

## **OBJECTION TO PROPOSED CHANGE OF USE TO TWO DWELLINGHOUSES AT BARKINGDON UNDER PLANNING APPLICATION 0106/25/POD.**

From: David Hendy

Date: 16<sup>th</sup> February 2025

[Superscripts denote page numbers. Pertinent text is highlighted with a yellow background.]

1. This submission objects to the proposed change from a business unit to two dwellings on the following grounds.

- Policy guidelines state that development in this type of area (Tier 4 - smaller villages, hamlets and the countryside) should only be supported if the principles of sustainable development are met.
- The site is surrounded by a road network which County Highways has described as woefully inadequate.
- An entry in the planning application form for the current application claims that road traffic will be reduced. Conversion of a business unit to two 3-bedroomed dwellings with 5 dedicated parking spaces for cars to support families commute to work, take any children to school, and pursue their leisure activities is likely to substantially increase local traffic rather than reduce it.
- The site is within half a mile of a village where recently constructed local housing exceeds the 5-year housing target.
- The development will be on an abandoned business park devoid of any other housing so will be isolated.
- On a housing development site within half a mile of the site on which planning permission is currently being sought, a road safety consult working for County Highways ignored traffic accidents involving personal injury beyond half a mile of the site and outside a five year window. On that site 14 new houses are currently being built.
- County Highways sanctioned the building of 9 new dwellings on another site within half a mile of the proposed development using the false argument that converting a set of largely-disused, dilapidated, rusty, galvanised sheds into nine dwellings would reduce road traffic on local roads. These 9 dwellings were newly completed this year and are in the process of being sold and occupied.
- Lastly, traffic from the 2 dwelling houses proposed in this application will be immediately forced to use additional roads which are narrow, twisty and dangerous as soon as this traffic meets the public highway.

The following paragraphs validate these issues by providing evidence. Further paragraphs go on to point out how the proposals in the application conflict with national, district and neighbourhood guidelines.

### **Residential development is in an area where this would generally not be supported**

2. In the Planning Officer's Report for converting an agricultural barn into two dwellings at Hillcroft (Planning Application 2104/23/FUL), which is less than half a mile from the proposed development site in this application, the following was stated. The development in this planning application lies within a Tier 4 area. Such a classification denotes smaller villages, hamlets, and the countryside, where development is usually only supported if the area meets the principles of sustainable development and sustainable communities (policy TTV1 of the JLP). The site is not somewhere where the principle of residential development would generally be supported. <sup>10</sup>.

### **Surrounding road network is woefully inadequate**

3. County Highways have described roads in the area to be woefully inadequate in terms of width when considering an application for the development of 9 houses at Whiteway Farm (Planning Application Ref: 50/2308/15/PNNEW, Officer report - 14/03/2018) <sup>11</sup>. Again, this site was less than half a mile from the site in question.

### **New housing within half a mile of Landscope already exceeds the indicative level deemed appropriate**

4. Twenty five new dwellings are currently being built within less than half a mile of Landscope. This is being done at 3 sites where 14 dwellings are being built at one site and 9 dwellings are being built at another. <sup>12</sup> Eleven of these 25 new dwellings are being built outside any village boundary. In all but 3 of the 33 villages listed in the Joint Local Plan for Plymouth and South West Devon (See Figure 5.8 in Paragraph 19), the planned number of new houses falls short of the indicative level deemed appropriate for the village setting. This was deduced by studying the Plymouth, South Hams & West Devon 5 Year Housing Supply Statement dated December 2022. The local roads surrounding Landscope were designed to cater for a small community. In view of how many new dwellings are being built in each of the 33 villages and how many new dwellings are being built within less than half a mile of Landscope, roads surrounding Landscope will see a percentage increase in traffic which is likely to be unusually high compared to that seen by roads surrounding other villages in Plymouth and South West Devon. Not only this but Landscope is in an area where roads are twisty and narrow and, as we will see in a following section, have a history of accidents which have caused personal injury.

### **The two new dwelling houses will be built at a location which is isolated**

5. This proposal will take place in an isolated rural location currently designated to be a business park. To the west of the development within a few metres there are buildings used to house and feed cattle. To the north there is a line of very tall leylandii trees. To the east there is a high perimeter wall which separates the business park from Barkingdon Manor and to the south there is open ground where business units used to stand before they were destroyed by a fire in May 2023. Beyond that open ground there is a recently built large house in its own grounds behind a fence which separates it from the business park.

### **Traffic accidents close to the proposed new dwellings have involved personal injury**

6. CrashMap shows the locations of accidents submitted by the police to the Department for Transport involving personal injury. Browsing the CrashMap webpage at <https://www.crashmap.co.uk/Search> within one mile of Woolston Green shows that 7 road accidents were recorded by police to involve injury in the eleven years from 2002 to 2012. This area encompasses the proposed development in Barkingdon Business Park and the nearby site where 14 dwellings are being built at Beara Farm. <sup>13,14</sup> Cambria Consulting were consulted by County Highways to assess road safety and in 2013 published a report which was included as an Application Document titled Transport Assessment in an application (1419/20/FUL) to construct 14 dwellings at Beara Farm. In the Officer Report South Hams District Council approved the application saying that the highway authority have no concerns. In the report provided by Cambria Consulting, Cambria Consulting showed a screenshot of Crashmap <sup>15</sup> which only looked at an area within half a mile of the development site at Beara Farm between the years 2013 and 2017. This ignored 2 accidents involving injury within that half mile radius which occurred in 2004 and 2008 and 5 accidents involving injury within a one mile radius which occurred in the years 2002, 2005, 2007, 2008 and 2012. These are the number of

accident injuries which were recorded by the police. The number of accidents which actually occurred involving injury is an unknown.

