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For and on behalf of
GLEESON STRATEGIC LAND

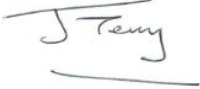
STATEMENT TO THE MDDC LOCAL PLAN REVIEW EXAMINATION

Hearing 3: Site Allocations: Crediton and Rural Areas

**Prepared by
DLP Planning Ltd
Nottingham**



January 2019

Prepared by: 	Jane Terry BA(Hons), DipM, MRTPI Associate Director
Date:	January 2019

DLP Planning Ltd
1 East Circus Street
Nottingham
NG1 5AF

Tel: 01158 966620

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1.0 INTRODUCTION

1.1 This Statement is prepared by DLP Planning Ltd on behalf of our client Gleeson Strategic Land and is submitted as supplementary evidence as part of the Mid Devon Local Plan Review Examination.

1.2 The issues covered by this Statement relate to Hearing 3: Crediton and Rural Areas and makes supplementary comments in relation to the following Questions:

Q1. Is the approach to Crediton in Draft Policy S12 a reasonable one?

Q2. Are the allocations and draft policies relating to Crediton (Draft Policies CRE1 to CRE11) workable?

2.0 Q 1. - IS THE APPROACH TO CREDITON IN DRAFT POLICY S12 A REASONABLE ONE?

- 2.1 The supporting text to draft Policy S12 sets Crediton within its context, namely that the town is a focal point for the surrounding area, providing a level of employment and services. Opportunities for its expansion are considered to be limited due to environmental constraints and that development can be more sustainable located elsewhere. (Paragraphs 2.70 and 2.73). As such the total housing target for Crediton has been set lower than might be expected for a town of this size. The sites allocated have been subject to assessment through the SHLAA and are considered available, suitable and achievable.
- 2.2 Previous representations made have objected to the reduced housing target both for Crediton and the allocation at Pedlerspool, CRE5 on the basis that they are both capable of taking a greater quantum of development whilst still taking into account environmental constraints. The Crediton relief road is now in place to ease congestion and improve air quality and it has been shown through the development management process that the presence of historic parkland to the north and north east of the town (which is close to but not adjoining the town) can be responded to sensitively whilst making the most efficient use of land.
- 2.3 This has been borne out through the planning application process for the allocated site at Pedlerspool, CRE5 which now has the Council's resolution to grant subject to the completion of s106 planning obligation. As a result of the acknowledgement of the environmental constraints of the site (the site rises steeply to the west, along with the presence of historic parklands to the north and north east) the design process and preparation of this application (17/0348/OUT) were landscape-led. The result has been to be able to expand the net developable area and increase the quantum of development on the site from the 200 units proposed to 257 dwellings (whilst maintaining a policy compliant level of density) along with significant infrastructure (relocation of the Rugby Club and Primary School site). Consequently, the table at paragraph 2.74 should be updated as follows:

Extract from the table at paragraph 2.74 setting out the allocations in Crediton

[Our proposed modifications identified in green in the table below]

Site	Policy	Site area (ha)	Use	Local Plan page(s)
Pedlerspool	CRE5	23.5	200 <u>257</u> dwellings	121

- 2.4 The corresponding increase in the policy itself should also be made along with confirmation that the target number of dwellings should be a minimum to reflect the national policy of housing growth set out in the NPPF, and the provision of affordable units should be subject to

Crediton

Policy S12

Crediton will continue to develop in its role as a small and vibrant market town serving a rural hinterland in the western part of the district. The strategy aims to improve access to housing within the town expand employment opportunities and improve the quantity and quality of the existing retail provision. Proposals will provide for at least approximately 843~~786~~720 dwellings of which subject to viability, up to 220~~180~~ will be affordable and 14,700~~15,400~~ gross square metres of commercial floorspace over the plan period.

