

EAST DEVON DISTRICT COUNCIL

Minutes of the meeting of Strategic Planning Committee held online via the zoom app on 25 January 2022

Attendance list at end of document

The meeting started at 9.30 am and ended at 3.51 pm. The meeting was adjourned briefly at 11.20am and reconvened at 11.30am, adjourned at 1.10pm and reconvened at 1.40pm and briefly adjourned at 3pm and reconvened at 3.10pm.

66 Declarations of interest

Minute 67. Declarations of interest.

Councillor Eleanor Rylance, Personal, Ward Member for Broadclyst.

Minute 67. Declarations of interest.

Councillor Jess Bailey, Personal, Devon County Councillor and Ward Member for West Hill and Aylesbeare.

Minute 67. Declarations of interest.

Councillor Mike Howe, Personal, Bishops Clyst Parish Councillor and numerous developers are known to me.

Minute 67. Declarations of interest.

Councillor Olly Davey, Personal, Exmouth Town Councillor and an investor in co-cars based in Exeter.

Minute 67. Declarations of interest.

Councillor Philip Skinner, Personal, Plymtree Parish Councillor; known to FWS Carter & Sons and the Stewart family; Also owns land in Talaton that is in the HELAA process which is not detailed in any documentation being discussed; Family farmed land many years ago in connection with Exmo_06 and Exmo_08.

Minute 67. Declarations of interest.

Councillor Sarah Chamberlain, Personal, Ward Member for Broadclyst.

67 Presentations from developers and land owners/promoters

The Chair welcomed everyone to the meeting and advised the meeting was for information gathering purposes only and Members would not be making any decisions or indications about whether sites should be included in the draft Local Plan.

The Service Lead – Planning Strategy and Development Management gave a brief introduction for the reasoning for the presentations advising that Officers had been instructed by Members at the November meeting to prioritise the middle scoring sites following the site suitability scoring. There had been an overwhelming response from developers, landowners and agents to present to Members over the next two days with 27 sites not being able to be accommodated. The Service Lead – Planning Strategy and Development Management advised that a report would be prepared for the Strategic Planning Committee on 22 February to discuss how to deal with the remaining interest and whether Members would want additional time to hear those presentations.

The Chair advised Members that each presentation would be given 15 minutes with an additional 5 minutes for questions. If Members still had questions after the 5 minutes these should be emailed to the Democratic Services Officer who would forward them to the relevant person for a response. The questions and responses would be provided as a link in the minutes.

The following presentations were presented to Members for the proposed new town:

Neil Mantell, LRM Planning representing Cherwell Group

Also present; Paul Duddridge, Cherwell Group; Nathan Edwards, Urban Wilderness, Richard White, Miles White Transport

Land at Axehayes, Exeter

- Site boundary is approximately 32.3 Ha.
- Located immediately north and to the west of the A3052 and to the west of the Hill Barton Business Park;
- It is located in close proximity to a range of service facilities and employment opportunities including Sowton Industrial Estate, Exeter Airport Industrial Estate and Exeter Science Park;
- It is in close proximity to Clyst Valley Regional Park and the proposed Clyst Valley Trail and existing bus services
- The site has potential to deliver a mix of uses including employment land provision;
- The site has potential to link to the proposed district heat network;
- Approximately 15 Ha. of developable space
- Capacity = 500 – 550 dwellings;
- Option to expand to build on the existing Hill Barton Business Park to provide employment uses;
- Option 1 – proposal to deliver 350 dwellings and 4.8 Ha of employment land with opportunity for community facilities;
- Access off the A3052 subject to the provision of a five arm roundabout with links to the A30 and the Clyst Hill Training Ground;
- Potential for cycle pedestrian route linking to the Clyst Valley Regional Park;
- Opportunity to explore further links to the Cat & Fiddle and to Westpoint and welcome working with them to develop this further;
- Constraints:
 - Although there are no listed buildings, ancient monuments or any historic interest within the boundary there is a scattering of listed buildings around the site but does not form part of their setting;
 - No ancient woodland;
 - Not in an area of outstanding natural beauty;
 - Small area of flooding in the bottom corner of the site but is capable of mitigation and does not impede on the access onto the A3052;
 - Falling topography from the north;
 - Existing hedgerows will be retained;
- The site is in single ownership and can come forward rapidly and can expand to the north if the Bloor Site is acceptable and expand south to create an interlink with the wider neighbourhood;

Questions raised by Members:

- Clarification sought on whether the plan was expressed in crow flies distances or road distances. In response Mr Mantell advised it was as the crow flies distance;
- Clarification sought about whether the proposal was for a development of houses or part of an entire community. In response Mr Mantell advised it was opportunities for a mixed use development that would incorporate employment land and housing. It would also provide a small neighbourhood centre to provide daily requirements.