### **Converting a set of largely-disused, dilapidated, rusty, galvanised sheds into nine dwellings will not reduce road traffic**

7. Half a mile away at Whiteway Farm six dilapidated sheds have just been "converted" to 9 dwellings<sup>16</sup>. In 2017 four of these were found to be abandoned<sup>17,18</sup>. The County Highways Authority of Devon County Council implied in their report that there was HGV type traffic emerging from the site before the conversion started, that this traffic was significant, and its elimination would largely offset any increase in residential car traffic from the new site<sup>11</sup>. I have cycled the road outside the site on a frequent and regular basis since 2006 and I believe that I have good awareness of the traffic which was emerging from the site prior to conversion. I was not aware of any such HGV traffic and do not agree with that assessment. As such I believe that justification for sanctioning the conversion of these largely-disused, dilapidated, rusty, galvanised sheds used false argument.

### **Traffic emerging from the proposed dwellings will immediately enter onto roads which are narrow, twisty and dangerous**

8. The location of the proposed development site is serviced by narrow roads which on leaving the business park have the following issues. On turning left to Buckfastleigh, these roads are very poorly maintained, very muddy, very slippery with many blind bends. On turning right to Hillcroft, cars and service vans have to travel along a very narrow road frequently used by dog walkers who are required to squeeze against the hedge with their dog in between their legs because of a lack of any passing place for 240 metres. If this traffic turns up left to Memory Cross to avoid this 240 metre stretch, this traffic has to first negotiate a sharp 90 degree blind bend and then after about 50 yards a junction where houses on either side of the road block the sight of any oncoming faster-moving vehicles proceeding along the main access road into and out of Landscope.

### **Why I am motivated to object to this planning application**

9. I live in one of 5 barns the other side of the fence which separates the barns from the business park where the conversion of the business unit is proposed. I moved to this area 19 years ago largely because of its location in relation to other communities and my wish to start using my bicycle as my main mode of transport. Landscope is ideally situated to reach a number of villages for services by bicycle. These include Ashburton, Broadhempston, Totnes, Dartington and Buckfastleigh. I also used my bicycle to commute into Newton Abbot every day of the week from August 2006 for 6 months and then in 2007 on all days on which I did not work from home. Since January 2023 my wife and I have used our bicycles to do our weekly food shop in Totnes. My motivation for submitting this comment is that the level of development in the small isolated community in which we live and the resulting increase in traffic along the network of narrow country lanes is already threatening our safety when traveling these roads by bicycle.

# Conflicts with the National Planning Policy Framework published in December 2024

## 10. Paragraph 84 (Rural housing)

Planning policies and decisions should avoid the development of **isolated homes** in the countryside unless one or more of the following circumstances apply:

- a) there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside;
- b) the development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of heritage assets;
- c) the development would re-use redundant or disused buildings and enhance its immediate setting;
- d) the development would involve the subdivision of an existing residential building; or
- e) the design is of exceptional quality, in that it:
  - i. is truly outstanding, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and
  - ii. would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

None of these circumstances apply to what is being proposed in the application. Regarding Clause (c), construction of the building to be converted only took place between 2011 and 2016 based on my email correspondence and pictures which I took prior to its construction. This would imply that the recently built business unit is sound and suitable rather than redundant and disused. Regarding isolation, the nearest neighbour to this business unit are barns used to house and feed cattle.

## 11. Paragraph 89 (Supporting a prosperous rural economy)

Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings and **does not have an unacceptable impact on local roads.**

## 12. Paragraph 109 (Promoting sustainable transport)

Transport issues should be considered from the earliest stages of plan-making and development proposals, ... This should involve: ... c) **understanding and addressing the potential impacts of development on transport networks;** ...

## 13. Paragraph 129 (Achieving appropriate densities)

Planning policies and decisions should support development that makes efficient use of land, **taking into account:** ... c) the availability and capacity of infrastructure and services - both existing and proposed - as well as their potential for further improvement and **the scope to promote sustainable travel modes that limit future car use;** ...

# Conflicts with the Plymouth & South West Devon Joint Local Plan adopted in March 2019

## 14. Paragraph 3.6 (Spatial Strategy)

Strategic Objective 1 sets the overarching principles for meeting and distributing development and other needs within the Plan Area. It acknowledges the importance of taking a strategic and integrated approach to growth, **which reduces the need for travel and places sustainable development at the heart.**

## 15. Policy SPT2 (Sustainable linked neighbourhoods and sustainable rural communities)

The LPAs will apply the following principles of sustainable linked neighbourhoods and sustainable rural communities to guide how development and growth takes place in the Plan Area. Development should support the overall spatial strategy through the creation of neighbourhoods and communities which:

... **6. Are well served by public transport, walking and cycling opportunities** ...