[Blue = MDDC Proposed Mods – additions; Red – MDDC Proposed Mods – deletions; Green – DLP/Gleeson suggested revisions]

- 2.5 In other respects, the approach to CRE5 is considered to be reasonable in particular the strategy for growth and the aim to improve access to housing within the town which the allocation of CRE5 of course, contributes to.

- 2.6 The proposed modifications are considered to be necessary in order to make the policy effective in delivering the aspirations of the National Planning Policy Framework for growth, and therefore to make the Plan sound.

3.0 Q 2. ARE THE ALLOCATIONS AND DRAFT POLICIES RELATING TO CREDITON (DRAFT POLICIES CRE1 TO CRE11) WORKABLE?

3.1 These representations are particularly concerned with **Policy CRE5**, the allocation of land for mixed use development at Pedlerspool, Crediton. As currently drafted, Policy CRE5 does not provide sufficient flexibility to be workable.

3.2 As referenced above, the application for development of CRE5, 17/0348/OUT has now received the Council's resolution to grant permission for up to 257 dwellings and associated infrastructure. The minutes of the Planning Committee meeting of 19.09.2018 refer (Appendix A). This resolution to grant increases the net residential developable area of the site to 8.4ha (or 9.37ha including incidental open space – the revised Design and Access Statement submitted with the application refers) as well as the number of dwellings to be delivered on the site from 200 to up to 257 dwellings but which maintains a relatively low density of 30.59dph (27.4dph including incidental open space) to respect and reflect the characteristics of the site and surrounding area.

3.3 In our representations to Hearing 4: Development Management Policies: Policy DM7 Traveller Sites, we make the point that the Council's approach to the delivery of traveller sites will not be effective in delivering traveller pitches. Reference should be made to that Statement for more details but in relation to the specific allocation at CRE5, Pedlerspool, we maintain our objection to the incorporation of '*at least 5 pitches for gypsies and travellers*' (*criteria a*) of the policy refers). This is for a number of reasons summarised below:

i) Disproportionate burden on the site –

CRE5 is a non-strategic site which is required through the allocation to provide 5 pitches. This level of requirement compares to the requirement for provision at the 3 strategic sites: Tiverton Eastern Urban Extension, TIV 1 for 1830 dwellings and 30,000sq.m of commercial floorspace; NW Cullompton, CU1 for 1350 dwellings and 10,000sq.m of commercial floorspace; and East Cullompton, CU7 for 2,600 dwellings and 20,000sq.m of commercial floorspace. These strategic sites are required to provide up to 5, 5 and 10 pitches respectively. The corresponding percentage burden on each site is set out in the table below:

SITE	ALLOCATION	G&T REQUIREMENT	G&T%
TIV1	1830 units	5	0.27%
CU1	1350 units	5	0.37%
CU7	2600 units	10	0.38%
CRE5	200	5	2.5%
TIV16	200	0	0%
CRE1	185	0	0%
CRE2	135	0	0%

This disproportionate requirement for the provision of up to five pitches at Pedlerspool places an additional burden on the site which is also required to provide significant infrastructure (site for a primary school, relocation of the Crediton Rugby Club, and associated highway infrastructure works).

ii) Difficulties with site planning –

Difficulties arising in accommodating on-site pitches as part of a large but non-strategic site where opportunities for successfully locating pitches are significantly reduced from those available on a site of strategic site (sites in the region of 1,350-2,600 dwellings). Whilst this has been achieved through the outline master planning process at CRE5, it has already held up the planning process significantly at outline stage and is likely to have to be further revisited at the reserved matters stage. We understand that this is the same picture at strategic sites. The upshot is that inflexible insistence on on-site provision will have significant implications for delivery of market, affordable and traveller provision.

iii) Difficulties with site delivery –

Over and above the point ii) above, the rate of delivery of housing sites is driven by the market. It is generally acknowledged that there can be difficulties with securing a mortgage for the purchase of houses on a site which also contains traveller pitches as has been consistently fed back by the industry through consultation, to the Ipa. The matter has also been acknowledged and acted upon by Teignbridge District Council in their determination of a recent application at Teigngrace, 18/01759/FUL where consent was given for alternative off-site pitch provision otherwise required through the site allocation policy, at the South West Exeter

strategic site.

