

EAST DEVON DISTRICT COUNCIL

Minutes of a meeting of the Strategic Planning Committee held at Knowle, Sidmouth on 6 November 2017

Attendance list at end of document

The meeting started at 10.00am and ended at 11.55pm.

***9 Public speaking**

The Chairman welcomed everyone present to the meeting.

There was one member of the public present who wished to address the Committee when the relevant item was considered.

***10 Minutes**

The minutes of the Strategic Planning Committee meeting held on 11 July 2017 were confirmed and signed as a true record.

***11 Community Infrastructure Levy Working Party**

The minutes of the Community Infrastructure Levy Working Party meeting held on 8 September 2017 were confirmed and signed as a true record.

***12 Declarations of interest**

Cllr Phil Twiss; Minute *13 - Cranbrook Plan Development Plan Document – preferred approach

Interest - Personal

Reason: Consultant in travel industry

Cllr Mike Howe; Minute *15 - Infrastructure Delivery Plan – Review 2017

Interest - Personal

Reason: Business owner in Clyst St Mary

Cllr Jill Elson; Minute *15 - Infrastructure Delivery Plan – Review 2017

Interest - Personal

Reason: Governor – Exmouth Community College

***13 Cranbrook Plan Development Plan Document – preferred approach**

The Committee considered the Service Lead's – Planning Strategy and Development Management report seeking Member approval for the publication of the Cranbrook Plan Development Plan Document (DPD) - preferred approach for consultation. The purpose of the DPD was to guide the expansion of Cranbrook to around 8000 homes and ensure that the needs of all groups and sections of society were considered and catered for, including Gypsies and Travellers. The DPD was identified in the Local Plan as being critical to securing the long-term success of Cranbrook.

The Chairman invited Nick Freer to address the Committee, who had registered to speak on behalf of the Cranbrook Consortium. He advised that they saw much of the preferred approach document as a positive way forward and that there was opportunity for appropriate development south of the A30 to coexist with the airport, as well as clear benefits from developing to the south west due to the proximity to

SkyPark, Exeter and the district heat network - the Consortium had been positively working with the airport regarding mitigation measures. Inclusion of the west and east expansion areas was also welcomed. He asked that the DPD recognise that some development might be necessary in the Neighbourhood Plan areas but asked that the document express a preference for delivering development in the Tresbeare, Bluehayes and Cobden expansion areas.

Members received a presentation from the Service Lead providing an overview of the Council's approach to the Cranbrook Plan outlining:

- What was being consulted on;
- The supporting evidence;
- Constraints and opportunities within the Cranbrook Area, such as noise from the airport, landscape and overhead lines;
- Key points of what was being proposed:
 - Development on both sides of London Road;
 - Between 3,650 and 4,200 homes
 - Three primary schools and one SEN school
 - Land safeguarded for a second railway station;
 - Sports facilities;
 - Employment land;
 - Allocation for 'meanwhile spaces' – the community could use these spaces to meet future needs as they emerge;
 - Continuation of district heating;
 - On-site SANGS provision;
 - Undergrounding of a section of overhead powerline;
- The expansion areas had been split into four areas – Bluehayes, Tresbeare, Cobdens and Grange and the distribution of uses in each of these areas was outlined;
- Development had been set back from prominent ridges lines to prevent it appearing prominent in the landscape particularly when viewed from Rockbeare;
- How green infrastructure in the existing town would link to the expansion areas;
- How drainage would be addressed through basins and swales;
- Proposed densities for each expansion area – higher densities around areas of mixed use and economic activity and lower densities in areas that were visually sensitive.

If approved, the consultation on the preferred approach document, including a table of policy topics and evidence to support them, and Sustainability Appraisal would commence on 10 November and run for eight weeks finishing on 8 January 2018.

Various events were planned over the period in Cranbrook and Rockbeare, including attendance at parish and town council meetings, and postcards were being distributed to the area to advise of the consultation. There would also be an unmanned display at the Youghayes Centre during the consultation period.

Discussion on the Cranbrook Plan DPD - preferred approach included:

- Funding for undergrounding powerlines was queried – In response, the Service Lead advised that costings had shown that it was economically viable for this work to be undertaken and it was envisaged it would be funded by the development;

- Clarification was sought on whether the expansion of the existing station would be instead of a second station being provided. In response, the Service Lead advised that it would not be possible to fund both options; however both were being left in for the purposes of the consultation to gather feedback. The aim was to achieve a half hourly service from Exeter and this could be done by providing a second platform at the existing station and a passing loop – this would be a considerably cheaper option compared with delivering a new station;
- Concern was raised about healthcare, community facility and affordable housing provision. In response, the Service Lead advised that the mixed use areas would include healthcare and community facilities and the ‘meanwhile spaces’ set aside could also be used to meet these needs. The Council was looking forward to engaging with partners, including the NHS and CCG, through the consultation. In the Local Plan, affordable housing provision at Cranbrook was set at 25%.
- Issues that had slowed build rates at Cranbrook were now starting to be resolved and it was hoped that this would allow delivery to move forward;
- Suggestion that the eight week consultation period be extended if required. A proposal was put forward to extend the consultation period until the 22 Jan 2018 and voted on - the motion was lost;
- Concern raised regarding proposals to expand south of the A30;
- There was a need for adequate sports provision in the town – overlaid pitches were not considered suitable. In response, the Service Lead advised that the main provision of sports pitches would be within the southern expansion area and there was no intention for the pitches to overlap;
- There was a need to be mindful of the FAB project when looking to underground powerlines;
- Employment provision was based on the Economic Development Strategy;
- The proposed industrial site between the airport and southern expansion site would help to mitigate airport noise, however a wider mitigation package would be required;
- There was a need to ensure provision of employment space for expanding small businesses;
- ‘Mixed use development’ was considered too vague - there was a need to be clearer as to what would be delivered, such as office space. In response, the Service Lead advised that the policies that would sit within the DPD would identify the proportion of employment land to be delivered in each area;
- There was a need to be more innovative with it suggested that a metro system be introduced;
- The number of gypsy and traveller pitches to be provided at Cranbrook would evolve as the Council sought to purchase sites elsewhere in the District, however two sites were currently proposed with up to 15 pitches on each. The importance of engaging with the community and gypsy and traveller community was recognised;
- The poor mobile phone reception in Cranbrook needed addressing. In response, the Chairman advised that this was an ongoing issue that the Town Council were pursuing;
- Policies proposed such as those relating to car charging points and car parking spaces should be included in the Local Plan review as they applied to the whole District and not just Cranbrook.

RESOLVED: that the Cranbrook Plan Development Plan Document – preferred approach document together with publication on the associated Sustainability Appraisal and Strategic Environmental Assessment and background evidence documents be published for consultation.

***14 Proposed response to Government document – Planning for the right homes in the right places: consultation proposals**

The Committee considered the Service Lead's – Planning Strategy and Development Management report outlining a proposed response to a Government document – Planning for the right homes in the right places. The document covered the following areas:

- Calculation of housing need;
- Statement of common ground;
- Planning for a mix of housing needs;
- Neighbourhood planning;
- Viability assessment;
- Planning fees
- Other issues, including build out, prematurity and the housing white paper.

During discussion, Members commented on the comprehensive proposed response by officers. It was suggested that the response also be sent to the three local MPs.

RESOLVED: that the proposed Officer response to the consultation document – Planning for the right homes in the right places, as set out in Appendix A to the Committee report, be submitted as the Council's formal response to Government. Copies of the response to also be sent to the three local MPs.

***15 Infrastructure Delivery Plan – Review 2017**

The Committee considered and discussed the report presented by the Service Lead – Planning Strategy and Development Management outlining the findings of the Infrastructure Delivery Plan (IDP) – Review 2017, which updated the previous study published in March 2015. The IDP was a technical document which the Council was required to regularly review. Evidence relating to infrastructure issues needed to be updated regularly to inform and support the delivery of future development in the area, as set out in the adopted Local Plan and emerging Cranbrook Plan.

The review showed that there were currently funding gaps for many projects, particularly with regards to priority one and two transport and education infrastructure. Given this information, the Council would need to carefully consider how to spend any available funding in order to focus on infrastructure requirements that would deliver the Local Plan and Cranbrook Plan, whilst also seeking to secure other grant and loan funding where possible.

Members also noted that it was important that the IDP was used as a basis for discussion with other agencies, infrastructure providers and Government to highlight the shortfall in infrastructure funding and to put pressure on them to prioritise supporting the delivery of those projects when setting their own budgets and considering funding bids. The impact of not addressing the highlighted funding gap was that the required homes and jobs identified in the Local Plan could not be provided which would have significant social and economic issues.

RESOLVED: the Infrastructure Delivery Plan – Review 2017 be noted and published, subject to ‘Section 106’ being added to the funding secured/potential column relating to West End – Exeter Airport Business Park (page 53 of the Review document).

Attendance list

Committee Members:

Councillors

Phil Twiss - Chairman

Graham Godbeer – Vice Chairman

Mike Allen

Susie Bond

Colin Brown

Jill Elson

Mike Howe

Geoff Jung

Rob Longhurst

Brenda Taylor

Also present (present for all or part of the meeting):

Councillors:

Megan Armstrong

Brian Bailey

David Barratt

Paul Carter

Peter Faithfull

Roger Giles

David Key

Helen Parr

Officers present (present for all or part of the meeting):

Thea Billeter, Cranbrook New Community Manager

Matt Dickins, Planning Policy Manager

Ed Freeman, Service Lead – Planning Strategy and Development Management

Shirley Shaw, Planning Barrister

Hannah Whitfield, Democratic Services Officer

Mark Williams, Chief Executive

Apologies

Committee Members:

Ian Hall

Philip Skinner

Mark Williamson

Non-committee Members:

Paul Diviani

Chairman

Date.....