## 16. Paragraph 5.11 (Strategy for Thriving Towns and Villages Policy Area)

Outside of the settlements and in the wider rural area, it is significantly more challenging to meet the requirements of sustainable development. **Paragraph 55 of the NPPF highlights that isolated homes in the countryside should be avoided, and only allowed where there are special circumstances. This is considered further in Policy TTV25..**

## 17. Paragraph 5.161 (Strategy for Thriving Towns and Villages Policy Area)

The JLP does not identify sites for development in the villages defined as being the Sustainable Villages. Rather, an approach is taken which aims to enable development to come forward in these villages which reflects their sustainability, and which will respond to local needs. In these locations, it is clearly important to strike a balance so that development maintains or improves the viability of the villages whilst also being of an **appropriate scale** and meeting the needs of local people. It is also important that any development in the Sustainable Villages also respects the character of the villages, and particularly of any landscape designations such as the AONBs.

## 18. Paragraph 5.163 (Strategy for Thriving Towns and Villages Policy Area)

It will be for neighbourhood plans themselves to determine which sites to bring forward for development, provided that they are consistent with the provisions of the JLP. To help identify a potential housing supply figure for the individual Sustainable Villages, and to provide some guidance for the **level of housing that might be appropriate in a village**, an indicative assessment has been made of the potential number of homes that are capable of coming forward through neighbourhood plans (the South Hams & West Devon Village Sustainability Assessment Framework', Feb 2017). This assessment is based upon factors such as the level of services and facilities available in each settlement, the accessibility of larger settlements, the quality of digital communications, and the availability of sites in the SHLAA. These indicative housing figures are set out in **Figure 5.8.**

## 19. Paragraph 5.164 (Strategy for Thriving Towns and Villages Policy Area)

The indicative housing figures should be used to inform neighbourhood plan or development plan-led development throughout the TTV policy area. Commitments and completions within sustainable villages prior to the end of March 2017 are not considered to make a contribution to the indicative figures, as these have already been counted within the JLP housing supply figures. The figures should be interpreted locally, applying constraints and opportunities. It is therefore understood that some neighbourhood plans may deliver more or less than indicated where **justified by the appropriate level of evidence.** The LPAs will keep under review the number of new homes coming forward in the Sustainable Villages over the life of the JLP. If monitoring shows that Neighbourhood Plans are not bringing forward allocations to support Policy TTV25, the LPAs will consider undertaking informal planning studies to identify new site

opportunities that can be built in to the next review of the JLP.

**Figure 5.8. Indicative Levels of New Housing in Sustainable Villages**

Villages able to accommodate around 30 dwellings each	Blackawton, East Allington, Harbertonford, Marlton, Sparkwell, Ugborough, Bridestowe, Exbourne, Lewdown, Spreyton
Villages able to accommodate around 20 dwellings each	Berry Pomeroy, Ermington, Halwell, Harberton, Lee Mill, Staverton, Woolston Green, Bratton Clovelly, Highampton, Lamerton, Milton Abbot, Northlew, Sampford Courtenay
Villages able to accommodate around 10 dwellings each	Lee Moor, Morleigh, Rattery, Wotter, Broadwoodkelly, Folly Gate, Grenofen, Inwardleigh, Monkokehampton, Stowford

20. **Strategic Objective SO10** (Maintaining a naturally beautiful and thriving countryside)  
To protect, conserve and enhance the natural beauty of South West Devon's countryside, and **to avoid the creation of new homes development in unsustainable or inappropriate locations.**
  1. Delivering new homes only in areas where there is an identified local need.
  2. Protecting and managing the landscape.
  3. **Contributing to carbon reduction measures by reducing the need to travel.**
  4. Delivering digital connectivity that supports diversity and innovation in the rural economy.
  5. Responding positively to rural travel patterns through innovation and investment.
  6. Strengthening links between our rural settlements and the surrounding landscapes.
21. **Policy TTV26** (Development in the countryside)  
The LPAs will protect the special characteristics and role of the countryside. The following provisions will apply to the consideration of development proposals:
  1. **Isolated development in the countryside will be avoided** and only permitted in exceptional circumstances, such as where it would:
    - i. Meet an essential need for a rural worker to live permanently at or near their place of work in the countryside and maintain that role for the development in perpetuity; or
    - ii. Secure the long term future and viable use of a significant heritage asset; or
    - iii. Secure the re-use of **redundant or disused buildings** and brownfield sites for an appropriate use; or
    - iv. Secure a development of truly outstanding or innovative sustainability and design, which helps to raise standards of design more generally in the rural area, significantly enhances its immediate setting, and is sensitive to the defining characteristics of the local area; or
    - v. Protect or enhance the character of historic assets and their settings.
22. **Paragraph 5.168** (Strategy for Thriving Towns and Villages Policy Area)  
Policy TTV26 provides a policy framework for guiding development within the countryside. It needs to be read alongside other policies of the plan, and especially **Policies SPT2 and TTV2 on sustainable communities** and rural sustainability and development policies in Section 6 which deal with matters such as rural diversification, AONBs and the natural environment.
23. **Paragraph 5.169** (Strategy for Thriving Towns and Villages Policy Area)  
It is acknowledged that even in small rural settlements some limited organic growth may be appropriate and may assist in providing homes and facilities meeting local needs, although the **delivery of new homes that are distant from existing services and amenities do not represent a sustainable solution** to the need for new homes in rural areas. The policy therefore provides the criteria that need to be met before a development proposal can be supported in the countryside, including the provisions required for the **re-use of existing buildings in the countryside**, as well as Rural Exception Sites and Village Housing Initiative

provisions in relation to housing and employment development adjoining a settlement. These provisions will be amplified as appropriate through the Thriving Towns and Villages SPD and neighbourhood plans. The approach to managing change in the rural areas needs not only to provide adequate protection for the countryside, but will also reinforce the permissive criteria for sites that can be considered sustainable within and adjoining sustainable settlements.