The TDC report presented to the 18th December 2018 Planning Committee meeting states:

‘3.11 The off-site provision is required as a consequence of funding/financial constraints not only on the developers but also potentially on mortgagees. This is a difficulty that Officers are looking to resolve more widely but timescale do not permit resolution at this stage.

3.12 The delivery of pitches at this site is therefore of direct relevance to the delivery of the pitches allocated at South West Exeter.

*3.14 It is officers’ view that these figures only serve to illustrate the vulnerability of our 5-year supply position to very small fluctuations in delivery and permissions etc. and therefore where there are appropriate proposals to deliver additional pitches to meet the wider need of the community, **these should be considered positively** – in line with our general duty to consider proposals positively as expressed through the NPPF’ [my emphasis].*

The Teignbridge DC conclusion was to accept that due to the reluctance of lenders to provide mortgage finance to properties on sites incorporating pitches and the vulnerability of the five-year housing land supply to very small fluctuations in delivery, that it was appropriate to approve the alternative off-site provision. This is a proactive and effective approach to achieving the delivery of suitable sites for required pitch provision and is highlighted as best practice in the DCC Report, ‘Housing Needs and Planning Policy for Gypsy and Traveller: The approach of Devon local authorities’, September 2018. It is an approach which should be embraced through the Local Plan process by building this additional flexibility into policy and could easily be replicated through the Mid Devon Local Plan Review thus providing a more robust and proactive way of securing pitch provision but also in securing and maintaining a five-year housing land supply.

Mid Devon have so far not responded to the concerns raised through consultation but have commissioned a report on the matter. Unfortunately, at the time of writing, this is not yet available.

Understandably, house builders are therefore cautious in terms of taking on a site which is constrained by an absolute requirement for on-site provision and are looking for greater flexibility should the requirement be upheld, to make suitable off-site provision, should that become necessary.

iv) Optimum Size of Site for pitches –

The Gypsy and Traveller Accommodation Assessment (GTAA) 2015 prepared for the Devon Partnership (Evidence Base document SOC03) suggests up to 15 pitches is the optimum size to be accommodated on a site. This is taken from the DCLG Good Practice Guide ‘Designing Gypsy and Traveller Sites May 2008’ which sets out at paragraph 4.7: *‘There is no one ideal size of site or number of pitches although experience of site managers and residents alike suggest that a maximum of 15 pitches is conducive to providing a comfortable environment which is easy to manage. However, smaller sites of 3-4 pitches can also be successful, particularly where designed for one extended family. These can be advantageous in making good use of small plots of land, whilst retaining the qualities described in this guidance and expected by families on modern sites’*. It concludes at s37: *‘As well as quantifying accommodation need, the study also makes recommendations on key issues. The main ones are as follows: * Following CLG (2008) guidance it is recommended that new sites contain a maximum of 15 pitches whilst smaller sites for individual extended families should be considered’*.

This suggests that the requirement within site allocations for 5 pitches is too low as it does not plan for effective and efficient provision or management through larger sites. Consequently, it would point to a more appropriate alternative approach to consolidate the district-wide requirement for pitches within the strategic allocations whilst allowing for the provision of smaller family sites through the identification of smaller sites (standalone site allocations) and / or windfall sites (through application of a revised Policy DM7).

v) Lack of flexibility –

We consider that the requirement for up to five traveller pitches places a disproportionate burden on this large but non-strategic site which will have negative consequences including viability (with the perverse implication for a reduction in

percentage of affordable housing, the traveller pitches otherwise being counted towards the affordable housing provision) and overall deliverability.