- Clarification sought on what infrastructure would be delivered as part of the project. Mr Mantell acknowledged that this new community could see in the region of 8,000 houses which would have a significant impact on infrastructure needs and advised the development would need to contribute to that and the Cherwell Group were keen to work with the Council as part of that process.
- Clarification sought on the reference to a road between A3052 and A30 and whether it would be in conjunction with this site. It was advised that the proposal was part of the GESP analysis to alleviate some of the traffic pressure and it was addressed to future proof that vehicle link in the proposal.

Nick Matthews, Savills representing Crealy Farms & FWS Carter & Sons Limited; Also present: Nikki Davies Managing Director MPC; Chris Down Operator of Crealy Theme Park & Rowan Carter, Managing Director Greendale Business Park

Greenhayes – A new sustainable community for East Devon

- Proposal to deliver between 1,300 to 1,500 new dwellings including affordable homes that will be surrounding a new village centre anchored by the Greendale Farm Shop
- Employment hub and facilities to support flexible working;
- 2,600 jobs within walking distance of Greenhayes village;
- Existing Jurassic fibre super-fast broadband system already running through the site;
- New flexible work and community hub that will form part of the local centre;
- Anchored around the award-winning and recently expanded Greendale Farm Shop and Café;
- Existing children's play area;
- Existing and well established nursery which opened in April 2022 with plans for a two form entry primary school;
- Existing bus service commuting to Exeter in less than 30 minutes;
- Provision of a new Greenhayes Site park and ride facility providing a more frequent service;
- Access to a number of public footpaths in all directions;
- New trails and walks connecting to the Clyst Valley Regional Park;
- New trim trail;
- In excess of 10% gain in biodiversity net gain;
- Zero carbon development;
- High standard of insulation;
- Electricity and heating generated locally from renewable sources;
- Work with SME builders;
- A variety of dwellings would be available;

Questions raised by Members:

- Clarification sought on whether the site proposed to deliver up to 1,500 dwellings with its infrastructure could stand alone or relied on other sites coming forward in the area. In response Mr Matthews confirmed that it was a manageable and workable size that could support the scale of the development and infrastructure that goes with it. He addressed transport infrastructure and welcomed working with Members of Officers to develop this further by introducing a link road through the development parallel to the A3052 which would be a cost for the development to meet;
- Clarification sought on how renewable sources for heating and electricity could be delivered and how the site can achieve net zero. In response Ms Davies advised that various options had been explored as well as an energy specialist. The preferred solution would be to focus on solar energy generation combined with PV on individual dwellings and the potential for battery storage and heat pumps.
- Clarification sought on how the development would assist with the traffic problems along the A3052. Mr Matthews referenced their transport and accessibility vision document that integrated a high frequency park and ride service which would encourage people to use public transport.

- Clarification sought about the funding of the building for the two form primary school and clarification was also sought about the secondary school children. Mr Matthew advised that the development would deliver and fund the building and for secondary school provision it was expected there would be either a new or expanded secondary school provision provided through Section 106 contributions;
- Clarification sought on the 10% biodiversity net gain. In response Mr Matthews advised that as his clients own extensive land beyond the application area they were very confident that 20% could be reached.

