

TEIGNGRACE PARISH COUNCIL

MINUTES OF THE FULL MEETING 7th NOVEMBER 2017

Present: P. Adams, W. Coombes, A. Gale, J. Martin, J. Penfold, R. Page.
G. Gribble, C. Martin.

Apologies: None.

38/17 MINUTES:

Minutes of the Full Meeting held on 5th September 2017 and the Planning Meeting held on 3rd October 2017 having been circulated, were agreed and signed with a slight amendment. Proposed by W. Coombes. Seconded by R. Page.

39/17 MATTERS ARISING:

Stover Way: Double Yellow Lines: Peter Burge replied as follows: "The order is with the Contractor, the lines will be laid at the end of the month (assuming no delays due to adverse weather)". {12/05/2015}

Teigngrace Highways Issues: J. Martin and W. Coombes had a meeting with Scott Riddell and George Gribble on 21st September. Scott was shown the gullies and these have now been cleaned.

No progress on the sunken water trench outside of 'The Retreat' and the poor re-surfacing in Ley Green. G. Gribble to investigate the situation.

The Road Warden Scheme was discussed, but it was felt that there were not enough volunteers in the parish to make this a viable proposition. {04/07/2017}

Village Field Bin: This has been installed. {02/05/2017}

Village Field – J. Penfold suggested that we investigate fitting a lockable bollard in front of the village field gate to prevent unauthorised access. P. Adams investigated Toolstation but felt that this was not secure enough. A. Gale checked Barriers Direct and they have one for £90.65 Telescopic KTP3P plus lock £18.38 PP30. P. Adams to order.

J. Penfold to fit a trampoline spring to small gate so that it will self-close. {05/09/2017}

Coach House – PAT Testing of portable appliances. M. Hindle replied, "Re PAT testing and equipment in Coach House, we are happy to do this when we next have the Village Hall equipment tested. I have attached updated details re testing and note there is not a requirement to have it done annually. What I will arrange is that we will have the Village Hall done next spring / early summer and do the Coach House then and I will take the person to the Coach House as I think we may have to have the fridge's done as they are plugged in and could be moved." {05/09/2017}

BT Kiosk Adoption – M. Hindle has done some research on a web site as to how the supplying and installation of this type of kiosk took place in 1938 and attaches the details. "The 1938 and in memory of Pat O'Brien interested us but at the moment we can't find anything as to who Pat O'Brien is and why in his or her memory but we did find in the Teigngrace Feo FFees account for 1938 – 1942 5 years that an annual payment of £4 was paid for those 5 years for the Telephone kiosk and this is that local authorities if they wanted a kiosk had to pay this fee for 5 years and I assume the Feo FFees agreed to pay this although not sure if Parish Council and precepts were in existence then. Have you any information on Pat O'Brien and why in his or her memory did the minute of 1993 throw any light on this.

We have also just found a minute dated 19th April 1937 in the Feo FFees minute book saying "Erection of a kiosk at a convenient point in the Parish was reported and that a guarantee of a minimum of £4 per annum for 5 years was required before the same could be erected, resolved that the deficiency in any year during the 5 years should be met out of the funds of the Charity"

July 12th 1937: "The chairman reported that the postal authorities required a payment of £4 a year for 5 years irrespective of the amount received for calls and it was agreed that the charity should meet the annual payment". {05/09/2017}

Stover Clay Works – I. Lee reported "I have instructed that Underhill (and any other haulier) do not use Greycoat Lane. I have also reiterated to all concerned that lorries should not use the lane up to the quarry before 07:30. (Do you know if this was soil lorries / clay lorries or lorries moving mobile plant?)"

W. Coombes attended a site visit for the afternoon of 24th October and met with Ian Lee John Vine, Jon Avon, Chris Davey, Stuart Drabble, a couple of representatives from the contractors at Stover Works and a lady from D.C.C.

The meeting started in the office at Heathfield with John Vine outlining what has been done, lowering the height of the tip to plan height. The earth which is heaped up at the moment will be pushed down the sides of the tip in layers and compacted, so that it will stay there (the contractors words) this should happen in the next few weeks, weather permitting. W. Coombes asked how long the lorries would be running for, no time scale given, owing to the weather, slopes to be covered being available etc. also all soils have to be tested before coming to the Stover site, also the availability of soils, D.C.C. check and test soils.