In addition, as things stand, pitches required within the four site allocations must be provided on-site regardless of whether there is demand on the site / in that locality or not. Our Hearing Statement to Hearing 4: Development Management Policies: DM7 refers to this in more detail but there also appears to be a mismatch in the needs and aspirations of the traveller community and the requirement for on-site allocation through the four large allocated sites listed. This point is evidenced through the DCC report: 'Housing needs and planning policy for Gypsy and Travellers: An approach of Devon local authorities' at paragraph 5.5 which summarises the feedback from engagement with the traveller community as to where they would like to be housed: semi-rural locations with good transport links (rather than on large traditional housing estates which will be delivered through the large site allocations).

As outlined above, greater flexibility within the policy to seek off-site pitch provision should that become necessary, would secure not only the delivery of the pitches in locations where the traveller community desire / need to be and in a manner to suit their cultural requirements, but remove unnecessary constraints on delivery of the wider site (including both market and affordable housing) thus contributing towards a more robust five-year housing land supply.

- 3.4 We therefore consider that there should be flexibility applied to the CRE5 allocation to allow for re-provision of the G&T requirement off-site, or on the strategic allocations such as TIV1 or CU1 which have greater scope within a larger area to make adequate on-site provision. Alternatively or in addition to the above, standalone sites for traveller use should be identified for allocation and / or broad areas identified for their provision – paragraph 2.31 of the Local Plan Review refers to the Government Statement 'Planning policy for traveller sites' which indicates that a five-year supply of deliverable sites should be identified with a further ten-year supply of developable sites or broad locations on top of this.
- 3.5 We consider that Policy CRE5 should therefore be revised either to remove the requirement for traveller pitches on this site and instead, reliance being placed on the identification of developable sites and broad areas of search as set out in Policy DM12.

- 3.6 Alternatively, the Policy should be redrafted to allow for greater flexibility and updated to reflect the resolution to grant application 17/00348/OUT as follows:

[Proposed changes are highlighted in green/green below]

Policy CRE5 Pedlerspool, Exhibition Road

A site of 21 hectares at Pedlerspool, Crediton, is allocated for residential development subject to the following:

- a) 200 At least 257 dwellings with 28% affordable housing subject to viability, including the provision of up to at least five pitches for gypsies and travellers either on or off-site;
- b) A serviced site of 1.1 hectares for a new primary school; ~~Extra care housing comprising at least 25 units;~~
- c) A suitable site for the relocation of Crediton Rugby Club;
- d) A phasing strategy which ensures that sites for the sports pitches, affordable housing and gypsy and traveller pitches are delivered broadly in step with the housing development, and the school is transferred to the local education authority at a timetable agreed with Devon County Council; ~~A phasing strategy which ensures that extra care housing and a site for sports pitches are delivered broadly in step with the housing development;~~
- e) Layout, design and landscaping, including planting on the riverside that reflects the local distinctiveness and its sloping nature;
- f) The protection of the setting of Creedy Historic Park and Garden and the wider area, including the upper slopes to south and west for Green Infrastructure and landscaping;
- g) Facilitation of access to local bus routes via sustainable travel modes including possible extension of service;
- h) Provision of suitable access arrangements from the A3072 and appropriate highway improvements along Stonewall Lane and Old Tiverton Road;
- i) Improved access to the town centre for pedestrians and cyclists;
- ij) Protection and enhancement of trees subject to Tree Preservation Orders within

and adjoining the site; and

jk) An archaeological investigation and mitigation scheme.

The Proposals Map should also be updated to reflect the revised net developable area agreed within the resolution to grant application 17/00348/OUT as indicated by the Land Use Plan below and consequential changes made to the Green Infrastructure designation surrounding it.