Alex Anderson, Associate Partner LVA & Daniel Weaver, Executive Director Pegasus Group

Land at New House Farm, Clyst St Mary

- The West End close to Exeter is the best location to deliver sustainability;
- The site is within the broad area of search for a new settlement identified in the Local Plan's emerging Spatial Strategy;
- Potential to benefit from new energy generation plan at Hill Barton and support the Government's green agenda;
- 173 acres (70 Ha.) to the east of Exeter, directly to the north of the Hill Barton Business Park;
- Potential for approximately 1,000 dwellings (subject to capacity testing) with supporting infrastructure including a link road from north to south connecting the A30 and the A3052;
- Opportunity to deliver other supporting transport, community social and commercial infrastructure;
- There are no technical, landscape or heritage constraints;
- Ongoing communication with neighbouring landowners about collaboration which has been declined but would welcome intervention from EDDC to encourage this further;
- Preliminary transport work has been undertaken with scope to deliver a north/south connection between the A30 and the A3052 through the site;
- Commitment to a range of energy efficiency measures to meet overarching sustainability objectives;
- Compliance with Biodiversity Net Gain;

Questions raised by Members

- Clarification sought on multiple ownership. Mr Weaver confirmed the land was under one ownership;
- Clarification sought on whether the scheme would need to work in collaboration with other schemes. Mr Weaver confirmed that was correct.
- Clarification sought about the provision of cycle ways and how the development would tackle flooding in connection with the Clyst Valley Regional Park; It was advised that although the site boundary was beyond the park it recognised some constraints and assurance was made that full technical documents will be produced to address this by providing extensive green infrastructure throughout the site and can look to provide some nature walks to improve ecology and deliver Biodiversity Net Gain.
- Further clarification was sought about how the development would need to be delivered in conjunction with other sites. It was advised that there was a need to encourage collaboration on a site of this scale in order to produce a joint Masterplan and in conjunction with out sites to pay a fair share of the S106 requirements.

Amy Roberts, Bell Cornwell representing Clyst Haven Ltd

Land at Hill Pond, Clyst St Mary

- The site is under one ownership and is promoted for employment uses with immediate delivery;
- The entire site is approximately 3 Ha. with the A3052 to the south and Hill Barton Business Park to the north;
- Located off the A3052 with potential for some employment growth;

- The site is split into two sections, the southern section is 1.16 Ha with planning permission granted for office use reference 17/1329/MFUL and planning permission granted on appeal for approximately 2,000 sq.m. of office floor space which is split into five blocks and centred around Hillpond and development has commenced;
- Possibility to access the site by walking and cycling from the Cat & Fiddle
- Substantial landscaping is proposed as part of the development including a general landscaping buffer on the southernmost of the site, consisting of native species planting up to 2.5m high;
- The northernmost part of the site which is just under 2,500 Ha is considered suitable for all types of development such as industrial warehouse storage but this would need to be investigated further;
- There are no technical constraints and not subject to any environmental designations;
- Existing access via Axehayes Lane which has direct access to and from the A3052;
- The northernmost side has opportunities to access from Axehayes Lane and through Hill Barton Business Park via Blackpool Road and a potential to form a pedestrian connection to the footway network within Hill Barton Business Park;
- The site is fairly level with no trees on the northern side of the site and some trees on the southern side;
- There is a very small area on the southernmost part of the site that falls within the flood zone but this was addressed and dealt with as part of the approved planning permission;

Questions raised by Members

- Clarification sought about whether the access onto the A3052 was deliverable. Ms Roberts advised there were different options to access the site that would need to be properly worked out.
- Clarification sought on the reasons for refusal of the appeal. It was advised that the appeal related to the caravan site.

Jeff Richards, Turley representing Bloor Homes South West & Stuart Partners Ltd and James DeHavilland Barton Willmore

Land to the South of A30 and North of the A3052, Clyst St Mary

- Key strategic location in the West End;
- Opportunity for new settlement providing 8,000+ dwellings;
- 20 Ha. of new employment land;
- Vehicular access points taken from two points on the A30 and three points along the A3052;
- It is outside of the Area of Outstanding Natural Beauty with high potential for strategic scale development without significant designations or other physical constraints;
- The site would be in proximity to a variety of existing strategic infrastructure and key areas and centre of employment – within a 4km radius;
- High potential for links to existing employment sites;
- High potential for expansion of existing employment areas within and that adjoin the site;
- Strong potential to integrate with emerging Clean Growth Vision in West End as well as delivery of expanded Clyst Valley Regional Park;
- Opportunity for high quality landscape led development which does not impact existing designated GI assets;
- Significant potential to contribute to the delivery of wider regional park proposals;
- Ability to deliver strategic SANGS and Biodiversity Net Gain;
- A network of green corridors to provide attractive routes to open space; Extended cycle network providing links to surrounding area and other existing transit nodes;
- New strategic link between the A3052 and the A30 as a sustainable transport corridor;
- Provision of transport hubs at key local community focal points;
- Potential for park and ride locations adjacent to A30 and A3052;
- Ongoing work to deliver zero carbon;