24. **Policy DEV29** (Specific provisions relating to transport)

Development will be required to contribute positively to the achievement of a high quality, effective and safe transport system in the Plan Area. It will promote sustainable transport choices and facilitate sustainable growth that respects the natural and historic environment. Development proposals should therefore, where appropriate:

**1. Consider the impact of development on the wider transport network.**

2. Provide safe and satisfactory traffic movement and vehicular access to and within the site.
3. Ensure sufficient provision and management of car parking in order to protect the amenity of surrounding residential areas and ensure safety of the highway network.
4. Limit / control the overall level of car parking provision at employment, retail and other destination locations.
5. Provide for high quality, safe and convenient facilities for walking, cycling, public transport and zero emission vehicles.
6. Mitigate the environmental impacts of transport, including impacts on air quality, noise pollution, landscape character and the quality and distinctiveness of urban and rural environments.
7. Incorporate travel planning, including Personalised Travel Planning (PTP), which helps to maximise the use of sustainable transport in relation to the travel demands generated by the development and limit the impact of the development on the road network.
8. Ensure that access and infrastructure delivered as part of the development meets the need for walking, cycling and public transport connectivity both within the development and in the wider area alongside supporting place-shaping objectives.

**9. Contribute to meeting the wider strategic transport infrastructure needs generated by the cumulative impact of development in the area.**

**10. Locate new homes in locations that can enable safe, secure walking, cycling and public transport access to local services and amenities.**

25. **Paragraph 6.112** (Development policies)

In accordance with the National Planning Policy Framework the **transport proposals supporting this plan are being developed such that the system is balanced in favour of sustainable travel** giving people a real choice about how they travel with consideration being given to both the physical transport infrastructure needed to deliver a high quality, effective and **safe transport system** and the complementary behavioural change schemes.

# Conflicts with the Staverton Parish Neighbourhood Plan dated February 2024

## 26. **POLICY SNP5** (AFFORDABLE HOUSING AND SINGLE PLOT EXCEPTION SITES)

1. The provision of affordable homes on a suitable exception site or sites in the parish will be particularly welcomed where the site has been brought forward by a local community group or Community Land Trust and has the clear support of the local community.
2. In accordance with JLP policy a maximum of 40% of the dwellings may be market homes if necessary to attain viability.
3. Single plot exception sites will be welcomed in line with the provisions of JLP policy TTV27, providing the following criteria can be met:
  - a) the applicant is able to demonstrate that:
    - I. they require affordable housing and have a strong local connection and need to live within the settlement where the site is proposed;
    - II. there are no other reasonable options which address their housing needs, having regard to the availability of low-cost housing options within any other nearby settlements; and existing or planned rural exception schemes; and
    - III. their need cannot be met through affordable housing provided in any other way;
  - b) the site is well related to the built form of a settlement and has permanent and substantial buildings on at least one side;**
  - c) it will not result in development in an isolated location;**
  - d) the dwelling will remain affordable in perpetuity through a percentage reduction on market value agreed local agreement;
  - e) the site area, including any access arrangements, is no more than 0.1 ha;

## 27. **Paragraph 8.2** (Travel and transport)

For the most part the parish is criss-crossed by minor roads and narrow country lanes, with major roads running close to the parish boundaries. There are significant pinch points, particularly at the ancient single-track Staverton Bridge. For the most part the network is able to accommodate the volumes of traffic using it, although some parts can suffer **minor congestion**, especially in the holiday season and at the beginning and end of the school day in the vicinity of our local schools.

## 28. **Paragraph 8.3** (Travel and transport)

**New development should be located so as not to exacerbate these difficulties and should take opportunities to improve safety, alleviate congestion and enhance connectivity wherever possible, particularly for pedestrians and cyclists.**

## 29. **POLICY SNP13** (TRAVEL AND TRANSPORT)

- 1. New development will be required to ensure it is safe and encourages access by walking and cycling and will maintain or improve highway safety, make appropriate provision for pedestrians and cyclists, and include provision for cycle facilities and car parking consistent with the guidance and standards set out in the JLP's SPD.**
2. Proposals which integrate and connect well with social, community and green infrastructure will be welcomed.
3. Wherever appropriate and directly related to the development, proposals are also encouraged to:
  - a. include improvements to local footpaths, cycle-paths (including the National Cycle Network) and green lanes,
  - b. maintain or enhance local public and community transport services,
  - c. incorporate electric car charging points, and



d. assist in the reduction of traffic speeds in the villages.

## ANALYSIS

### Principle of Development/Sustainability:

The site is in the countryside, and lies within tier 4 of the settlement hierarchy as outlined in policy TTV1 of the Joint Local Plan (JLP).

Tier 4 is named as smaller villages, hamlets, and the countryside, where development is usually supported if it meets the principles of sustainable development and sustainable communities (policy TTV1 of the JLP).

One objection goes into great detail about the unsustainable location of the site, and the need to occupants to be reliant on a car due to the road network and lack of suitability for cycling. This is correct, and the site is not somewhere where the principle of residential development would generally be supported. However, Officers must acknowledge that prior approval has previously been granted for conversion of the buildings to two dwellings under Part 3, Class Q of the General Permitted Development Order 2015 (as amended) (application reference 4220/20/PDM).

