



deliver one storey and 1.5 storey properties so visual the impact was minimised from afar. They had tried to illustrate the distance of separation from Green Park Way properties with 30 metres due to concerns on overlooking together with including planting up. The house types proposed had steps within them as Acorn did not stick to standard types as they changed layout for each site and were flexible. Most were 1.5 storeys (building in roof space with dormer window), garages and parking. He outlined the quantity of each sort of property and it was noted that the affordable units were built to a different specification based on discussions with DCH (housing provider) and District Council's affordable housing officer.

The Chairman noted that this was a very prominent site, clearly visible from the community orchard across the valley. He also noted that other matters raised at outline had been ignored, including pedestrian access. This was a shame and opportunity missed, as the development made no concessions toward sustainable methods of transport, beyond the much-derided bus voucher idea. Acorn responded that they had wanted to create pedestrian access on to Port Lane and Coleridge Lane but the highways officer felt there were safety issues: both lanes were heavily used by farm equipment, and Port Lane had also become a busier road since the A379 Slapton Line had closed due to the storms. He recommended all access should be through the main site entrance. Cllr Cowley felt that creating access for pedestrians onto the rural lanes would be putting them in danger. One possibility would be for the developers to remove the hedge and make the road wider but they did not want to lose the character of the area. Despite the loss of connectivity to the village, the consensus was that pedestrians would best enter and exit the site through the main access. The Chairman raised the issue of dedicated cycleways within the estate – why had these not been allowed for, given the mandate for sustainable transport? Acorn responded that there had been discussion at District at the pre-application as to whether it could be made a shared surface for all highway users, but it was felt that motorists would park on it irrespective of how it was designated, which would then make access difficult. Could the pavement not be widened, and cycle and pedestrian routes marked out? Acorn responded that County liked their roads as they requested so Acorn felt they would need persuading of this: the standard road width was 4.8m but Devon County had requested 5.5m. A number of properties would be accessed via dropped kerbs, so Acorn felt motorists would not be able to park continuously on either side.

One parking space was provided on drives for 1-2 bed houses, 2 or 3 spaces for 3-bed houses, and 3 or 4 spaces for 4+ bed houses. Acorn did not want the scheme to resemble a car park but they needed to provide enough. They also wanted to retain front gardens and landscaping. This was noted but it was suggested that the overflow parking generated by such an estate would simply move to other areas around the village. The numbers included garages, which most home-owners did not use for parking. The apartments it was suggested had garages but no space for parking although this fact was questioned on the drawings. Acorn advised that there was storage in the houses so they hoped that freezers and other 'stuff' would be in the houses. Parish Council suggested replacing garages with carports for the apartments, as these were more likely to be used for a car and were cheaper to build. Item 54 parking schedule recommended 11 and Acorn were asked for clarification and it was agreed this was a typographical error.

Cllr Cowley asked when a formal application may be going in and was advised they hoped to do this as soon as possible so it could be two weeks to a month. A character study to show the historic core of Chillington and the difference of character within Chillington meaning they had taken a contemporary design was acknowledged. However it was felt that the illustrative aerial photograph did not show how the land dropped away and where there was significant overlooking at that end as this had the taller buildings. The Kingsbridge end was the most sensitive side due to agricultural buildings in the setting behind at the other end. Surface treatments may change on the highways to provide more block paving and colour to define the areas within the site. Asked what

was the target price for open sale properties it was probably £300,000 for 3 beds, to upper limit of £500,000 for four beds. Questioned on the over 60s properties this would be a similar sort of market, 3 beds seen as lifetime homes but more accessible for disabled. It was suggested they could be bungalows but this did not fit the land footprint now. Illustration 43 and 44 within the draft plans tabled (copies available from parish council) were notably two storey buildings at their lowest point and overlooking Green Park Way. District Council felt the development could be a wall of houses so they wanted it broken with gable ends. Therefore overlooking rooms would be bathrooms with obscured glass. A councillor suggested a hip roof could be used to soften the effect. Most of Green Park Way was pitched but Acorn agreed they could look at this. They were also asked to consider pushing these two properties (43 and 44) back a bit.

Vegetation on the illustration provided was shown as fully grown trees but planting would take time to grow and it was requested that it be conditioned that they had mature trees installed. Overlooking was acute in certain areas along Green Park Way but if surveyed well enough solutions could address these and place screening perhaps moving some properties back. Plot 18 had no provision for trees but when shown on sections it did so when illustrating building heights Acorn should indicate trees and where they were to be planted.

Acorn noted that currently affordable housing and market housing needed to be built as indistinguishable in design. There was no provision for SUDS and thus as to how many trees could be planted. With regard to materials District Council favoured render as a key material but maybe Acorn could use less brick and more stone. Colours were more important than trying to stick to some pastiche or imitation brick.