The side facing Twelve Oaks which we discussed at our last meeting with Imerys has been planted with trees. The species is unknown.

It appears that D.C.C. and Stover Country Park have had discussions on future of the site after the clay operations have finished, it appears that it could be turned back into parkland with a small lake, trees etc. and it would become a public space. W. Coombes asked if parking provision had been considered as the parish does not want an even greater parking problem as D.C.C. did not consider parking when they constructed the cycle path. Parking is being considered and they are hoping to get access off the new A382 road, but it is early in the process.

The visit then moved to Stover Works. The haul road, which is currently being used, will stay as long as possible. Moving it was proposed at our last meeting. They thought it would be too noisy for the properties nearby, with the clay waste now going back into the pit the need to move the haul road has gone, so that it can be filled in last of all.

W. Coombes has been complaining about the drainage to the right of their main entrance for a long time now. Ditching will be done to try and prevent the amount of water coming from that area, this should be very soon.

W. Coombes did say the more information about what was happening would be more useful, so that we could answer questions from villagers, i.e. the soil lorries. Ian Lee said that he would inform us more of what was going on in the future, also a new passing bay is proposed just above Park Corner to try to stop lorries from reversing back out onto the road as this causes a nuisance with reverse beepers.{05/09/2017}

Quad Bikes and Pit Bikes – Devon Wildlife replied "Yes we own the area that is between Brocks farm and the A38.

I am unsure exactly where the quads are getting in. Is this immediately adjacent to Brocks Farm? To date I have not seen evidence of quad bikes on site but that maybe because they are using areas which I have not been to for a period. (I have 12 sites so I appreciate any eyes on the ground). If you could give me any details of exactly where they are accessing and when you think this started I would be most grateful."

They are entering adjacent to the cycle path entrance at Brocks Farm. {05/09/2017}

40/17

FINANCE:

Statement balance 29/09/2017 is £2257.61
Precept £700.00 received.

Insurance £403.73 or £387.15 for three years. All agreed for the three-year term.
2018 / 2019 Precept was discussed and may increase slightly. Will finalise at the January meeting.

Audit received and approved.

Proposed J. Martin, Seconded W. Coombes.

PLANNING:

My Ref: 17/02492/FUL

Location: TEIGNGRACE - Teignbridge Level Crossing , Higher Sandygate

Proposal: Retrospective application for change of use from scrap yard to scaffolding yard, with the retention of fencing and scaffolding rack store. Demolition of existing structure, new building, sliding gate, glazed screen and new door with frame

Applicant: Mr G Langworthy Rule Five Land Ltd

Web Link:

<https://www.teignbridge.gov.uk/planning/forms/planning-application-details/?Type=Application&Refval=17/02492/FUL&MN=Y>

The council voted to object to the proposal with 5 votes to 0, and 1 declaration of interest.

The reasons for objection were that:

The Flood Risk Assessment was inaccurate as the site is subject to regular extreme flooding, to a depth of at least 1 metre on average every five to ten years. The 150mm quoted in the FRA is unrealistic. Consequently, the office area will be damaged on a regular basis.

External lighting has been installed and there does not appear to have been a Bat survey carried out.

The Parish Council were concerned at the raising of the floor levels and raised yard level as the building / yard is on flood plain, without any compensatory relief being proposed.

The Parish Council would also like to raise concern over the material used for the roof of the scaffold store (bright galvanized metal) as this is visible from a great distance and does not blend into the surrounding countryside. It was felt that the scale of the scaffold store was not in keeping with the listed structures.

Access to the site is not ideal, being just after a blind bridge.

The listed structure has been damaged as the level crossing operators hut has been removed.

[5 Against, 0, For, 1 Abstain]

Subject: Stover Cycle Trail / Haytor Granite Tramway restoration and conservation.

You may recall that, thanks to the collaboration of Devon Highways and the Stover Canal Trust (SCT), a remarkable surviving siding of the Haytor Granite Tramway was uncovered at Ventiford in 2015, during construction of the Stover Trail. Further evidence of the tramway was exposed during archaeological and restorative works in 2016 and we now have three sidings exposed or partly exposed at Ventiford, which we have been able to preserve in situ. The newly exposed section has proved of great interest to the public passing by on the new Stover Trail and via the Templer Way. However, due to unavoidable circumstances and timings of various works, a further section of the tramway was covered by the asphalt of the cycleway, before anyone was aware of its existence. Considering the heritage significance of both the tramway and the canal, this is a most unsatisfactory situation, which the SCT believes could and should be rectified.