- Significant existing heat network within existing area and infrastructure will cross through the site and high potential to link with wider energy and heat networks;
- Facilitate delivery and expansion of regional green space;

Questions raised by Members

- Clarification sought about whether there was preference to see the site come through in isolation or together with earlier presentations. In response Mr Richards advised there was an opportunity for the site to come forward coherently but suggested it came forward as the first phase as he felt the site was the spine for the development with the other developments fitting around.
- Clarification sought on who would fund the new road and schools and what environmental studies were anticipated to put houses close to an active business park. Mr Richards advised that environmental and technical work had been undertaken including phase one ecological work as well as flood risk and heritage and landscape work. Also in the early stages of viability work with the intention of delivering the spine road through the site and are expected to fund this. In response to the question about school funding Mr Richards advised there was an opportunity within the wider development for a secondary school and contributions could be made by all the developments.
- Clarification sought about the ballpark cost of the transport link. Mr Richards advised at this stage he was unable to provide a ballpark cost.
- Assurance was sought that negotiations were in place with Devon County Show Ground with regards to losing fields used for parking. Mr Richards advised it was their intention to work closely with other parties and saw Devon County's showground as a benefit alongside their proposals. Mr DeHavilland advised it would also provide opportunities to look at more efficient parking as well and was mindful that the showground needed to be cared for.
- Clarification sought on the housing figures of 5,000 dwellings up to 8,000 dwellings. In response Mr DeHavilland advised they wanted to show that the masterplan that detailed the 8,000 dwellings was credible and that it would be able to bring forward the full 8,000 dwellings with adjoining land which was a sensible approach to delivering a new settlement. The land owned by Bloor Homes South West and Stuart Partners Ltd can bring forward 5,000 dwellings. A follow up question was raised about whether the 5,000 dwellings would deliver the road. Mr DeHavilland confirmed the 5,000 dwellings would definitely deliver the road without the 3,000 other dwellings.
- Support was expressed for sustainable travel and clarification was sought about whether there had been any discussions about the use of car clubs. In response Mr DeHavilland confirmed they were concentrating on delivering a sustainable transport network that allows these future thoughts to come forward.
- Clarification sought about the provision of energy and heat for the development. Mr DeHavilland confirmed the energy provided by Hill Barton would make the development incredibly efficient with the provision of looking at how other systems can be plugged into a system as well
- Clarification about when the road will be delivered and the need to deliver green infrastructure early to give trees time to grow. In response Mr DeHavilland advised the most quickest and efficient way to deliver the road was to start at both ends and join together which would mean it was imperative that it was delivered up front as it would provide access to the entire site. There was already a wealth of existing green infrastructure on the site that would be retained with additional planting within the first few phases of development to bolster.
- Clarification about the provision of a cycleway. It was confirmed strategic and local cycle ways would be provided.

James McMurdo, representing Broom, Down, Freemantle and others

Also present: Stuart Atkinson, Tony Pollintine, Catherine Baddeley & David McNicol

Land West of Greendale Business Park, Clyst St Mary (Clge_30)

- Strategically located land free from planning policy constraints in an eminently sustainable location in the West End of East Devon;

- Masterplanning, architectural. Landscape, highways and basic ecology, flood risk and drainage work has commenced;
- Limited infrastructure costs mean an alternative approach offering quick delivery, quality control and affordable housing in a 'green' Clyst Valley Regional Park environment;
- High potential for a green infrastructure and CVRPM led housing development;
- Ability to deliver strategic SANGS and Biodiversity Net Gains;
- Access from and multi-modal links between A376 and A3052;
- On-site mobility hubs (bus interchange/e-bikes/e-scooters/cycle hire);
- Accessible bus corridors;
- Car club/car share (e-cars);
- Active travel: extensive on-site cycle and footpath networks;
- High modal split to sustainable travel patterns;
- Deliverable without public subsidy;
- Potential for renewable energy;
- Provides a platform for carbon reduction aspirations;
- Links with existing and planned strategic employment sites in the area (c. 30,000 jobs nearby)
- Would supplement a new town and smaller scale development with extensive benefits;

Questions raised by Members:

- Clarification sought on how the flood zone on the north side of the site would be dealt with. In response Mr Atkinson advised the development would not be built within the functional flood plain zone;
- Clarification about funding for the proposed road that joins the A3052 and the A376. Mr Atkinson advised the road with appropriate size junctions for this type of development would be abnormally costly and would depend of the type of streetscape. The main corridor can function for all modes of transport feeding off to minor and access roads.
- Clarification sought on the number of dwellings proposed. It was advised with 158 Ha. there was capacity for in the region of 1,500 dwellings including affordable housing;

The following presentations presented to Members were proposed for Exmouth

Iestyn John representing Clinton Devon Estates presented the following four sites

Douglas Gardens, Exmouth (Exmo_06)

- The site is located to the south west of the Plumb Park and Buckingham Heights Developments;
- 2.95 Ha. sits on the south eastern edge of Exmouth in an evolving growth area;
- The land had previously been subject to an outline planning application in 2015 recommended for approval;
- Proposal of 44 dwellings proposed based on a previous credible scheme;
- Good setting and not overly dense;
- Permeable site which is deliverable;
- Shared access via Douglas Gardens
- Not only has the potential to connect with Douglas Gardens but also to the footpaths to the south and the Plumb Park development to the north east;
- It is a permeable and deliverable site;
- Deliverable from a highway safety technical and other sorts of transport related issues;
- Ecological impact was surveyed last year with no new issues;
- The site is not subject to any landscape designation.

Questions raised by Members:

- Clarification sought on the volume of car usage. In response Mr John advised there were a number of public footpaths linking to Maer Lane and Plumb Park so it would not solely be a vehicle based connection through Douglas Gardens;

- Clarification sought on the ecological impact. In response Mr John advised the site had recently been resurveyed and as it was agricultural land it had hedgerows and a potential for bats and anticipated that appropriate measures would be taken for ecological enhancements to address these issues.
- Clarification on the number of affordable houses. Mr John advised that he envisaged Clinton Devon Estates would provide affordable housing in line with policy;
- Clarification sought about accessibility for cyclists. The location is imminently suitable for cycling with the coastal line just a short distance away and advised the detailed design would make provision for cycling provision and possible provision of cycle parking

Littleham Fields, Exmouth (Exmo_08)

- The site is on the edge of the settlement and abuts the Buckingham Heights development to the northwest and the Maer Valley to the southeast;
- The site is surrounded by trees and in close proximity to local facilities
- It is not in an Area of Outstanding Natural Beauty and is not subject to any flood risk;
- 4 Ha. with very good connectivity;
- The land does rise slightly to the north west;
- Proposed road connection through from Buckingham Heights with housing towards Buckingham Heights leaving the south east side free to protect the character of the Maer Valley;
- Proposed green infrastructure for sustainable urban drainage;
- Maintaining a landscape buffer between Buckingham Heights and Littleham Fields to protect the character and to reduce urbanising characteristics;
- Proposal of 40 dwellings with a footpath connection from the eastern corner and a footpath connection up to Littleham and through Buckingham Heights;
- Not overdeveloped to respect the boundary edge and countryside.

Questions raised by Members:

- Clarification sought about why this site and the previous site had not come forward as one site. In response Mr John advised the two sites do not abut each other as Buckingham Heights would be in between them;
- Clarification sought on cycle provision in Plumb Park. Mr John advised that cycling provision had been brought forward by Taylor Wimpey and not Clinton Devon Estates;
- Clarification sought about the ownership of land immediately north of the proposed site. It was advised the land was not in the ownership of Clinton Devon Estates.

Land North of Salterton Road, Exmouth (Exmo_09)

- 9.92 Ha. Immediately north of Salterton Road on the eastern edge of Exmouth close to Liverton Business Park and associated employment provision;
- Opportunity for modest growth in the primary settlement in a sustainable location attached to other complimentary uses;
- Located on a public transport and road corridor;
- Although it is a visible site it can be well contained with a long straight frontage to create opportunities to create safe and careful access;
- Proposal for 124 dwellings cut into parcels benefitted by field boundaries to general sub plots within the overall site;
- Proposal for a landscape settlement buffer with two points of access;
- The site would not be overdeveloped and well balanced with an opportunity for affordable housing.

