



NPA/DM/24/006

Dartmoor National Park Authority
Development Management Committee

26 July 2024

Applications to be Determined by the Committee

Report of the Director of Spatial Planning

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Item 1

Application No: **0141/24** District/Borough: **South Hams**

Application Type: **Full Planning Permission** Parish: **Cornwood**

Officer: **Nicky Hand**

Proposal: **Change of use of land for the provision of a public car park**

Location: **Corner of field to the south of East Rook Gate, Cornwood**

Applicant: **Mr M Collins**

Recommendation: **Permission be GRANTED subject to the following conditions:**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out strictly in accordance with the site location plan 24/23/01, block plan 24/23/02 and drawing numbered 24/23/04, valid on 5 April 2024.
3. No external lighting shall be installed or used in association with the development hereby approved.
4. The new hedge banks, hereby approved, shall be formed in accordance with the approved details within 12 months of the commencement of the development. The hedge banks shall be maintained for a period of not less than five years from the date of the commencement of the development.
5. Prior to the installation of any drainage in the site, full details of the drainage strategy will be submitted to and approved in writing by the local planning authority. Details shall include mitigation which prevents contaminates from entering the nearby watercourse. Once approved these details shall be implemented only in strict accordance with the approved plans.

1 Description of site, surroundings and the proposal

- 1.1 The proposal seeks the change of use of part of an agricultural field for use as a public car park.
- 1.2 The proposed site is a large, open agricultural field with far reaching views to the northeast, east and southeast. The proposal seeks to create the car park directly inside the existing field gateway (removing the existing metal gate) allowing for access for the farmer with agricultural equipment to the remainder of the field.
- 1.3 The proposed size of the car park amounts to approximately 342sqm.
- 1.4 Stock fencing in the form of timber posts with wire fencing is proposed around the eastern and southern boundary which will match the existing stock fencing on the

west and northern boundaries of the field with a timber field gate proposed in the southeastern corner of the car park to allow the farmer to access the remaining field.

- 1.5 The proposal also seeks to erect natural screening along the eastern boundary of the car park at a length of 26m. Excavated material from levelling of the site is proposed to be used to form a bank at 0.5m in height, on which a range of native species will be planted. The newly formed Devon Bank is designed to match the existing boundary treatment on the western boundary of the field aiming to achieve a thick, dense, hedge composition.
- 1.6 The site is located 1.3km to the north of Cornwood and currently consists of an agricultural field accessed by metal gate.
- 1.7 Access to the site is possible via a 'loop' from Cornwood in either an easterly direction via Yeo Bridge or through the lanes in a westerly direction.
- 1.8 The lane network on the western approach is narrow with mature Devon hedge banks. There is a sign at the entrance to the western approach which states "Unsuitable for heavy goods vehicles".
- 1.9 This application is being presented to the Development Management Committee due to the applicant proposing to submit a bid to Dartmoor National Park Authority's Project Fund 2024-2025, and due to the wider public interest.

2 Planning History

- 2.1 9/12/072/94/03 – Full Planning Permission – Formation of ponds (reinstatement) – Refused 03/10/1994.

3 Consultations

South Hams District Council

Does not wish to comment

County EEC Directorate

When originally consulted upon this application, as part of the statutory consultation, the highway authority had 'no comments' to make on the proposals. Following representations that have been received to the application, the planning authority has specifically asked the highway authority to visit the site and expand upon the initial response, which was based on the documentation provided in support of the application. The site was visited on Tuesday, 28th May 2024. Following the visit the following comments were made:

"The site is effectively served by a 'cul-de-sac' with alternative routes around a 'loop' from the adjoining highway infrastructure. The western access route is narrow and has right angled bends and few facilities for passing other vehicles. There is a sign at the entrance to the route saying 'unsuitable for heavy goods vehicles' highlighting the difficulties of that approach route to the site.

The western route, on the other hand, has many more provisions to pass other vehicles, either due to the width or formal or informal passing facilities, although it is still constrained, similar to many other similar routes within the National Park.

The proposed car park will, to a significant extent, be catering for vehicles already in the vicinity seeking parking facilities, rather than generate additional vehicle movements. The highway authority is satisfied that the modest amount of additional vehicles that the proposed change of use may generate, may satisfactorily be accommodated within the highway infrastructure without any prejudice to highway safety. For that reason, there are no objections to the proposal from a highway safety point of view”.

Environment Agency

Standing advice apply – flood zone 1

DNPA Access & Recreation

The Recreation and Access Team are supportive of this application. Two key access points onto the southwest corner of the National Park have been closed in recent years by local landowners, which has made it much more difficult for the public to access this part of Dartmoor. At New Waste, the Authority had an access agreement with the previous landowner to provide parking for around 6-8 vehicles. The land was purchased by a new owner around 2013, who promptly terminated the agreement with the Authority. At Harford Moor Gate, the owner closed this small car park to the public following the Covid19 pandemic.

Closure of these two car parks has effectively restricted access to many people wanting to visit this area of National Park. It now requires a significant walk from Ivybridge (2-3 miles) to get to Harford Moor Gate. Parking within the settlement of Harford is very limited. At New Waste, there is no alternative parking available, meaning a 2 mile walk from the village of Cornwood. This lack of parking impacts a wide range of users of the moor, particularly those with limited mobility or those looking for relatively short walks close to home.