The purpose of this document is to initiate a discussion between stakeholders and to establish, first of all, a willingness to act, and to gauge opinion on the feasibility, technical/legal requirements, costing and sources of funding, necessary to restore this last section of tramway that remains covered. We really hope that this could be considered a worthwhile task, which can be taken forward, and for which the required resources could be made available.

Works currently underway, to be carried out and funded by the SCT, will vastly enhance the heritage value of Ventiford Basin, including restoration of the stonework and a proposal to introduce some water to the upper section of the canal, for which planning permission has been approved. Archaeological and historical research carried out on behalf of the Trust, which will soon be made available, has vastly increased our knowledge of this amazing location. Interpretation and some picnic facilities will also be incorporated into the plan. The tramway sidings, which will be conserved in situ, will form a crucial component of this 'heritage hub' and will be managed so as to display the remains, in a similar way to those sections of the tramway surviving within Yarnar National Nature reserve.

The current appearance of the tramway, disappearing under the asphalt cycleway (see attached photo), offers a puzzling anomaly to visitors and the Trust believes that it is essential for the tramway to be fully uncovered to project its full heritage significance. The year 2020 will mark the bicentenary of the tramway opening, which will be a focus for celebration by Dartmoor National Park and the Templer Way. All aspects of the tramway will

be under the spotlight so any works undertaken that can be seen as beneficial to its conservation and presentation will be appreciated in Teignbridge and beyond.

The current anomaly could be rectified, with minimum disruption to users, by adding a strip of asphalt on the east side of the cycleway, then removing a commensurate area on the west side, currently covering the tramway (see attached survey drawing). There is plenty of space to do this on the east side and it would also help iron out the incongruous kink in the cycleway just before it meets the 90° bend. It would be necessary to remove and replace an area of asphalt of approximately 100 square metres. A recent GPR survey by researchers from University College Winchester, confirmed that most or all of the granite setts remain in place beneath the cycleway.

As the Stover Trail is the responsibility of Devon County Council, it would be necessary for DCC to take the lead in this project if it is to happen. Obviously there would be costs involved. The SCT has to prioritise its financial resources towards the restoration of the canal and would find it difficult to take on this additional expenditure. However, we work closely with local businesses sympathetic to our aims, one of whom has offered the use of an excavator with qualified operator to undertake whatever is required to assist with preparing the ground for the replacement asphalt and removing the redundant section when ready, considerably reducing the costs.

The Haytor Granite Tramway, built in 1820 by George Templer of Stover, is a remarkable and unique heritage asset in its own right. It is among Devon's most important monuments to industry and is considered of national significance. It once extended for 12km across the edge of Dartmoor (where much of it is designated as a scheduled monument), descending through Bovey Tracey and Bovey Heathfield, eventually arriving at Ventiford alongside the canal basin. Unfortunately, after abandonment, the section of the tramway between Ventiford and Brimley was re used as the course of the Moretonhampstead and South Devon Railway, opened in 1866, effacing nearly all traces of the tramway between those two points. Until 2015, no substantial remains of the tramway were thought to have survived outside Dartmoor National Park, so the new discovery of these sidings provides an extremely important additional component to this asset. Although isolated from the main surviving tramway, its context at the head of the canal, which was used to tranship the cargo of granite from the tramway to the sea, provides tangible evidence for the link between these two important 19th-century industrial transport systems with immense educational and heritage value.

Please feel free to copy in colleagues who may be able to assist or contribute to this process.

42/17

STOVER CANAL:

Concern was expressed over the use of chainsaws adjacent to the cycle path and the felling of some large trees during the last working party weekend.

43/17

A.O.B.:

It appears that the A382 plans are likely to be delayed due to ongoing legal discussions with Sibelco.

Meeting closed 20:41.

PLEASE NOTE THE NEXT PLANNING MEETING WILL BE ON 5th DECEMBER 2017, THE NEXT FULL MEETING WILL BE ON 2nd JANUARY 2018.