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**Planning Application:**

2104/23/FUL

**Document name:**

Officer Report

## PLANNING APPLICATION REPORT

**Case Officer:** Ben Gilpin

**Parish:** Staverton

**Application No:** 50/2308/15/PNNEW

**Agent/Applicant:**

James Wells Planning Ltd  
Top Floor Unit  
2 Western Hangar  
Lawrence Road  
Mount Batten  
Plymouth  
PL9 9SJ

**Applicant:**

Mrs K James  
c/o agent

**Site Address:** Whiteways Farm, Staverton, Totnes, TQ9 6AL

**Development:** Prior approval for change of use from storage or distribution (Class B8) and any land within its curtilage to 9no. dwellinghouse (Class C3)

**Recommendation:**

Prior Approval Not Required

- County Highways Authority

No objection:

*Whilst the direct vehicle access to the site is reasonable from a safety perspective, the roads leading to the site are woefully inadequate in width terms. I have interrogated TRICS and a standalone B8 distribution use class generates 1.3 trips per 100m<sup>2</sup> of GFA. Looking at the proposed layout it appears that the total GFA change of use to residential is 1612m<sup>2</sup>. So the existing site would have generated around 21 trips per day. A dwelling generates around 5 daily vehicle movements per day according to TRICS so 9 dwellings would be a total of around 45 two way trips per day. This leave a net increase of around 24 daily vehicle trips. I must have regard to the benefits the proposals would have in terms of reduced HGV movements to and from the site, should the buildings be converted. I think at appeal it would be argued there would be a significant reduction in HGV type traffic. Based on this the Highway Authority would be wise to accept an increase in residential car size traffic in exchange for the reduced HGV movements.*

*24 two way trips does not seem an unreasonable increase noting that equates to a worst case of an extra 2-3 vehicles in the peak hours/ day. I note there is reasonable forward visibility for drivers getting to and from the site so whilst the roads are narrow, drivers can drive to the conditions and if needs be reverse to safe passing spaces should they meet oncoming cars.*

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**Planning Application:**

50/2308/15/PNNEW

**Document name:**

Officer Report

## Details

**Planning Application Ref:** 0146/18/FUL

**Applicant Name:** ATA Estates (Staverton) LLP

**Description:** Works to convert 8 storage buildings to 8 dwellings pursuant to Town and Country Planning (General Permitted Development)(England) Order 2015, Schedule 2, Part 3 Class P Prior Notification (50/2308/15/PNNEW)

**Address:** Whiteway Farm Staverton Totnes TQ9 6AL

**Officer Name:** Kate Cantwell

**Application Date:** 22 January 2018

**Target Determination Date:** 19 March 2018

**Agent Name:** Mr Mark Evans

**Decision Date:** 23 December 2019

**Conditional Approval**

## Details

**Planning Application Ref:** 1938/23/FUL

**Applicant Name:** Mr Tom Pratt - ATA Estates (Staverton) LLP

**Description:** Subdivision of unit 6 (approved under planning consent 0146/18/FUL) into unit 6a & 6b

**Address:** Unit 6, Whiteways Farm Staverton TQ9 6AL

**Officer Name:** James Gellini

[Comment on this application](#)

**Application within consultation/publicity period**

**Application Date:** 05 June 2023

**Target Determination Date:** 31 July 2023

## Details

**Planning Application Ref:** 1419/20/FUL

**Applicant Name:** Mr A Abrams - Landscope Eden Ltd

**Description:** READVERTISEMENT (revised plans received) Demolition of existing concrete barn and construction of fourteen dwellings including five for shared ownership/affordable rent (resubmission of 2176/18/FUL)

**Address:** Land West of Beara Farm Woolston Green Landscope

**Officer Name:** Jacqueline Houslander

**Application Date:** 02 June 2020

**Target Determination Date:** 22 December 2021

**Agent Name:** Mr Michael Drake - Eden Land Planning Ltd

**Decision Date:** 23 December 2021

**Conditional Approval**

## Details

**Planning Application Ref:** 2104/23/FUL

**Applicant Name:** Veale

**Description:** Works to convert agricultural barn to form two dwellings (resubmission of 1022/23/FUL)

**Address:** Hillcroft Memory Cross To Fursdon Cross Staverton Devon TQ9 6AL

**Officer Name:** PI Officer

**Agent Name:** Mr Christopher Stacey - Christopher Stacey Architecture

[Comment on this application](#)