Since the closure of these two car parks, the Authority has been contacted on many occasions raising concerns that parking (and therefore access to the moor) has been significantly restricted and impacts many people who wish to explore and enjoy this area for quiet recreation. Concerns have been raised by local communities including parish councils, user groups including Ramblers and other walking groups. The Authority has undertaken community engagement work with local communities as part of work on the Dartmoor’s Dynamic Landscapes project, with a lack of car parking being raised as one of the greatest concerns (and barriers) to accessing this part of the moor.

This application, if approved will enable the construction of a small car park for 6-8 vehicles, to the specification detailed in the planning application. The work would be carried out sensitively by local contractors, with an earth bank and native species planted around the perimeter. Vehicular access to the car park is via an Unclassified County Road, managed by Devon County Council who have undertaken some repairs and improvements to this lane. The Authority will enter into an access agreement with the owner prior to commencing work, to secure long

term public access.

4 Parish Council Comments

Cornwood Parish Council support the proposal.

5 Relevant Local Plan Policies

Strategic Policy 1.1 Delivering National Park purposes and protecting Dartmoor's Special Qualities

Strategic Policy 1.2 Sustainable development in Dartmoor National Park

Strategic Policy 1.3 Spatial Strategy

Strategic Policy 1.5 Delivering good design

Strategic Policy 1.6 Sustainable construction

Policy 1.7 Protecting local amenity in Dartmoor National Park

Strategic Policy 2.1 Protecting the character of Dartmoor's landscape

Strategic Policy 2.2 Conserving and enhancing Dartmoor's biodiversity and geodiversity

Strategic Policy 2.3 Biodiversity Net Gain

Strategic Policy 2.4 Conserving and enhancing Dartmoor's moorland, heathland and woodland

Strategic policy 2.5 The Water Environment and Flood Risk

Strategic Policy 2.6 Protecting tranquillity and dark night skies

Policy 4.6 Public car parks

The Dartmoor Design Guide (2011)

6 Representations

6.1 Five letters of support and four letters of objection have been received.

6.2 Letters of support refer to the following:

- There is a need for a car park in this location following the closure of other local car parks.
- Would allow for families with small children to access this part of the moor who would be unable to walk from Cornwood.
- Will alleviate any blocking of gateways or passing places which is the current situation.
- Useful location on the Dartmoor Way with good access for walkers.

6.3 Letters of objection refer to the following:

- No demonstrable need for a car park in this location.
- Lack of detail regarding future management and maintenance of the site.
- Fails to meet policy; is not in an adjoining settlement and doesn't conserve or enhance the National Park.
- Large agricultural machinery will not be able to reverse.
- Access is unsuitable – narrow lanes with pedestrians and no passing places.
- Could introduce problems for neighbouring landowners with increased parking in unsuitable places in lanes and gateways.
- Bottom of hedges could be damaged by increased vehicles.
- Roads too narrow; better site would be field behind Higher Hele Farm.

- Increased traffic to narrow lanes used regularly by families with small children.

7 Background

- 7.1 This application follows the closure of two previous car parks onto the southwestern corner of the National Park, which has impacted on public access to this part of the moor.

Walkers from Ivybridge are currently required to walk 2-3 miles to get to Harford Moor Gate (with parking in the Harford settlement being very limited). At New Waste, there is no alternative parking available which results in a 2 mile walk from the village of Cornwood.

- 7.2 The Authority has identified that the lack of parking in this area impacts a wide range of users of the moor; particularly those with limited mobility, young families, or those looking for relatively short walks close to home.

This is supported by requests from local communities (e.g. Ramblers and other walking groups, Parish Councils, and user groups raising concerns that parking (and, therefore, access to the moor) has been significantly restricted and impacts many people who wish to enjoy the area for quiet recreation.

- 7.3 When the Authority undertook community engagement work with local communities as part of Dartmoor's Dynamic Landscapes project it was raised that the lack of parking in this area was one of the concerns (and barriers) to this part of the moor.
- 7.4 If approved Dartmoor National Park Authority would enter into an access agreement with the landowner prior to commencing work, to secure long term public access.

8. Principle of car park

- 8.1 The proposed car park facility would be located approximately 1.3km north of Cornwood using an established road network.
- 8.2 Policy 4.6 of the Dartmoor Local Plan recognises that "*Outside classified settlements new or extended public car parks will only be permitted in exceptional circumstances, where evidence demonstrates they will have overriding benefits for the management of public recreation and traffic*" Furthermore, with the policy preamble 4.3.20 it states "*In countryside locations additional car parking should be carefully designed, with use of appropriate loose surfacing, and considered against the need to manage recreational impacts.*"
- 8.3 The location of the proposed car park is considered to be in open countryside.
- 8.4 The proposed car park would feature a permeable, granite chippings surface. Additional, natural screening is proposed around the perimeter of the car park in the form of a bank with native species planted above. These elements are considered to comply with policy 4.6 and these would be secured by a planning condition.
- 8.5 As a result of the closure of two car parks within this area and the issues that have been identified in recent community consultation officers are satisfied that, this

could be considered an exceptional circumstance. This is further supported by the letters of support submitted with this application.

Therefore, the principle of the proposed development is considered acceptable and in accordance with policy 4.6 of the Dartmoor Local Plan.

9. Impact on Landscape

9.1 Strategic Policy 2.1 of the Dartmoor Local Plan states that all development should conserve and enhance the character of the Dartmoor landscape by:

- a) respecting the Valued Attributes of the Landscape Character Types identified in the Dartmoor National Park Landscape Character Assessment;
- b) ensuring its location, layout, scale and design conserves and/ or enhances what is special or distinctive about landscape character;
- c) retaining, integrating or enhancing distinctive local natural, semi-natural or cultural features;
- d) avoiding unsympathetic development that will harm the landscape;
- e) respecting the tranquillity and sense of remoteness of Dartmoor and not introducing or increasing light pollution; and
- f) seeking opportunities to enhance landscape character.