Questions raised by Members:

- Clarification sought about cycle provision as concerns raised about the area not being cycle friendly due to the busy main road and the issues relating to Liverton Park access. In response Mr John advised he was aware of ongoing discussions about mitigation and advised about different patterns of movement for the site across the day for residents.
- Clarification was sought about the possibility for walkable linkage between the development and the business park. In response Mr John referred to the illustrative

layout and referred to the pedestrian/vehicle access which could be connected to a cycle path

- Clarification sought about education provision. In response it was advised at this stage this had not been considered and would be considered as part of the planning application.
- Clarification sought on the viability of provision of low density housing;
- Clarification sought on access onto the road with a 40mph speed limit. In response Mr John advised this would need to be properly addressed in more detail as part of the planning application.

Land off Capel Lane, Exmouth (Exmo_15)

- This is a small site and although it is designated as open countryside it reads as an infill plot which extends quite a long way to the rear of the building line;
- Part of the site is used by South West Water to support a reservoir which is located on the north at the bottom corner;
- The site is surrounded by existing housing on three sides;
- Proposal of 8 dwellings with access across the northern part subject to South West Water;
- Proposal for a mix of one, two, three four bedroom units (if required);
- Could provide space for local residents with a central parking court set back to the north with housing fronting Capel Lane.

Questions raised by Members:

- Clarification sought about the need for more affordable housing on this site instead of three or four bedroom housing. In response Mr John advised the current mix of houses was a guide which could be changed for one or two bedroom houses if the market suggested and there was a strategic need;
- Clarification sought about the need to consider the four sites in Exmouth as one site to achieve more affordable housing. In response Mr John advised he would discuss this further with the landowner.
- Clarification sought on which site was the most viable for affordable housing. In response Mr John advised he could not answer the question as he did not have the viability details to hand.

The following presentations presented to Members were proposed for Axminster.

Simon Coles, Tetra Tech Planning and David Lohfink, Land & Planning Director representing C G Fry & Son Ltd

Land South of Axminster (Axmi_02, Axmi_08 & Axmi_09)

- Abuts the built up area boundary;
- Walking distance to the town centre;
- Outside the Area of Outstanding Natural Beauty (AONB) with the closest site being 250m to the west
- Gently sloping;
- Proposal for access of the A358;
- Demonstrable potential for up to 500 market and affordable homes;
- Landscape and heritage advice obtained from qualified professionals;
- No strategic views identified from AONBs or Local Plan;
- Land in the north and south of Axminster is least constrained;
- Views into the site are intermittent and screened by existing landscaping;
- Careful approach to development on higher ground;
- Opportunities to create liveable and edible streets as well as new orchards;
- Biodiversity Net Gain;
- The site is available, viable and deliverable with no expensive infrastructure;

- Connectivity to existing public rights of way and potential connection to a local national cycle route.

Questions raised by Members:

- Clarification sought about what would be the percentage of affordable housing. Mr Lohfink advised he was happy to work with the council on affordable housing provision or perhaps discuss with the local community or CLT
- Clarification sought about whether the site needed further transport infrastructure. In response Mr Lohfink advised it was a greenfield site and confirmed their transport consultants advised there was not a requirement for further infrastructure but there would be a need for improved connectivity to the existing dwellings with a junction off the main A358;
- Clarification sought on what measures would be taken to address the narrow A358 road and to improve traffic congestion into the town centre. Mr Coles advised that if the site were to be considered further these issues would be addressed in a lot more detail and was confident in coming up with a solution. Mr Coles advised it was a sustainable site where other modes of transport could be considered through travel planning such as walking and cycling that would use existing networks to avoid the narrow road.

Annette Burrough representing F G Burrough & Sons

Field on the southern edge of Axminster, known as Horselears

- The site has potential for high quality employment and/or residential use, adjacent to the trunk road network;
- 7.7 Ha. which is encased between the London to Exeter railway line, the A358 road into Axminster and the bypass (A35);
- There is access into the site from Abbey Close and two points of access from the A358;
- The existing farms have access into the site alongside the railway and there is an existing footpath that runs alongside the railway;
- In conjunction with other landowners it would be possible to provide a link road from the A358 to Axminster Railway Station;
- There is a stream that runs through the site with minimal history of flooding to the east of the railway. Most of the site is well above the level of the stream which runs from south east to north west;
- Appropriate landscaping to the banks of the stream could provide a buffer with potential for public access and nature conservation;
- Possibility for access from the A35 bypass to avoid going through Axminster;
- There is an existing footpath (No. 63) that is within flood zone two;
- There are two World War Two pillboxes within the site, with the closest one being on the 30m contour. These can be preserved by designing around them.
- The site is close to the site of Newenham Abbey and the Roman road where some archaeological finds have been made;
- The former Axminster to Lyme Regis railway (1903-1065) skirted the north east of the site;
- Until the 1960's Horselears farmstead used to be adjacent to the sewage pumping station;