**Application within consultation/publicity period**

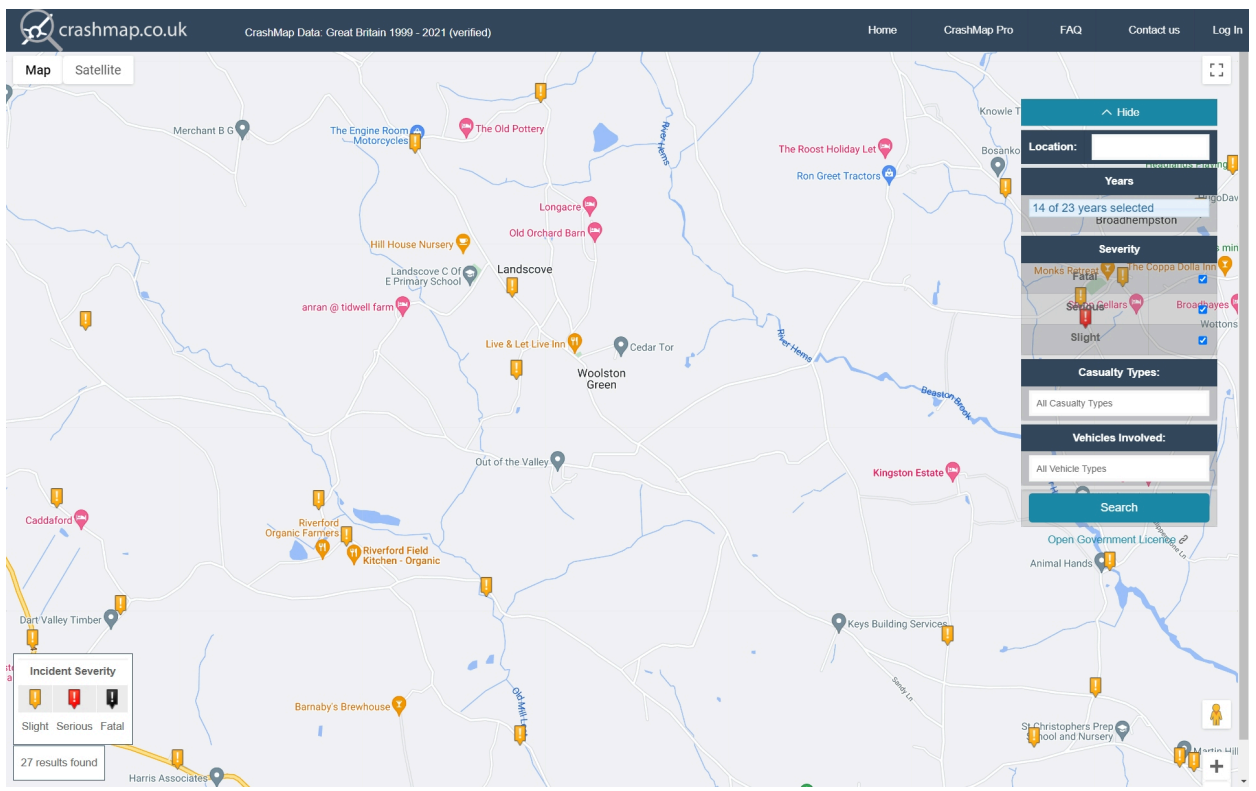
**Application Date:** 26 June 2023

**Target Determination Date:** 21 August 2023

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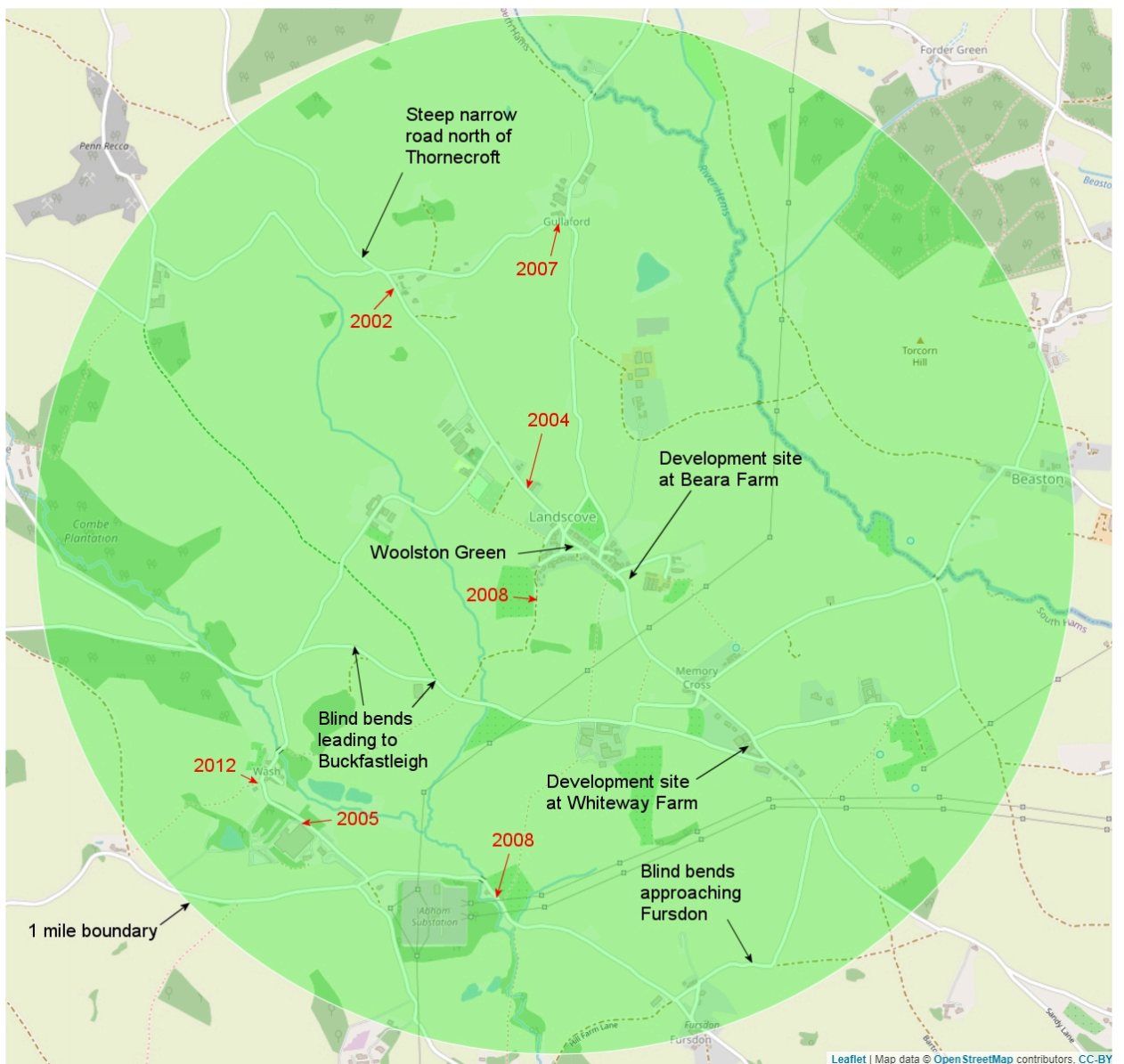
**Title:** Planning application details for developments at which planning permission has been granted for 25 new dwellings and for sites at which work has begun