Above: Local Plan Review Proposals Map – to be revised to reflect the agreed Land Use Parameter Plan from the 17/00348/MOUT Design and Access Statement below:



APPENDIX A: PLANNING COMMITTEE MEETING OF 19.09.2018 - MINUTES

MID DEVON DISTRICT COUNCIL

MINUTES of a **MEETING** of the **PLANNING COMMITTEE** held on 19 September 2018 at 2.15 pm

Present

Councillors

Mrs F J Colthorpe (Chairman)
Mrs H Bainbridge, Mrs G Doe, P J Heal,
D J Knowles, F W Letch, B A Moore,
R F Radford, J D Squire, R L Stanley and
R Evans

Apologies

Councillor(s)

Mrs C Collis

Also Present

Councillor(s)

Mrs J B Binks

Present

Officers:

David Green (Group Manager for
Development), Simon Trafford (Area Team
Leader), Philip Langdon (Solicitor) and Sally
Gabriel (Member Services Manager)

Also Present:

Ian Sorenson (Devon County Council, Highways Authority)

53 APOLOGIES AND SUBSTITUTE MEMBERS

Apologies were received from Cllr Mrs C A Collis who was substituted by Cllr R B Evans.

54 PUBLIC QUESTION TIME (00-02-41)

All public questions referred to Application 17/00348/MOUT – Creedy Bridge, Crediton

Mr Grigg asked: Is the committee aware that the club's currently cramped and outdated site, built over 50 years ago to house just three teams, is jeopardising our future - we are currently struggling to accommodate over 500 members and 16 teams and have problems arranging training and fixtures - but that if the Creedy Bridge application is granted we will be able to provide up-to-date facilities such as a new clubhouse with a greater number of changing rooms and more pitches and we can solve current parking problems?

Mr Newstead asked: Is the committee aware of the valuable work the club does with our growing youth membership – we have nearly 300 junior playing members in 11 junior teams, including three girls' team, and that if the Creedy Bridge application is granted we will be able to offer more rugby to more people – in particular younger people- in the wider community if we can provide better facilities?

Mrs Keogh stated that I am the clerk to the Upton Hellions Parish Meeting we as a group prepared some individual more specific questions. If the Committee has conducted a site visit you will be aware of the condition of the lanes surrounding the site to the south and west. These lanes allow access to the west side of Crediton including QE School and will be used rather than going all the way round via Exhibition Corner and up through the High Street. Stonewall Lane is already used as a well used short through route east/west of the town avoiding the High Street. Are you satisfied that the single track roads with few passing places will be safe for the joint use of even more two way motor traffic, cyclists and pedestrians?

Mr Kuzara - resident of Upton Hellions asked is it realistic to expect that the residents of the proposed development would use their cars as their first option to travel for any reason when the essential requirements of health and education provision, public transport and retail facility options are 2km away and nearly all the rugby members and visitors also drive to and from the new club?

Mr Casey, resident of Upton Hellions asked is the Committee aware that 93 individuals have been motivated to write letters of objection to this plan and that all the local Councils are affected by the plan? Sandford, Upton Hellions and Crediton all object strenuously?

Ian Cole, resident of Upton Hellions stated that my question is essentially if any of the properties should today get planning permission if they should be sold to councils outside of Devon would the sales be used against the social housing allocation hopefully meant for people in Devon?

Liz Toms, resident of Sandford stated that it's one of the objectives of new developments that there be sustainable employment alongside these developments. I'd like to ask what plans there are for employment opportunities that go alongside this development?

Patricia Walker, resident of Upton Hellions stated that the validity of the applicants travel plan rests on the assumption that the residents will walk or cycle into Crediton to minimise vehicle movements and impact on air quality and traffic congestion. Has the Committee considered that most journeys will be to transport children or to carry luggage or shopping and it isn't realistic to expect people to leave their cars at home?

The Chairman indicated that the questions would be answered during the debate on the application.

55 DECLARATION OF INTERESTS UNDER THE CODE OF CONDUCT (00-11-20)

Members were reminded of the need to declare any interests when appropriate.

56 MINUTES OF THE PREVIOUS MEETING (00-11-28)

The minutes of the meeting held on 5 September were approved as a correct record and signed by the Chairman.