SP2.1 further states that in the National Park's landscape setting the Authority will seek to ensure development respects Dartmoor's landscape character, particularly the valued attributes and key characteristics of the relevant Landscape Character Types.

9.2 The Landscape Character Area Type is 2D: Moorland Edge Slopes, characterised by rolling hills incised by deep valleys, strong, small scale medieval field patterns, sunken, sinuous narrow winding lanes with a strong sense of enclosure created by high hedge banks and many hedgerow trees. A network of winding rural lanes run through the landscape, crossing numerous streams on granite bridges.

Valued landscape attributes consist of:

- A rich and intricate pattern landscape full of contrasts.
- Pastoral character of fields contrasting with areas of heathy moorland.
- Spectacular views to the moorland core of Dartmoor as well as the surrounding countryside outside the National Park, including granite church towers as landmarks.

The Authority's Landscape Character Assessment document recognises in "Future forces for change" that "Increase in domestic tourism with associated demands for new facilities and infrastructure, as well as an increase in traffic levels, recreational pressure and farm conversions".

9.3 The proposed site is a large, open agricultural field with far reaching views to the northeast, east and southeast. The proposal seeks to create the car park directly inside the existing field gateway (removing the existing metal gate) allowing for access for the farmer with agricultural equipment to the remainder of the field.

- 9.4 Stock fencing in the form of timber posts with wire fencing is proposed around the eastern and southern boundary which will match the existing stock fencing on the west and northern boundaries of the field with a timber field gate proposed in the southeastern corner of the car park to allow the farmer to access the remaining field.
- 9.5 The proposal seeks to erect natural screening along the eastern boundary of the car park at a length of 26m. Excavated material from levelling of the site is proposed to be used to form a bank at 0.5m in height, on which a range of native species will be planted. The newly formed Devon Bank is designed to match the existing boundary treatment on the western boundary of the field aiming to achieve a thick, dense, hedge composition. As indicated in drawing numbered 24/23/04, the applicant intends to maintain the hedge bank for a period of no less than five years from the date of commencement of works, which will ensure the replacement of any trees or shrubs which die or are removed.
- 9.6 It is considered that the proposed natural screening aligns with the identified landscape character of the area and will ensure no visual harm from the east. Devon Hedge banks are a large feature of the local vernacular and the proposed hedge bank is also considered to contribute to biodiversity enhancement to the area with a variety of species rich planting. The remainder of the large field will remain pastoral, which aligns with the landscape character of the area.
- 9.7 There will be some inevitable minor impact as a result of cars being parked within the carpark, however, the proposed mitigation in the form of natural screening is considered to reduce this, obstructing views from the open outlook to the east, and the number of vehicles parking is restricted to 6-8 vehicles at any given time.
- 9.8 Access (as previously mentioned) is via an existing road network of unclassified roads which form a 'loop' from Cornwood.
- 9.9 The proposed site is located at the end of an unclassified road opposite an existing agricultural barn.
- 9.10 There is no signage proposed for the car park and there will be no signage erected within the car park. This is encouraged and as a result would not cause any landscape impact or visual amenity harm.

Overall, the impact upon the wider landscape is considered to be recognised, but it is considered that with appropriate mitigation, and this being secured by planning conditions, this impact would be significantly reduced. The scheme is therefore considered to comply with Strategic Policy 2.1 of the Dartmoor Local Plan.

10. Drainage

- 10.1 Policy 2.5 seeks to ensure that all development conserves Dartmoor's water environment.
- 10.2 A small leat runs along the north and western boundary of the site, which allows for surface water run-off from the agricultural fields. The proposed development will not impact on the leat, however it does propose a 100mm land drain at a length of 34m

in an L-shaped design, along the western boundary of the car park, which would discharge to the existing leat opposite the car park entrance.

- 10.3 Due to the proposed surface area being fully permeable with minimal changes to existing levels, it is considered in principle to be an effective and suitable method for mitigation of surface water run-off with little landscape impact. However, due to the nature of the development there is also a risk that contaminants could find their way into the watercourse, whether this is through a single event or over the prolonged use of the site. Therefore, a condition is proposed to seek details of drainage strategy and how such events can be mitigated against. Subject to this condition it is considered that the proposal accords with policy 2.5 of the Dartmoor Local Plan.

11. Highway Safety

- 11.1 Policy 1.7 states that development proposals should not inter-alia have an adverse impact on highway safety.

The proposal does not seek to alter any of the existing access to the site, albeit with the removal of the existing metal field gate.

- 11.2 Devon County Highways were consulted and have no objection to the proposal. They recognise that access to the site is via a 'loop' from Cornwood and identify the eastern approach allowing more passing places than the western approach, which has angled bends and is narrower, similar to many existing routes on Dartmoor.

The consultee response recognises "The proposed car park will, to a significant extent, be catering for vehicles already in the vicinity seeking parking facilities, rather than generate additional vehicle movements. The highway authority is satisfied that the modest amount of additional vehicles that the proposed change of use may generate, may satisfactorily be accommodated within the highway infrastructure without any prejudice to highway safety. For that reason, there are no objections to the proposal from a highway safety point of view."

- 11.3 It is recognised that the location of the site being adjacent to the Dartmoor Way walking route will allow for direct access to the moor which would suit people with mobility issues, families with younger children and those less able to walk great distance. In this sense there would be great public benefit.