**Source:** <https://apps.southhams.gov.uk/PlanningSearchMVC/>



**Title:** Accidents involving personal injury surrounding Woolston Green illustrated by CrashMap

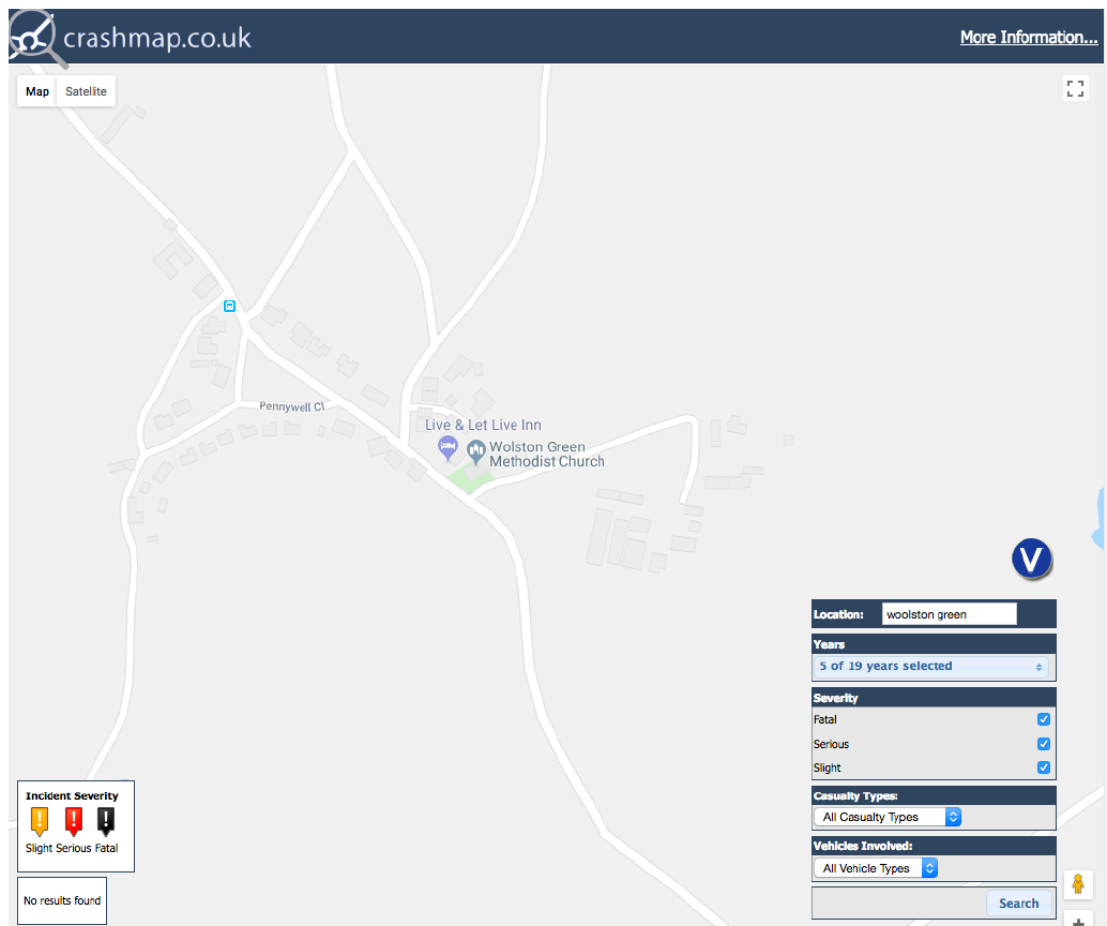
**Source:** <https://www.crashmap.co.uk/Search>



**Title:** Location of housing developments, road sections where care is needed, and accidents involving personal injury

**Key:** Dates in red denote dates of accidents submitted by the police to DfT involving personal injury

**Source:** <https://www.freemaptools.com/radius-from-uk-postcode.htm>



**Figure 2 Injury Accident Locations & Severity 2013 – 2017 (www.crashmap.co.uk)**

<b>Application Number:</b>	1419/20/FUL
<b>Application Document:</b>	Transport Assessment



## Bat & Protected Species Surveys

The Former Ciderworks  
Whiteway Farm  
Staverton  
Devon  
TQ13 7NB



<b>Planning Reference:</b>		<b>Report Reference:</b>	171110 rev02
<b>Clients:</b>	Mr. Tom Pratt		
<b>Survey Date/s:</b>	2015: 6 <sup>th</sup> & 24 <sup>th</sup> August 2017: 29 <sup>th</sup> November		
<b>Report Date:</b>	January 2018	<b>OS Grid Ref:</b>	SX 78284 65469

### SECTION 3

### SURVEY SITE DESCRIPTION

#### 3.1 Surveyed Building/s

The former cider works is situated at the southeast extent of the Whiteway Farm land holding, which is located 0.6km southeast of the hamlet of Woolston Green and 1.7km to the north of the village of Staverton.