57 CHAIRMAN'S ANNOUNCEMENTS (00-12-21)

The Chairman informed the meeting that the next ordinary meeting of the Committee would take place on 3rd October, however tomorrow was the opening day of the Local Plan Examination into J27 and associated housing, the inspector would be Mr Paul Griffiths and the examination would take place at the Tiverton Hotel at 10.00am.

58 THE PLANS LIST (00-13-46)

The Committee considered the application within the plans list*.

Note: *List previous circulated, copy attached to minutes.

a) No 1 on the Plans List (Application 17/00348/MOUT - Residential development of up to 257 dwellings and up to 5 Gypsy and Traveller pitches; 8.6 hectares of land made available to facilitate the relocation of Crediton Rugby Club; up to 1.1 hectares of land safeguarded for the delivery of a primary school; access arrangements from A3072 (Exhibition Way); pedestrian and cycle access on to Pounds Hill/Stonewall Cross junction, Old Tiverton Road and Pedlerspool Lane; landscaping and area of public open space; and other associated infrastructure and engineering operations at Land at NGR 284185 101165 (Creedy Bridge), Crediton, Devon).

The Area Team Leader outlined the contents of the report highlighting by way of presentation the proposed area for development, the site location plan, the proposed land uses and the means of access. He identified the areas for housing, the school site, the gypsy and traveller site, the green infrastructure and the access and movement plan which identified the proposed means of access to and from the site, vehicular and indicative locations of internal routes and principle pedestrian connections. Plans were also shown of the proposed offsite highway works at Pound Hill and Jockey Hill to assist safe pedestrian movements to and from the site. The transport strategy plan was produced with an additional plan highlighting the Red Hill Cross site which had received planning permission (now extant) and the closest residential properties. The presentation also included the density plan, an indicative masterplan for the site and a plan which identified the accessibility of the site to the town of Crediton. He explained the allocation within the adopted Local Plan and the emerging Local Plan; the footprint had not changed however there were changes to the proposed land use. He further explained the proposed Section 106 agreement and the allocation of affordable housing and provided photographs from various aspects of the site.

Providing answers to questions posed in public question time, the officer stated that with regard to the safe use of the lane network, it would be advised that the A3072 would be the preferred route for use, funding had been secured for sustainable travel. With regard to the transport issues raised, he felt that he had covered the issues within his presentation, with regard to the affordable housing and it being sold off to other local authorities in the country, the affordable housing allocation within Mid Devon was dealt with via Devon Home Choice. With regard to sustainable employment, the allocation within the emerging Local Plan did not include an employment site, previously featured in the adopted Local Plan, however there were employment sites within Crediton and he was in receipt of an application for new industrial units in the town.

With regard to transport movement, Mr Sorenson (Devon County Council Highways Authority) stated that a number of passing places would be introduced on Stonewall Lane and that there would be safe vehicle access via a roundabout on the A3072 via Exhibition Road, he explained the proposed routes outlined in the transport assessment which included movements to and from the school and pedestrian access along the narrow lane. Future development in Crediton would lend itself to greater strategic networks. The officer stated that further footway improvements were being looked into and the development proposals that had lapsed would give further footways onto Old Tiverton Road. The development of the site would move the rugby club and training ground; those sites may come forward which could bring forward further traffic improvements.

The meeting then considered Members questions with regard to:

- Education funding, specifically early years funding
- The number of dwellings proposed for Crediton
- The affordable housing allocation and how that would be cascaded
- Open space on the site, specifically play areas and how they would be managed and maintained
- The Wildlife Trust representation and how issues raised would be mitigated
- How much weight should be given to the emerging Local Plan, the lack of a 5 year land supply and the planning balance
- Sustainable transport issues
- The viability of the proposal and the number of affordable homes
- The number of traffic movements around the site

Consideration was then given to:

- The views of the objectors with regard to the visual impact of the development on the village of Shobrooke, whether the site was sustainable, the impact on the local lanes and flooding issues
- The views of the agent with regard to the benefits of the development for the town and local area, the financial package, the lack of a 5 year land supply and the fact that the development would aid the issue, the density of the site which would be considered at the reserved matters stage and that the developers were willing to talk to Sandford Parish with regard to any particular projects they would like to discuss.
- The views of Sandford Parish Council with regard to Government policy for house building and the impact of this on the small town. The historic parkland which surrounded the site and the lack of broadband in the area.
- The views of Upton Hellions Parish Meeting with regard to the impact of the development on the rural landscape, the number of dwellings within the proposal were more than identified in the emerging Local Plan and the destruction of the Creedy Valley.
- The views of the Ward Member with regard to the history of the site, the lack of a green buffer, the sensitive heritage site and the area of flood plain, the inadequacy of the highway proposals, the site would fund improvements for Crediton, but what of Sandford? Issues with regard to the gypsy and traveller provision, the affordable housing, whether the bus services would

be improved, whether the density on the site was acceptable and the S106 agreement.

Discussion then took place regarding:

- The site visit that had taken place which had proved to be very useful to Members
- The retention of the trees in Pedlerspool Lane, any visual impact that the development would cause and the connectivity of the site to the town
- The education proposal within the S106 agreement, whether the schools in the town were over prescribed, the town of Crediton would not receive any Council Tax income as that would go to the parish of Sandford and the impact of the proposal on local doctors surgeries
- The housing need, the phasing of the affordable housing and the need to use the Devon Home Choice cascade system
- The valued English landscape with regard to Creedy and Shobrooke Parks
- The allocation within the adopted and emerging Local Plans and whether the site was sustainable
- The fact that the land was allocated for development and that it met with planning policy
- The density on the site

It was therefore:

RESOLVED that planning permission be granted subject the prior signing of a S106 agreement to secure:

1. The safeguarding of a 1.1ha site for a Primary School, and agreement for the land to be transferred to Devon County Council prior to the commencement of any development.

2. The setting out of a 0.3ha site for provision of up to 5 pitches for the Gypsy and Traveller Community, and the following provisions regards delivery and operation:

i. A scheme for the detailed setting out of the 5 gypsy and traveller pitches to be submitted and approved by the occupation of 110th dwelling (i.e. 43% completion); and

ii. Gypsy and traveller pitches to be laid out by 193rd occupation (i.e. 75% completion).

3. 56 units of affordable housing. The precise tenure and mix of unit sizes to be specified as follows: 40% Discounted housing and 60% Affordable Housing for rent, and with a property size requirement as follows: 1 bed 10%, 2 Bed 50%, 3 Bed 35% & 4 Bed 5%.

- A phasing plan to manage the delivery of the affordable housing units.
- Cascade arrangements as set out in the Devon Home Choice policy framework

4. The safeguarding of 8.6ha of land for the relocation of the Crediton Rugby Club, and agreement for the land to be transferred to Rugby Club prior to the

commencement of any development, or another date to be confirmed by the Rugby Club.

5. The setting up of a management company for the long-term management and maintenance of all communal areas including any parking courts, landscape, public open space and children's play areas.

6. Sustainable Travel Measures (to include a public transport contribution, a contribution to undertake improvements to existing PROW network and the provision of travel plan vouchers for future occupiers of the 257 houses) - £955,900. 00. To be phased over three tranches – First tranche payable upon occupation of the first dwelling and subsequent payments made 12 months and 24 months thereafter.

7. Primary Education - £13,652 per pupil (63 pupil spaces required) to be phased over three tranches – First tranche payable upon occupation of the first dwelling and subsequent payments made 12 months and 24 months thereafter.

8. Early Years Education - £250 per dwelling to be phased over three tranches – First tranche payable upon occupation of the first dwelling and subsequent payments made 12 months and 24 months thereafter.