12. Planning Balance

- 12.1 The application site is considered to provide for a much needed, small, low-key parking facility in an area of need, identified since the closure of two similar car parks within the vicinity.

There have been issues with vehicles being parked obstructing farmers gateways and also causing some obstruction in the lanes surrounding, and this proposal is considered to alleviate these issues.

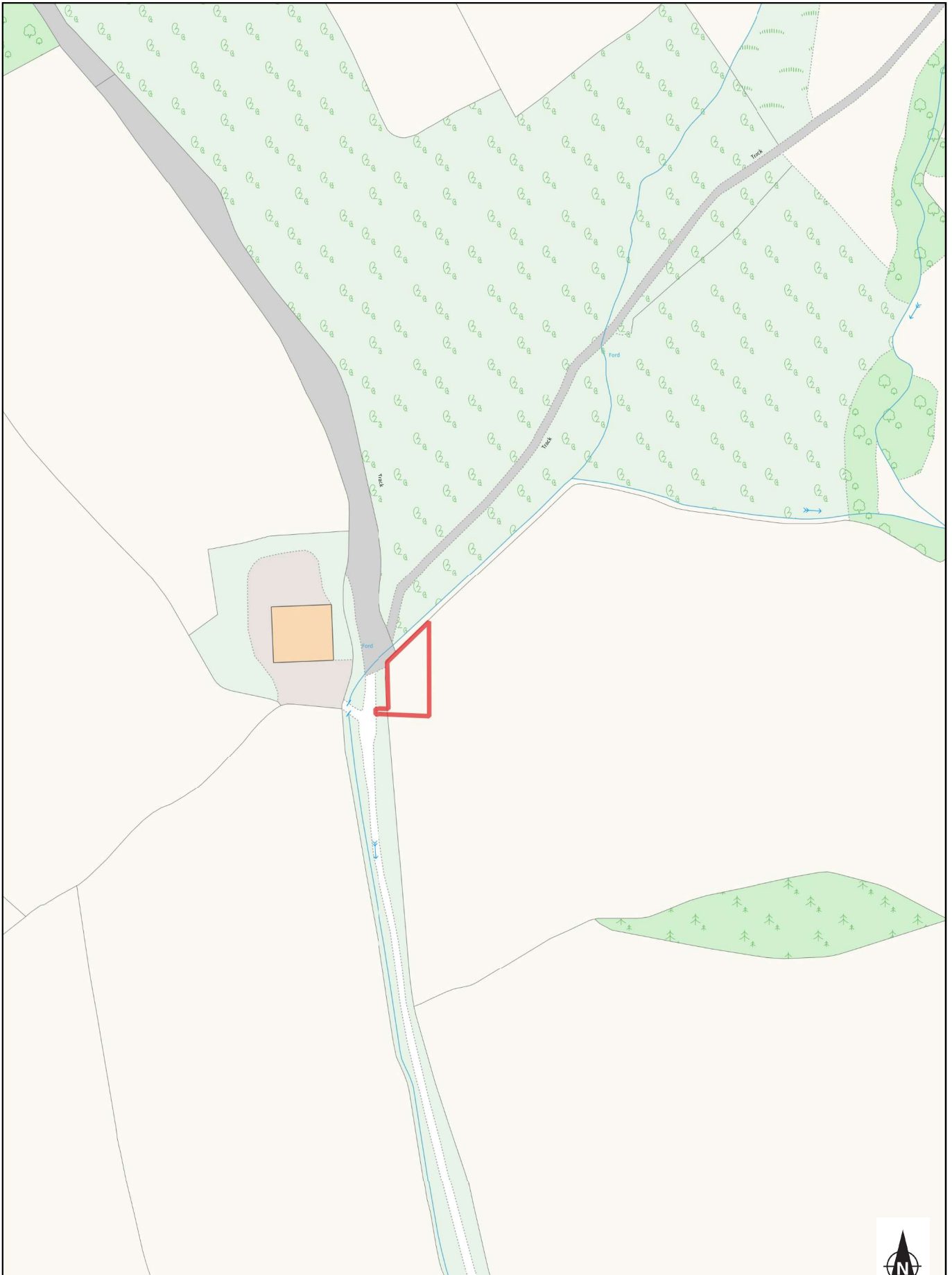
- 12.2 The proposal is considered to align with policy 4.6 (Public car parks) being conveniently located near to the settlement of Cornwood. There are considered to be overriding benefits for the management of public recreation in this location following the closure of other car parks. The low-key nature of the proposal and the

proposed natural screening are considered to conserve and enhance this area of Dartmoor, providing a much-needed public service to the local community.

- 12.3 The car park is carefully designed to ensure no landscape impact being kept to a size for only 6-8 vehicles, featuring a fully permeable granite chippings surface with Devon Hedge bank screening and further planting to the east and west facing elevations.
- 12.4 While the concerns raised in relation to highway safety through third-party comments have been considered the response from Devon County Highways considers the approach roads to be suitable for the level of expected traffic, and the applicant has confirmed there will be no signage on the approach or within the proposed car park itself, which is considered to alleviate any 'tourist traffic' with the intended use being predominantly for local access to this area of the moor.
- 12.5 The Authority will enter into a legal agreement with the landowner to ensure public access remains. Due to the small-scale nature of the car park, it is anticipated the car park would be added to the Authority's asset management list/ schedule for inspections and any repair works deemed necessary would be completed in conjunction with the landowner. Some minor repairs may be necessary after 3 or 4 years as it is an unbound surface (e.g. filling in of small potholes).
- 12.6 For the reasons set out in this report officers consider the proposal provides public benefit which outweighs any harm and the application is therefore, recommended for approval subject to conditions.