The former cider works is partially enclosed by trees and lengths of hedgebank along its southern and north-western boundaries, which are further bound by public highways. The north-western boundary is open, neighbouring a residential house and garden. The surrounding landscape is agricultural, dominated by hedgebank bound pasture fields.

The former cider works comprises of a complex of dilapidated barns/outbuildings situated on hardstanding (see Figures 1 to 9). The majority of the buildings are constructed from a combination of corrugated metal, corrugated fibreboard, wooden panelling/weather boarding and breezeblock.

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**Title:** Condition of the barns which were demolished at Whiteway farm



## 2 THE SITE

### 2.1 Site Location

The site is located at Whiteway Farm, Staverton, Totnes, Devon. The British National Grid Reference of the site is 278284, 065462, and the postcode is TQ9 6AL.

The site is located within a rural area, approximately 2km to the northwest of the village of Staverton and 5km to the northwest of the town of Totnes. The surrounding topography is hilly.

Access to the site is gained via an unnamed road to the north of the site.

### 2.2 Site Description

The site is roughly triangular in shape, measuring approximately 100m x 80m, and slopes very gently down to the south.

The site comprises seven (7 No.) barns surrounded mainly by hardstanding and a grassed area to the far north and west of the site.

It is understood that Barns 1-6 (labelled on the site features plan, enclosed within Appendix D of this report (Dwg. No. 15178/SFP)) were all formerly part of a cider factory. These barns are generally steel-clad and/ or timber-framed with concrete flooring. At the time of the investigation, the majority of the barns were noted to be in a poor state of repair.

At the time of the walkover survey (July 2015), Barn 1, located in the north of the site, housed three original cider vats. This barn was being used for the storage of general domestic items, in the area of the former vats, and vintage vehicles with some repair facilities in the remainder of the barn. At the time of the investigation (December 2017), this Barn was being used as a domestic garage and wood store/ cutting area. A manhole, covering, what appeared to be, a well, was observed outside the north of this building. At the time of the investigation the groundwater level was standing at 0.95m below existing ground level. The adjacent road, to the east of the barn, is sited approximately 2m higher than the ground floor of the barn and is supported by a concrete-block retaining wall.

In July 2015, Barn 2, located near to the centre of the site, was predominantly used for the storage of general domestic items, theatrical props and as a small workshop area. The original room, in the east of the building, was the only multi-storey structure on site and was in use for the storage for a caravan, chicken feed hopper and several domestic items. In December 2017, this barn had been cleared and was vacant. No access was made to the first floor of this barn or the western elevation, as these areas of the barn appeared structurally unsound.

At the time of the investigation, stockpiles of wrapped/ double-bagged asbestos were sited within a secured (fenced) area outside the south of Barn 2, ready for off-site disposal.

Barn 3 is located in the east of the site and is split into two rooms. At the time of the previous walkover survey, the eastern room was used for boat and timber storage. A vehicle inspection chamber and several fuel/ oil stains were noted across the floor in the easternmost room. This barn has since been cleared and was vacant at the time of the site investigation.



An underground tank, constructed of mass concrete, with two separate manhole/ access covers, was observed outside the north of Barn 3. It is understood that this is a former septic tank.

At the time of the walkover survey, Barn 4 was present in the south of the site. The barn was used as a domestic garage and for the storage of timber. In December 2017, the barn had been demolished, with only the concrete ground floor slab remaining.

Barn 5 and Barn 6 are present in the east of the site. Both were inaccessible during the previous walkover survey as they were being leased for storage. In December 2017, renovation works had begun on Barn 5. Barn 6 was vacant at the time of investigation. However, site observations suggest that it had previously been used as a garage/ workshop building for vehicle repair. A vehicle inspection pit was present within the approximate centre of the barn.

Barn 7, located in the far west of the site, was built in the 1960s, and, unlike the other barns, has a fibrous cement roof, and a concrete apron to the south. A chicken feed hopper is present in the northeast of the barn. In July 2015, this barn was primarily used for refurbishing furniture, for car repairs and storage. A number of oil/ fuel stains were noted across the floor. Prior to this, it is understood that it was used as a chicken shed and as a market garden. In December 2017, the barn had been cleared and was being used for site parking. Adjacent site levels suggest that the ground beneath the western end of the barn has been raised to facilitate the construction of the barn.

At the time of the previous report, several small block-built units were present to the southwest of Barn 2, within an area of overgrown vegetation. Anecdotal information suggested that these were previously used as a pigsty. At the time of the investigation, these units had collapsed and comprised broken timber at the ground surface.

Several trees/ shrubs which were present in the southwest of the site during the previous walkover survey have since been cleared, revealing what appears to be a linear drainage channel, running parallel to the road, which lies some 2m-3m below the level of the southern site boundary.

The site is bordered to the west by a residential dwelling and garden and to the north, east and south of the site by roads.