9. Primary Special Needs - £141 per dwelling to be phased over three tranches – First tranche payable upon occupation of the first dwelling and subsequent payments made 12 months and 24 months thereafter.

10. Healthcare provision - £363 per dwelling to be phased over three tranches – First tranche payable upon occupation of the first dwelling and subsequent payments made 12 months and 24 months thereafter.

11. Off-site highway works as follows:

- Access arrangements from A3072 (Exhibition Way);
- Pedestrian and cycle access on to the Pounds Hill / Stonewall Cross Junction, Old Tiverton Road and Pedlarspool Lane; and provision of passing places along Stonewall Lane.

With conditions as recommended by the Head of Planning, Economy and Regeneration.

(Proposed by Cllr Mrs H Bainbridge and seconded by Cllr R B Evans)

Notes:

- i) Cllrs Mrs H Bainbridge, Mrs F J Colthorpe, Mrs G Doe, R B Evans, P J Heal, D J Knowles, F W Letch, B A Moore, R F Radford, J D Squire and R L Stanley made declarations in accordance with the Protocol of Good Practice for Councillors dealing in Planning Matters as they had received correspondence with regard to the application;
- (ii) Cllr F W Letch declared a personal interest as the objectors were known to him;

- (iii) Cllr P J Heal declared a personal interest as the applicant was known to him and that his grandson used the local rugby club;
- (iv) Cllr J D Squire declared a personal interest as the applicants were known to him
- (v) Jane Terry (Agent) spoke;
- (vi) Mrs Keogh spoke on behalf of the Objectors;
- (vii) Cllr Georgina Ford spoke on behalf of Sandford Parish Council;
- (viii) Cllr Lindsey Kuzara spoke of behalf of Upton Hellions Parish Meeting;
- (ix) Cllr Mrs J B Binks spoke as Ward Member;
- (x) The Chairman read a statement on behalf of Cllr Mrs M E Squires (Ward Member);
- (xi) Cllrs F W Letch, B A Moore, J D Squire and R L Stanley requested that their vote against the decision be recorded;
- (xii) The following late information was provided: 19th September 2018 –

Page 25: Section regards Applicants Supporting Information.

Since the committee report was issued the applicant has submitted a technical note regards any Buried Assets underground at the application site confirming that further evaluation across the site has been undertaken (in addition the ground and radar survey information) since the application was submitted.

The further investigative work that has been undertaken confirms that the presence does not affect any on-site works, whilst off-site works will require a diversion.

Officer Comment: The presence of services does not impact on determination of the planning application and does not affect the officer recommendation as set out in the Report.

(The meeting ended at 5.00 pm)

CHAIRMAN

Minutes of

BEDFORD

4 Abbey Court, Fraser Road
Priory Business Park, Bedford. MK44 3WH
bedford@dlpconsultants.co.uk
01234 832 740

BRISTOL/SPRU

Broad Quay House (5th Floor)
Prince Street, Bristol. BS1 4DJ
bristol@dlpconsultants.co.uk
01179 058 850

EAST MIDLANDS

1 East Circus Street, Nottingham
NG1 5AF
nottingham@dlpconsultants.co.uk
01158 966 622

LEEDS

Princes Exchange
Princes Square, Leeds. LS1 4HY
leeds@dlpconsultants.co.uk
01132 805 808

LONDON

The Green House, 41-42 Clerkenwell Green
London. EC1R 0DU
london@dlpconsultants.co.uk
020 3761 5390

MILTON KEYNES

Midsummer Court, 314 Midsummer Boulevard
Milton Keynes. MK9 2UB
miltonkeynes@dlpconsultants.co.uk
01908 440 015

SHEFFIELD/SPRU

Ground Floor, V1 Velocity Village
Tenter Street, Sheffield. S1 4BY
sheffield@dlpconsultants.co.uk
0114 228 9190

RUGBY

18 Regent Place, Rugby, Warwickshire
CV21 2PN
rugby.enquiries@dlpconsultants.co.uk
01788 562 233



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