0141/24

Scale 1:1,745



Item 2

Tree Preservation Order: No. 221 – The Old Station, Horrabridge

Report of the Trees Officer

Recommendation: **That the Tree Preservation Order at: Land at and adjacent to the Old Station, Horrabridge, be confirmed without modification.**

1 Background

- 1.1 The Authority made a Tree Preservation Order (TPO) to protect two individual trees, three groups of trees, and two areas of woodland, a map is attached at Appendix 1 showing the extent of the TPO. The TPO was made under delegated powers on 12th February 2024.
- 1.2 This new TPO (Reference No 221) is a replacement of an older, now out of date TPO (Reference No 97), a map is attached at Appendix 2 showing the extent of this TPO. The older TPO was made using the 'Area' designation, on the 5th June 1987. Area designations only afford protection to those trees growing on the site when the TPO was made. Thirty-seven years have elapsed since the original TPO was made and tree cover and land use in the area has changed considerably. Government guidance is for LPAs to review their old Area TPOs and make new TPOs protecting individual trees, groups of trees and woodlands.
- 1.3 The practical need to review and update this TPO became apparent following the felling of trees within and adjacent to the area marked A1, on the TPO No 97 plan Appendix 2. Following the tree removals, an area of hard standing was created and a steel shipping container was placed on the site. It is not clear if the felled trees were of sufficient age to be protected by the earlier TPO. An active DNPA enforcement case ENF/0162/22 is currently pending investigation, for an alleged breach of planning regulations, for the siting of a steel shipping container and the provision of an engineered hard surface without planning permission.
- 1.4 The new TPO increases the level and area of protection on the site and following its confirmation the older TPO can be revoked.
- 1.5 A TEMPO amenity assessment Appendix 3 has been undertaken. The trees scored between 14 and 16 amenity points, which within this system suggests making of the TPO is defensible or definitely merits TPO.
- 1.6 The Authority served the TPO on all parties who had an interest in the land and gave them 28 days in which to make representations regarding the TPO.
- 1.7 One letter of objection was received to the making of the TPO. A summary of the reasons for objecting to the making of the TPO, have been listed below:

- i) The landowner wishes to have an area of land approx. 370m² (10m x 37m) left outside of the TPO woodland (W1), to use for hardstanding, parking and for storage, with a view to the future installation of a shed for the storage of tools.
- ii) The woodland TPO designation would effectively prevent the use of this land as desired by the landowner.
- iii) The TPO would prevent the active management of the woodland by the landowner, including managing trees that impact the adjacent cycleway/footpath.

1.8 Four letters supporting the making of the new TPO were received.

1.9 If the TPO is confirmed it will protect the trees in perpetuity. Once a TPO is confirmed the management of the trees will be controlled by the DNPA. However, work to the trees will still be permitted, if it is considered to be acceptable tree management. If the TPO is not confirmed, many of the trees within the woodland area W1, will not be protected, and the landowner will be able to remove these trees. The use of the land for the siting of a shipping container and the creation of an area of hardstanding is still the subject of an ongoing planning enforcement case and a separate matter to the confirmation of this TPO.

1.10. The TPO has been made under the Town and Country Planning (Tree Preservation) (England) Regulations 2012, which means the trees have immediate, but provisional protection for six months. If the TPO is not confirmed within six months the provisional protection comes to an end. Having made a provisional TPO the DNPA has three options:

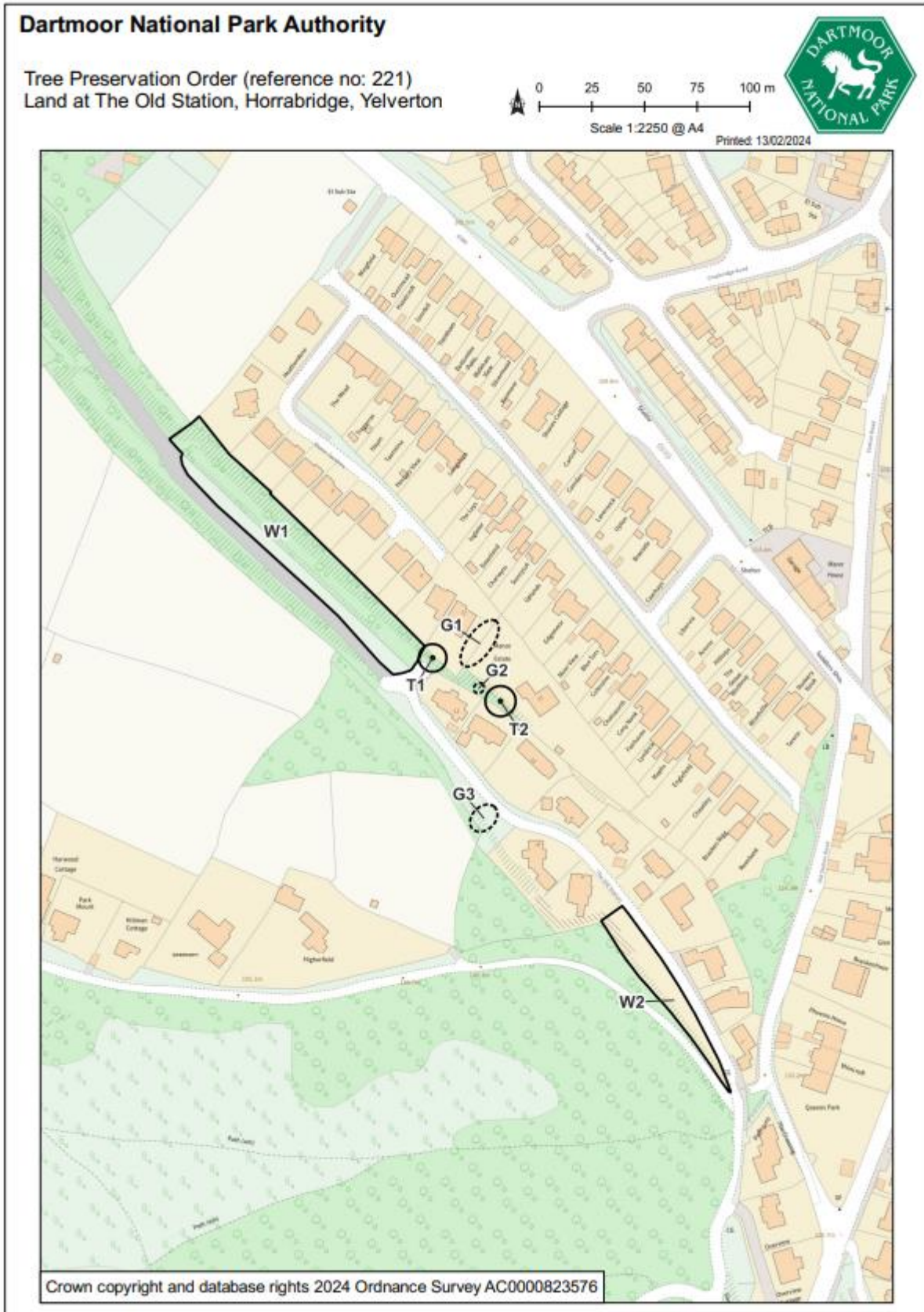
- (i) confirm the TPO as made;
- (ii) not confirm the TPO;
- (iii) confirm a modified TPO.