Questions raised my Members:

- Clarification sought on what proportion of land would be allocated for industrial use and residential use; In response Mrs Burrough advised the site would be suitable for industrial with the possibility of some houses or even no houses
- Clarification sought on the issue for the need to travel down the narrow Musbury Road to get into Axminster. In response Mrs Burrough advised that as the site sat alongside the A35 a lot of traffic would be diverted from Axminster and the potential for the link road would also alleviate traffic from Axminster.
- Clarification sought about the flood risk from the stream and the footpath being in a flood zone. It was advised that although it was recorded as being in a flood zone the field had not flooded in the many years of ownership

The following presentations presented to Members were proposed for Honiton.

Elizabeth Pottage, representing Taylor Wimpey. Also present Lawrence Turner, Bethan Haigh, Patrick Clark and Alex Trott

Land at Northcote Hill, East of Honiton

- Low carbon development;
- Local living and healthy communities;
- Preserving settlement character and distinctiveness;
- 20 minute neighbourhood promoting local living. The site is located close to the town centre;
- Biodiversity Net Gain;
- Biodiversity and habitat creation;
- Self-sustaining settlements;
- Possibility for a large publically accessible nature space providing a rewilding landscape rich in all social, environmental benefits;
- Proposed extent of green infrastructure;
- Proposal for up to 400 homes;
- Over 60% of the site (17 Ha.) with green infrastructure including a play trail;
- Potential for a neighbourhood hub/community space;
- Potential for allotments, community orchard and bee keeping;
- Potential for charging points;
- The site is currently agricultural grassland and arable with mature hedgerows and trees;
- Opportunity for ecological enhancements;
- Biodiversity Net Gain opportunity;
- There are no listed buildings or heritage designations within the site;
- The site is located to the north and south of the mainline railway line;
- Up to 50m buffer proposed to the railway line including planting and façade treatment;
- Access via Northcote Hill which would serve both the northern and southern parcels;
- The majority of the site is in flood zone one;
- Opportunity to enhance the wildlife corridor through the east of the site;
- Opportunity for car charging points, bike stands and home working;
- Opportunity for PV and air source heat pumps with the aim of achieving net zero carbon homes;

Questions raised by Members:

- Clarification sought on the charge for ground rent. In response Mrs Pottage advised that lessons had been learnt and confirmed that there would be no onerous leasehold conditions imposed.
- Assurance was sought for the improvement of snagging and finishing. It was advised that internal procedures had been introduced to improve the snagging process and an on-site manager would remain on site until those issues were resolved.
- Clarification sought about how the green space would be managed and funded. In response Mrs Pottage advised that the preference would be for the town council to take on the management with Taylor Wimpey contributing as well as the residents contributing towards maintaining it in perpetuity;
- Clarification sought about what facilities would be available within the site. It was advised there could be a possibility to provide a local convenience store or potentially healthcare or some other form of retail to support residents.

Daniel Rogers, Bell Cornwell and Justin Lascelles representing The Combe Estate,

Land South of the town and West of St Michaels Church, Honiton (Hon_07)

- Located south to the town;
- Walking distance to the railway station;

- The site has existing banks and hedgerows;
- No technical constraints;
- Subject to AONB designation;
- Existing access to the norther corner of the site;
- Located 800m from the high street;
- Geographically it is excellently located with slopes rising to the south;
- 1.2 Ha. Proposing 30 dwellings per Ha.

Questions raised by Members:

- Clarification sought on the number of houses for the site. In response Mr Rogers advised that 30 dwellings was an appropriate number for the site with a potential of 40 dwellings.

The following presentations presented to Members were proposed for Gittisham.