Drainage was locally felt to be the single biggest issue faced by Green Park Way, Chillington residents and the parish of Stokenham. The steepness of the site made infiltration difficult and complex drainage plans being worked on were a worry for residents. The key question remained – who would be responsible for the continued functioning of the system into the future? Acorn responded that there were two elements to the drainage: the disposal of surface water from the properties, and the disposal of water from the road, which was to be adopted. Acorn was only allowed to release the same amount of water into the existing drain system as that which currently flowed through it. All additional water would have to be dealt with on site via soakaways and attenuation tanks. The usual soakaway capacity mandated by the Flood Authority would allow for a 1-in-30 year storm, but for this scheme they were going to have to allow for a 1-in-100 year storm, plus an additional 40% for climate change, so everything was going to have to be a lot bigger! Acorn had not anticipated this, which was why discussions had taken longer, and why it would cost much more. Surface water on the road would accumulate in a very large attenuation tank under the road and be released slowly into the current drain, which was fractured in many places. One proposal was to repair and upgrade this drain but an added complication was the fact that it ran through the gardens of existing houses lower down Green Park Way. Surface water from the dwellings would be dealt with predominantly using SUDS crate systems in gardens and then trickle into ground. Monitoring had shown that the infiltration rate was good, so this was positive. For affordable housing and apartments drainage was under their parking. The road drainage soakaways would need a commuted sum from Devon County to maintain them in perpetuity. This could change as Devon County had said fix our drain, but the ground was good for soakaways. Acorn was also proposing a swale (wide ditch) in gardens that faced Green Park Way. Residents of each of the new properties would have to maintain their section, and would be liable for consequential damages if it flooded or overflowed. Parish Council thought this was likely to be hard to sell to potential buyers. Acorn was confident that if enough cubic metres of soakaway capacity were created underground that would be enough to contain the water. Parish Council observed that the soakaway trenches would need to be dug deep so that there was sufficient soil cover above them to allow for tree planting. The soakaways needed a good

easement around them, then a plan to identify where trees could go. It was suggested that a drainage consultant should attend a public meeting to explain this, as the village would want to hear this. The Chairman noted it was good to hear that Acorn was not underestimating the size of the problem.

The nearby Helmers Estate in Chillington had a management plan whereby residents were obliged to contribute to maintenance of the drainage. Parish Council wanted to know if a similar obligation would be placed on residents of the new development. Acorn confirmed that they would have this requirement within their management plan. The road would be Devon County's responsibility as it was to be adopted.

The Chairman thanked Harry Sedman for coming, for giving his time generously, and for not ducking any of the hard questions. Acorn was considering further consultations but was hesitant to hold a manned event as they feared disgruntled residents might be tempted to use the occasion to refight old battles. Parish Council's final request was that during construction everything be retained on site at all times and no building materials or vehicles allowed be parked or stored off site. There should be no spill-over parking and no visible evidence of activity outside the site boundary. Traffic was a problem, and inconsiderate contractors working on other developments had caused gridlock. The issue of what to do with the spoil needed to be addressed urgently as the nearest tip for such was Cornwall and it would take dozens of lorries per day to remove the necessary amount. Acorn was urged to speak to local farmers to find a place to tip spoil and so reduce transfer miles. Acorn would know when they wanted to further consult the community and parish council would gladly assist at such a meeting.

*Harry Sedman and Nick Tolchard left the meeting.*

It was noted that whilst not in attendance Cllr Rogers had requested that when discussing this new housing estate in Chillington that a push be made for public access to the west and east ends of the estate and that during construction workers vehicles were to be parked on site. Access was not to be provided and was covered above.

#### **DISTRICT AND COUNTY COUNCILLOR'S REPORT**

Cllr Brazil sent a report advising that the County Council Annual meeting had taken place and he remained on the same committees: Children's Scrutiny, Audit and South Hams HATOC. The Slapton Line closure remained and he was hoping for it to be open again in October. There were a few minor issues like drains near Mill Farm for which the Highway Officer was looking into.

District was pressing on with outsourcing rubbish collection and public toilet cleaning/maintenance. He questioned the reasoning behind this and future need for District Council other than as a planning authority but he was to attend a briefing that week. The high fence at Coombe Meadow had deemed permitted development which he felt was most unfortunate for the street scene of Chillington. Hallsands had issue with public bin rubbish collection and he was awaiting a response from the maintenance team.

#### **4. PLANNING & PLANNING MATTERS**

The applications below were received for consideration and such observations forwarded to District Council – None received.

#### **5. PLAYING FIELD**

The drawings with regard to Chillington Playing Field had been received and an initial costing requested from a local contractor. It was AGREED to ask for a breakdown of costs and ask the surveyor why the figures were over high.

## 6. PROJECTS

A list of projects to be estimated in order that they were ready to apply for funding or carry out when funds were available were AGREED as follows:

- Footpath at side of road from Island farm to inside of field connecting to public footpath in Brookings field.
- Secure land below fishermen's cottages, behind public toilets at Beesands for playground – Approach District Council again for land.
- Noticeboard at Hallsands – Cllr Churton to design and cost out and bring back to parish council for consideration.
- Alternative route for Stokenham permissive path if had to close a section that landowner wants to utilise for building. Parish Council to cost and see if rerouting viable.
- Car park at Chillington Hall needed lighting, motion activated.
- Older exercise and disabled childrens' play equipment and gym equipment/assault course as seen at Malborough.
- Benches at Chillington playing field.
- Router for Village Hall Stokenham

### To be referred to other agencies firstly

- Footpath opposite old butchers in Chillington to Coleridge Cross required maintenance – Could flag up with Paul McFadden County Footpath Officer.
- Lifesaving rings posts – Cllr Lynn to ask Salcombe Harbour Master.
- Defibrillator at Hallsands and Beesand – Currently a grant applied for from Calor Gas

Lease the field behind Fairfield estate for allotments and off the lead dog walking – Not supported as a project.

## 9. REPORTS

- Cllr Jackson –Advised that the Guides were looking for funding for tabards. Also he brought along a book entitled 'Lost Words' that he suggested should be bought for Stokenham School.
- Cllr Mrs Doust would raise this with Stokenham PTFA.
- Cllr Mrs Rowland – Was surprised that the Chillington ground drainage had not as yet commenced to include the pit for the gas tank. Further details on this had been discussed at the playing field agenda item and costings were awaited. Trees across the path around the play area needed cutting back but because of bird nesting she was advised this must await the end of August. She noted that the grass needed to be cut a week or so before 8<sup>th</sup> September for their community event. The contractor would be advised.
- Cllr Cowley –Noted that Stokenham Community Village Association were organising an open day for the helicopter landing site and this would be Friday 6<sup>th</sup> July 1.45-3.30p.m. All organisations such as Coastguards and fire brigade had been asked to attend.
- Cllr Gardner – He had arranged an emergency services day at Kingsbridge Town centre and all were welcome to attend.
- Cllr Churton – Hallsands had taken delivery of their new public waste bin but it was not being emptied frequently enough and at present had only been collected once. District would be notified that this needed to be added to the collection rota.
- Cllr Lynn – Advised that the siting of the portaloos at Hallsands had been agreed and all arrangements made

## CLERK'S REPORT

- Community fund now replaced the Town and Parish Fund and would not pay out for street cleaning, buddles and other highway maintenance. Projects needed to be considered along with a contribution from the applicant towards the funding of such.  
*These changes were reflected in the Guidance Notes, the more notable changes being: The fund was now open to applications from voluntary and community organisations (as well as Parish and Town Councils)*  
*The fund will no longer supported grass cutting/ditching and drainage/lengthsman projects*  
*Match funding would increase the likelihood of an application being supported*  
*The applicant would need to demonstrate that they had explored opportunities to work with other voluntary and community groups to either identify and/or carry out the proposed project*  
*The project should benefit more than one Town or Parish.*
- The insurance company confirmed that the level of cover already quoted for protected parish council with regard to Data Protection and no higher form of cover was required.
- Contact had been made with the Environment Agency with regard to the protocol for closing the gates at Torcross and Beesands. Spare keys had also been requested. Alan Steer along with Terry Piper were prepared to hold keys as they had been assisting Nigel at the Cricket Inn but having to obtain that one key each time.
- MAT Electrics had installed the night landing site at Stokenham Primary School and forwarded the invoice for £6868.33 directly to parish council for payment.

## 10. FINANCE AND CHEQUES

***Balances were provided and the below transactions were approved:***

Current £974.44

Savings (1) £91615.75

Savings (2) £208.73

***Received: Nil***

### ***Payments in June***

Cartridge Save – Photocopier black ink x 2 £12.90

BT – Telephone and broadband £151.24

John Grimes Partnership – Playing Field detailed drawings £420.00

Event Hire Solutions – Deposit for Hallsands portaloos hire £162.00

HMRC – Tax & NI £185.52

DCC – Pension £353.10

Wages - £1119.53

***Cheques: None***

## 11. NEXT MEETING

Any planning applications received that could not await full council would be considered at a planning committee to be held on the first Thursday in July. The next full council would be held on 19<sup>th</sup> July 2018. Meetings commenced at 7.30p.m. in the Wesley Smith Room at Stokenham Parish Hall.

Meeting finished: 10.10p.m.

Signed ..... Chairman      Dated: 19<sup>th</sup> July 2018.