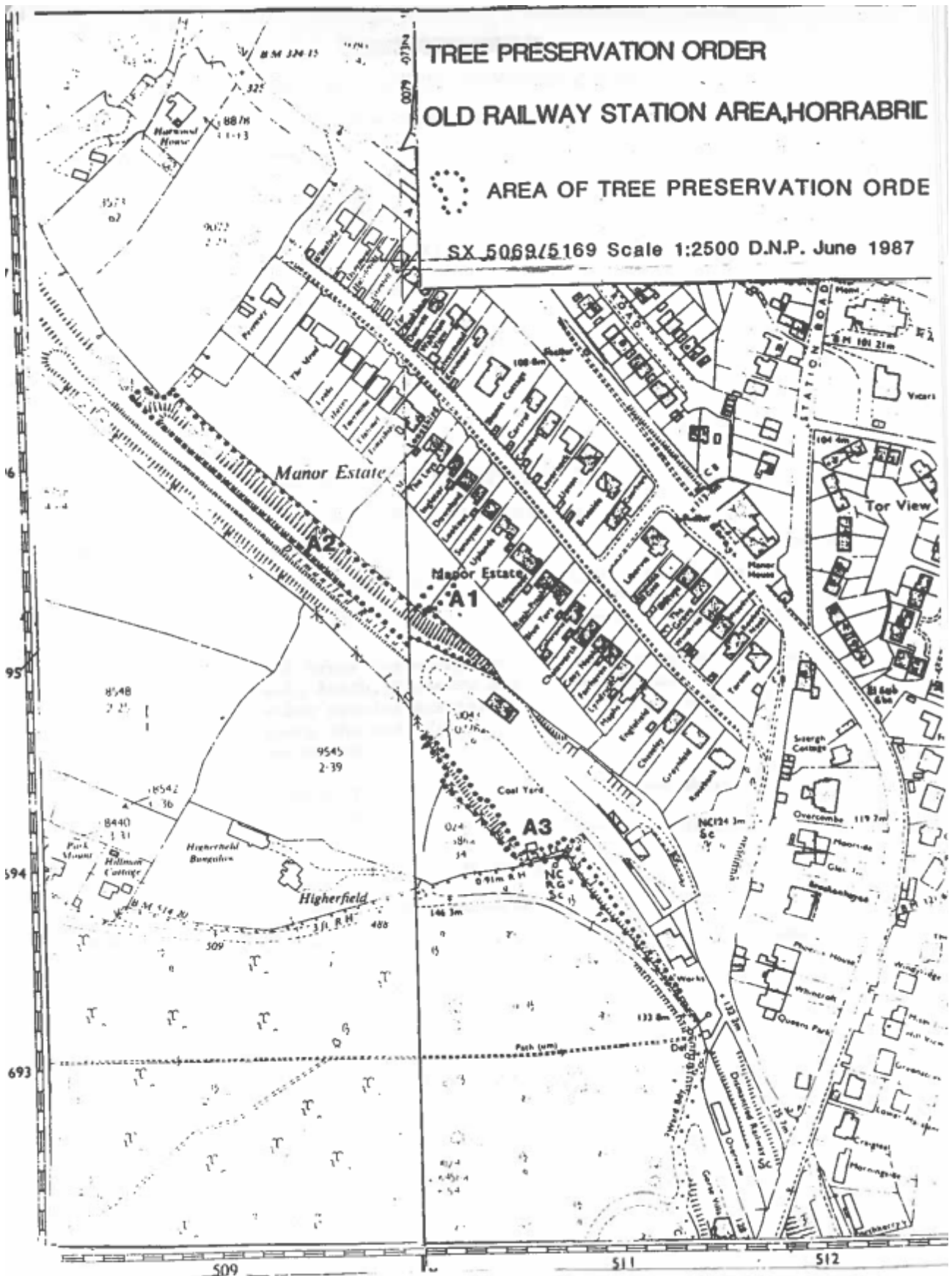
2 Recommendation

2.1 Considering the level of visual amenity of the trees, the public interest in this matter, the ongoing enforcement case and the need to update an old TPO, it is recommended that the Tree Preservation Order at: Land at and adjacent to the Old Station, Horrabridge, be confirmed without modification.

Attachments: **Appendix 1 –TPO No 221 - Plan**
 Appendix 2 – TPO No 97 – Plan
 Appendix 3 – TEMPO Amenity Assessment

20240726 SB – TPO 221– The Old Station, Horrabridge





Item 3

Tree Preservation Order: No. 97 – The Old Station, Horrabridge

Report of the Trees Officer

Recommendation: **That the Tree Preservation Order at: The Old Railway Station Horrabridge, be revoked.**

1 Background

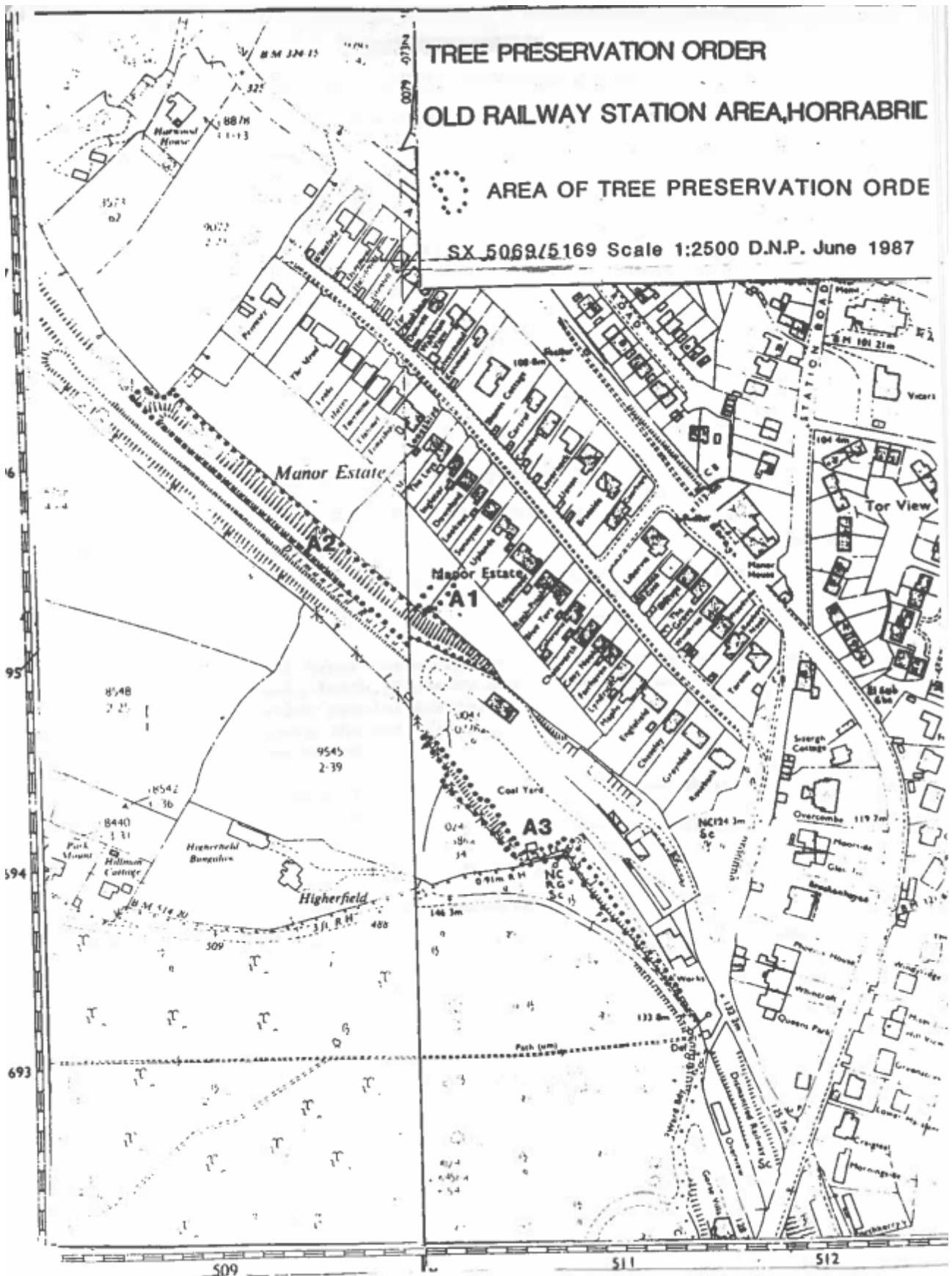
- 1.1 This historic Tree Preservation Order (TPO) protects three areas of trees, a map is attached at Appendix 1 showing the extent of the TPO. The Order was made under delegated powers on 5th June 1987.
- 1.2 This historic TPO has since been replaced by a new TPO (Reference No 221). This historic Tree Preservation Order does not protect many of the trees now growing on the site. To maintain clear and accurate TPO records this historic TPO should be formally revoked.
- 1.3 The revocation of this historic TPO is an administrative function, that requires the approval of the development management committee.

2 Proposed Changes

- . It is recommended that the TPO No 97 is revoked following the confirmation of TPO No 221.

Attachment: Appendix 1 – TPO 97 Plan

20240726 TPO97 – Old Station, Horrabridge





NPA/DM/24/007

Dartmoor National Park Authority
Development Management Committee

26 July 2024

Tree Preservation Orders, Section 211 Notifications (Works to
Trees in Conservation Areas) Determined Under Delegated Powers

Report of the Trees Officer

Recommendation: **That the decisions be noted.**

TREE PRESERVATION ORDERS

West Devon

Ref: 24/0030 36 Devon Oaks Park, Tavistock

Application to Crown raise to achieve a clearance of 5.5m above ground level two Lawsons cypress. No objection is raised to the removal of the lower foliage up to a height of 5.5m above ground level.

Consent was granted subject to conditions:

1. All works are carried out in accordance with British Standard 3998:2010 Tree Work – Recommendations.
2. The works hereby consented to shall be carried out within a period of two years from the date of the decision notice.

Ref: 24/0020 Road/track leading from Tors Road to Okehampton Golf Club

Application to Remove hazard beam, Oak and fell two Ash trees. No objection is raised to the proposed works. There is sufficient natural regeneration within the local area to negate the need for replacement planting.

Consent was granted subject to conditions:

3. All works are carried out in accordance with British Standard 3998:2010 Tree Work – Recommendations.
4. The works hereby consented to shall be carried out within a period of two years from the date of the decision notice.

Ref: 24/0019

Trees located on "West Devon Way"; leading from B3260 (Tavistock Road) up to where the Viaduct passes above the road (approximate easting/northing: 256487, 092368).

Application to Fell Two Hazel trees and one Ash tree. The proposed works are considered appropriate to the condition of the trees and raises no objection. There is sufficient natural regeneration within the local area to negate the need for replacement planting.

Consent was granted subject to conditions:

1. The works hereby consented to shall be carried out within a period of two years from the date of the decision notice.
2. All works are carried out in accordance with British Standard 3998:2010 Tree Work – Recommendations.

SECTION 211 NOTICES

Teignbridge

Ref: 24/0024

Fire Station, 11 Bossell Road, Buckfastleigh

Notification to fell and remove all stems interfering with telephone lines, creating 1 metre of clearance one Sycamore & one Laurel. The proposed works allow reasonable management of the vegetation at this site and raise no objection.

A Tree Preservation Order has not been made

Ref: 24/0026

Oak Tree Cottage The Village, North Bovey

Notification to remove one Cherry tree (T1) and reduce to previous reduction points one Birch (T2). The removal of the cherry (T1) will allow space for the adjacent silver birch (not numbered) to continue to grow. The reduction of the silver birch (T2) is a repeat of historic management. No objection is raised to the proposed works.

A Tree Preservation Order has not been made.

Ref: 24/0029

9 Silver Street, Buckfastleigh

Notification to Crown height reduction one Macrocarpa.

The application was withdrawn

Ref: 24/0034

Cleavehurst, Duckspound Road, Buckfastleigh

Notification to re-pollard one Lime Tree. The proposed re-pollarding of the tree is considered appropriate tree management and raises no objection.

A Tree Preservation Order has not been made.

Ref: 24/0035 Lewishill, Dunsford

Notification to Fell two Cupressus Arizona. No objection is raised to the removal of the two Cupressus trees.

A Tree Preservation Order has not been made.

West Devon

Ref: 23/0015 Whispering Winds, Brentor, Tavistock

Notification to Remove northern stem of one Sycamore. The proposed removal of the subsiding sycamore stem is considered appropriate management and raises no objection.

A Tree Preservation Order has not been made.

Ref: 23/0018 1, Greenbank, South Zeal, Okehampton

Notification to Fell group of Wych Elms.

The application was withdrawn.

Ref: 23/0022 Moorstones Tavistock Road, Princetown, Yelverton

Notification to Fell 6 Fir trees at the rear of the property. The trees form a lineal group of Leyland cypress. They are not of any visual significance to the setting of the conservation area and they are not worthy of statutory protection with TPO. No objection is raised to the removal of these trees.

A Tree Preservation Order has not been made.

Ref: 23/0023 Chaplains House Tavistock Road, Princetown, Yelverton

Notification to fell one Beech (T1) and Crown reduction by up to 3m, making pruning cuts of up to 100mm in diameter one Beech (T2). The beech T1 is a subdominant small tree dominated by the adjacent larger beech (T2), there is some decay of the trees stem base. The beech T2 is a large dominant specimen with a significantly asymmetrical crown, growing out over the adjacent public highway. No objection is raised to the proposed works.

A Tree Preservation Order has not been made.

Ref: 23/0025 Ramsley Lodge, South Zeal, Okehampton

Notification to Crown reduction by up to 8m in height and removing side branches to leave a standing habitat pole of approx. 12m. one Ash and Coppice sapling under the tree. The application was withdrawn.

Ref: 23/0027

Ward House, Walkhampton, Yelverton

Notification to Remove 2 lower branches reaching out over the lawn on the house side of the tree Cuts will not exceed 100mm in diameter and will be cut in accordance with BS3998 standards one Beech tree. No objection is raised to the removal of two low secondary branches from the copper beech.

A Tree Preservation Order has not been made.

Ref: 24/0028

Oakfield Ramsley, South Zeal, Okehampton

Notification to fell to ground level one Ash tree.

The application was withdrawn.

STUART BAKER
Consultant Trees Officer