Daniel Rogers, Bell Cornwell and Justin Lascelles representing The Combe Estate,

Land West of Hayne Lane, Gittisham (Gitti_01 & Gitti_05)

- The railway line runs through the site at Gitti_01
- Land to the east is currently being built with 291 houses by Baker Estates – planning application 13/2744/MOUT
- The main parcels of land for Gitti_01 would be provided at the south west corner with employment provision to the north and the housing to the east
- The land to the west is both in Gitti_01 and Gitti_05;
- Gitti_05 has been put forward for a mixed use development focusing on residential with further land available for development;
- A large number of utilities required for housing is already in place due to the current housing development on the adjacent site;
- The site lies within a sustainable location close to other services and infrastructure;
- 1.2 miles from the town centre;
- The site is outside of the flood zone and not in the AONB;
- Access to the south of Hayne Lane.

Questions raised by Members:

- Clarification sought on the number of dwellings proposed. In response Mr Rogers advised there was potential for 300 dwellings.

The following presentations presented to Members were proposed for Ottery St Mary.

Peter Skinner, Co-Trustee of the Coleridge Estates

Land in Ottery St Mary (GH/ED/34 & GH/ED/35)

- As detailed on page 106 of the working draft Local Plan there are four parcels of continuous land adjoining and around the north eastern fringe totalling approximately 37 Ha. (92 acres) offering mixed use developments;
- All four sites offer a connection between North Street at the football club entrance to the north west and Chineway Road to the south east offering an opportunity for a relief road to reduce congestion within the town centre;
- This scheme could allow for the relocation of the football club within this 92 acres of land which could be converted into a modern multi use sports facility for community use;
- GH/ED/35 is 7.63 Ha. (18.85 acres) of grassland with no buildings located on the north eastern boundary. It has good access via Butts Road through the new development of Fairfax Way. The land is gently sloping in a northerly direction down to a small stream with no national designations and no listed buildings or sites of special interests with a potential of 109 dwellings.
- GH/ED/34 is to the south and joins the southern boundary of GH/ED/35 with Higher Ridgeway to the northern boundary. It is 16.25 Ha. (40 acres) and comprises six fields

with no buildings and is gently sloping. There is good access along the northern boundary via Higher Ridgeway and joins Chineway on its southern boundary. The land has no national designation or listed buildings and is defined as low risk flooding and could accommodate 600 dwellings although the committee report referred to an allocation of 241 dwellings;

- Together both sites could provide 350 mixed use dwellings on the north eastern fringe with the potential of a relief road to reduce traffic through the town centre.

Questions raised by Members:

- Clarification sought about the access arrangements for the two sites and whether a right of way was required. In response Mr Skinner advised that the road went as far as the allotments and the freehold included a right of way through Ridgeway to gain access to the fields. Access can also be gained through the football club from North Street;
- Clarification sought about congestion issues arising from both developments. Mr Skinner advised about ideas for a relief road from North Street adjacent to the football club down to the south east and into plot of GH/ED/34;
- Clarification sought about the location of the relief road and how this will solve congestion. In response Mr Skinner proposed the link road would go through the football club through GH/ED/35 and through Chineway Road on the eastern side of GH/ED/34;
- Clarification sought about whether discussions had taken place with the football club. Mr Skinner advised at this stage it was conceptual and the landowners had no wish to dispossess the football club;
- Clarification sought about whether an alternative relocation had been considered for the football club.

[Responses to questions raised outside of the Committee meeting](#)

Attendance List

Councillors present (for some or all the meeting)

D Ledger (Chair)
O Davey (Vice-Chair)
P Arnott
J Bailey
K Blakey
S Chamberlain
M Howe
B Ingham
A Moulding
G Pratt
E Rylance
P Skinner

Councillors also present (for some or all the meeting)

M Armstrong
C Brown
M Chapman
B De Saram
P Faithfull
S Jackson
V Johns
G Jung
J Kemp
J Loudoun
D Manley
T McCollum

P Millar
H Parr
M Rixson

Officers in attendance (for some or all the meeting)

Ed Freeman, Service Lead Planning Strategy and Development Management
Shirley Shaw, Planning Barrister
Wendy Harris, Democratic Services Officer
Debbie Meakin, Democratic Services Officer
Matthew Dickins, Planning Policy Manager

Councillor apologies:

M Allen
P Hayward

Chairman

Date: