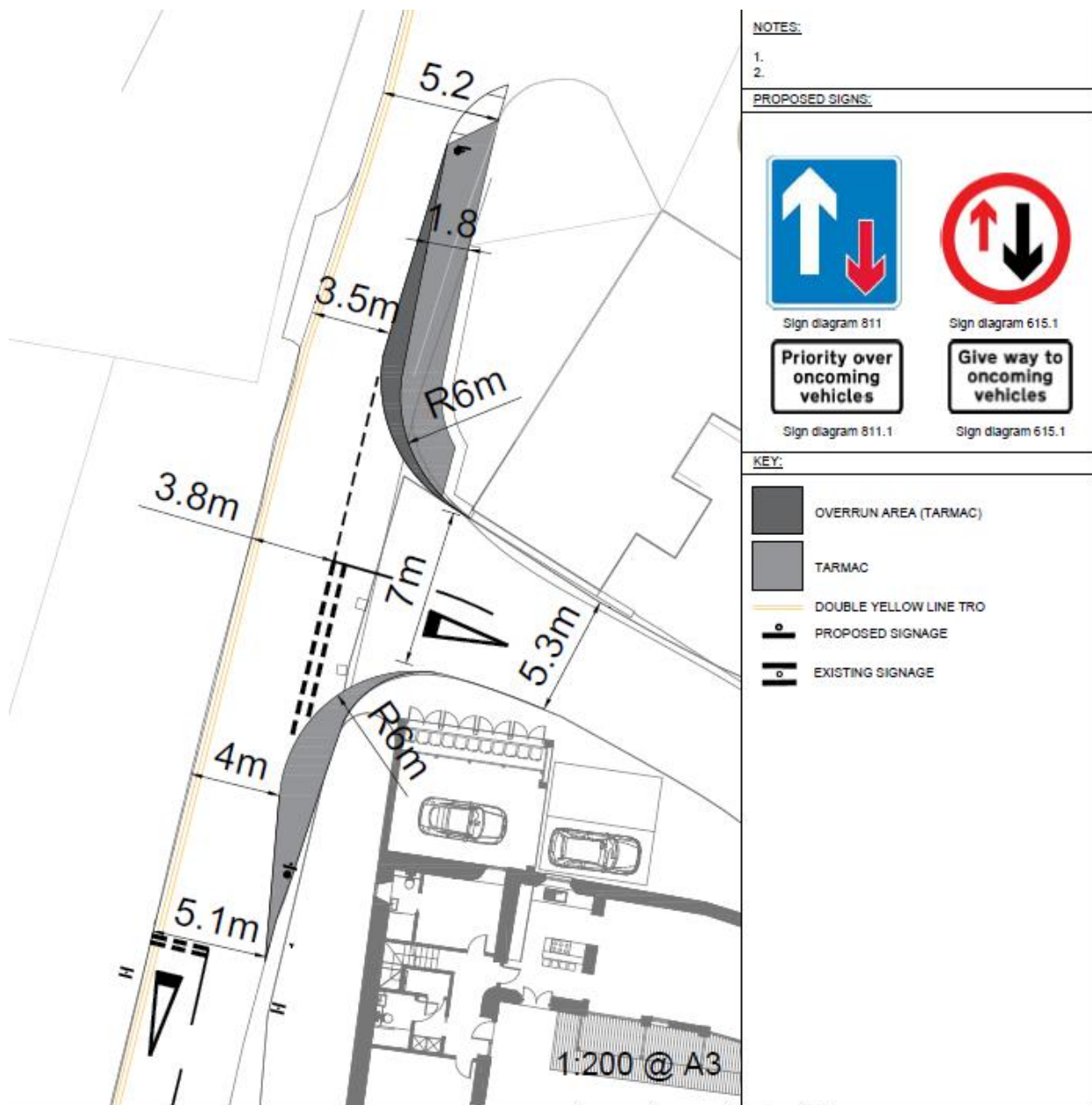
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Checked	LC	26.02.2020	Drawing Status	For information
Approved	LC	26.02.2020	Drawing No.	102632-SK-001
			Revision	C

Access With Buildout & Priority working



revised proposal:





### DCC Highways statement:

DCC Highways:

#### THE HEAD OF PLANNING, TRANSPORTATION AND ENVIRONMENT, ON BEHALF OF DEVON COUNTY COUNCIL, AS LOCAL HIGHWAY AUTHORITY,

1. Prior to commencement of any part of the site the Planning Authority shall have received and approved a Construction Management Plan (CMP) including:
  - (a) the timetable of the works;
  - (b) daily hours of construction;
  - (c) any road closure;
  - (d) hours during which delivery and construction traffic will travel to and from the site, with such vehicular movements being restricted to between 8:00am and 6pm Mondays to Fridays inc.; 9.00am to 1.00pm Saturdays, and no such vehicular movements taking place on Sundays and Bank/Public Holidays unless agreed by the planning Authority in advance;
  - (e) the number and sizes of vehicles visiting the site in connection with the development and the frequency of their visits;
  - (f) the compound/location where all building materials, finished or unfinished products, parts, crates, packing materials and waste will be stored during the demolition and

construction phases;  
(g) areas on-site where delivery vehicles and construction traffic will load or unload building materials, finished or unfinished products, parts, crates, packing materials and waste with confirmation that no construction traffic or delivery vehicles will park on the County highway for loading or unloading purposes, unless prior written agreement has been given by the Local Planning Authority;  
(h) hours during which no construction traffic will be present at the site;  
(i) the means of enclosure of the site during construction works; and  
(j) details of proposals to promote car sharing amongst construction staff in order to limit construction staff vehicles parking off-site  
(k) details of wheel washing facilities and obligations  
(l) The proposed route of all construction traffic exceeding 7.5 tonnes.  
(m) Details of the amount and location of construction worker parking.  
(n) Photographic evidence of the condition of adjacent public highway prior to commencement of any work;

## 8. Revised Drainage Plan, and comments from DCC on same.

Being a drainage expert is not something we should expect ourselves as parish councillors to be. However, reading this document I think I have surmised that the applicant now proposes moving from surface water run-off entering the 'existing public combined sewer system' to a 'proposed on-site drainage network'.

The revised Drainage Plan also adds: *5.6 Foul water will be discharged separately from surface water, to the nearby combined sewer within High Street.*

I don't feel able to comment in an informed fashion on the changes, but I do note that DCC now say: *"Our objection is withdrawn and we have no in-principle objections to the above planning application at this stage, assuming that the following pre-commencement planning conditions are imposed on any approved permission:"*

## Appendix 1:

Text of additional comments already supplied to TDC:

additional comments from IPC

**From:** pete bishop [  
**Sent:** 10 August 2020 10:27  
**To:** James Clements  
**Subject:** application 20/00621, pyne's farm, ide - carbon plan.

Dear James,

Has the applicant/agent supplied any updated carbon reduction plan?

Also, I note final transport plan from applicant's agent, but also note that this is not the 'detailed final plan'.

We would be grateful if the issue over lost parking spaces needing to be made good could be impressed upon the applicant, as no mention of this in their transport plan.

Best wishes

Pete Bishop,

Ide Parish Council

**From:** pete bishop

**Sent:** 31 July 2020 08:34

**To:** James Clements

**Subject:** 20/00621 pyne's farm ide, additional comments from Ide Parish Council

Hello James,

We have been looking at the revised info re: transportation plan for the entry exit around pyne's farm, and i have put comments in a pdf for the portal, but to save you needing to open document i have also pasted them into the tail of this email.

Before that however, i wonder if you can clarify something - DCC response uploaded 21st July seems to support the application in terms of transport, but the very final point in information for applicant states their plan doesn't conform with guidelines. As this isn't in recommendation section does this mean it's been approved by highways or not?

Best wishes

Pete Bishop,

Ide Parish Council

additional comments:

*Re: planning application 20/00621 Pyne's Farm housing development*

*We have noted and examined the revised transport plan. There are aspects which we feel are still not satisfactory from a safety and public amenity aspect.*

*The transport plan stated 8am as an acceptable time to begin deliveries. In our statutory consultee comments we stated the need for any transport plan for the delivery of building materials to take in to account that between 8.30 and 9am children are arriving at Ide School, and so asked that deliveries take place after 9am, and also that the 3pm to 4pm collection time is also taken into account. There is no parking at the school so children walk either from houses within the village or else from parking at the very top or very bottom of the village.*

*We note the extension of double yellow lines opposite and down from the entrance to the proposed development, and the view that these might need to be extended further down the village. Please can it be emphasised that we would expect any lost parking spaces made good by the applicant as parking is a thorny issue within the village.*

*We do not regard the proposed revised road width of 3.5m sufficient for safety- the resident opposite the farm entrance has contacted me to advise that this would not allow them safe entry and exit from their property. In addition, the route up through the village to Haldon and countryside is heavily used by recreational cyclist and there are concerns over lack of overtaking space. Regarding buses, have the bus firm who service the Ide and beyond route confirmed their agreement that 3.5m is acceptable ? Relevant to all the issues raised in this paragraph is our understanding that Department for Transport guidelines suggest 4m width for such a road as that concerned.*

*The presence of reflective bollards is welcomed, but we agree with the view of Teignbridge that there need to be more of them.*

27<sup>th</sup> july –

Dear Teignbridge District Council,

we would like to express our approval for the proposed affordable housing provision for this development within the village.

Pete Bishop,  
Ide Parish Council