

Application Number

P/2013/0572

Site Address

Land Adjacent To The A385 Totnes Road
Collaton St Mary
Devon
N/A

Case Officer

Mr Alistair Wagstaff

Ward

Blatchcombe

Description

Outline application for proposed residential development (up to 175 units) and associated development including provision of open space, landscaping, ponds and other associated development. All matters reserved for further consideration except access. This is a departure from the Local Plan.

Executive Summary/Key Outcomes

The application is submitted in outline, and is for up to 175 residential units. The only matter for detailed consideration is access, all other matters are reserved. The two proposed access points are both located approximately a quarter of the way in to the site along Totnes road.

The site is not allocated for the development in the Torbay Local Plan 1995-2011 and as such the application is treated as a departure from the Torbay Local Plan 1995-2011.

The principle of the development of this site has not been convincingly presented by the applicant and they have not satisfactorily demonstrated how development of this site would make a positive contribution to the character of the area, the role in the way in which the site would function within the area, and how it would contribute to the long term opportunity to meet the needs of the community.

Furthermore, the development will not read as part of the wider landscape character, which includes the physical form of the village and will instead appear as a standalone development poorly relating to the wider context. It will also have a detrimental impact on the visual amenities of the area, intruding into the existing settlement form and landscape and harming wider views from both sides of the valley and on approach along the A385.

It will also, through the urbanisation of the area including the traffic management measures required to facilitate the development, extend out the perceived urban / suburban entrance / gateway to Paignton beyond Collaton St. Mary to the edges of this site.

There are a number of other areas of concern in respect of the impact of the scheme on the free flow of traffic on the Totnes Road A385, the adequacy of the flood elevation measures proposed, the impact the scheme will have on protected species (bats) from light spillage and, it is not established that the development would result in a net gain in

biodiversity.

As submitted the proposed development is therefore contrary to paragraphs 9, 10, 14, 17, 32, 34, 49, 56, 57, 58, 60, 61, 64, 99, 100, 103, 109, 111, 118, 125, 129, 203 and 204 in the NPPF, which seek to make places better for people, and the objectives of policies HS, H2, H9, H10, LS, L2, L4, L8, L10, BES, BE1, BE2, TS, T1,T2, T18 of the Saved Adopted Torbay Local Plan 1995-2011. in that it would fail to deliver a sustainable form of development that would enhance the overall quality of the area.

Recommendation

Refusal, reasons specified at end of report.

Statutory Determination Period

This is a major outline planning application and the 13 week determination date expires on 31st August, as such it will be necessary for the committee to determine this application at the August committee in order to meet the statutory time period. The agent has stated that the developer is happy for the determination period to be extended by mutual consent, however, since officers are recommending refusal in principle, there is no apparent reason to delay determination in this case.

Site Details

The application site relates to a triangular shaped site of 7.22 hectares situated on the northern side of Totnes Road, west of Collaton St Mary CofE Primary School. The site is known locally as the 'car boot field'. The site is currently grassed and there are no buildings on it. The boundaries to the north east and north west follow existing hedgerows, which are quite clearly defined.

There is a single point of access to the site from Totnes Road situated fairly centrally along the length of this boundary. The boundary along Totnes Road comprises rusting estate railings with intermittent boundary hedges and trees. There are views across the site from Totnes Road. There is a grass verge along the boundary with Totnes Road and no pavement on the northern side of Totnes Road. There is a pavement along the southern side of the Totnes Road. The ground levels on the site slope downwards in both a northern and an eastern direction. There are extensive views from the site towards open countryside land to the north and east.

On the opposite side of Totnes Road there is existing residential development in a predominantly linear, ribbon form. However, this is generally set back from the road and the otherwise linear form is broken up by large trees and landscaping to the extent that this does not read in close or distant views as an urban edge. To the west of the site there is a camping and caravan park. To the north and east there is open countryside land.

In the Torbay Local Plan 1995-2011 the site and the land to the north and east is designated as Countryside Zone and Area of Great Landscape Value. A large proportion of the site is allocated for a proposed new cemetery.

The site is not allocated in the Torbay Local Plan 1995-2011 for residential use.

Detailed Proposals

The application is submitted in outline, and is for up to 175 residential units. The only

matter for detailed consideration is access, all other matters are reserved.

The two proposed access points are both located approximately a quarter of the way in to the site along Totnes road, the existing access point is not proposed to be used for vehicle access, it is however indicated to provide a potential pedestrian access. Two further pedestrian accesses are shown, one at the edge of the site to the western corner and one towards the easternmost point.

An indicative layout and details of the potential proposed development have been provided. This includes two elliptical areas of development with a central open area dividing them. At the bottom corner (North of this area) an area of open space is proposed which could include allotments and does include a pond (for flood elevation measures). At the top of the central open area (at the centre and south of the site) adjoining Totnes Road another area of public open space is proposed in the form of a local equipped area of play (LEAP) along with another pond and an access indicated to the school. A footpath/ cycleway is indicated running along the southern (Totnes road) boundary within the site.

Summary Of Consultation Responses

Environment Agency

Withdraw current objection, but wish to make the following comments.

1. Support the proposed drainage strategy as shown on drawing 1484/PDL/100
2. Various aspects of the proposal will have to be adopted and maintained for the lifetime of the development. The Council should be confident that sufficient funding and written assurances are given prior to determination of the application.
3. Advise that the Suds scheme be designed to accord to the requirements of The SUDS Manual CIRIA C697 dated 2007.
4. Advise that development proposals offer an opportunity to achieve an overall betterment in terms of reducing flood risk. The Suds scheme as outlined in WSP's FRA should help deliver this, but there may be other off site measures that would help reduce risks further and we advise that the Council considers them. For example you could seek a financial contribution towards the maintenance of the existing on-line attenuation area that is situated several hundred meters downstream of the site opposite Collaton Farm. Failure to maintain the existing on-line attenuation lagoon risks an increase in flood risk occurring downstream of the site.

Natural England

1. The application is in a key foraging area associated with Greater Horseshoe Bats, roosts and habitat and commuting routes, which are protected under the Habitats Regulations as part of the South Hams Special Area of Conservation (SAC). Advise that applicants provide further detail to demonstrate that the proposal will not lead to detrimental impacts upon foraging and commuting habitats. Ecological Impact Assessment of April 2013 needs to be amended to protect hedgerow buffer from detrimental light spillage, light levels should not exceed 0.5lux with 10 m wide hedge row buffer.
2. A Landscape and Ecological Management plan should be secured in perpetuity.
3. In relation to Bio diversity, the application may provide opportunity to incorporate features into the design which are beneficial to wildlife, the Council is reminded of the need to ensure net gain for biodiversity, the ecology assessment should

provide details in hectares of new/enhanced BAP Habitat with a management approach to ensure compliance with NPPF Planning layout should be revised with ecological input

Strategic transportation

1. The additional junction will impact upon the free flow of traffic along Totnes Road, which is especially congested during August,
2. The Transport Assessment (TA) fails to justify the need for two access points,
3. An easterly access will promote more school traffic into the site adding significantly to the morning peak period which has not been modelled in the TA,
4. When the A385 is backed up, inappropriate rat running and speeding through the site by residents and non-residents alike could occur, as such we object to the proposal for two access points into the site.

However, should this proposal be approved:

1. A strip of land at the front of the site must be protected to future proof the area for improvements as outlined in the Local Transport Plan which could see a bus / HGV lane being provided,
2. A car club should be provided on site,
3. Advance discussions must occur to ensure the site layout is fit for purpose and to agree on Section 38 Agreement issues,
4. A S106 Contribution will be required beyond that stated in the Travel Plan (TP)
5. Implementation of a Travel Plan must be Conditional to any permission, including a £50,000 bond to cover costs this Authority may incur to address any shortfall the Applicant has in meeting its targets.
6. The current TP is not acceptable and targets must reflect the new Local Plan objective of achieving 30% of all trips by means other than alone in a car.
7. Road improvements outlined in Drawing No. 31484_PHL-03 Rev B (July 13) including: Shared use path joining features at both ends of the site with additional signing and marking to enhance the drop kerbs shown on the opposite side of the carriageway, A central pedestrian refuge island and crossing point with associated markings on and off the carriageway at the bus stops, A right hand filter lane, central refuge island west of the site access, and associated highway markings and visibility improvements at both proposed accesses.

Arboricultural officer

The site presently poses no arboricultural constraints internally, being entirely free of trees, hedges or significant shrub masses. The east and west boundaries are species rich and form significant landscape features contributing great visual amenity to the local, medium and wider landscape view receptors. The southern trees arise either from a linear adopted highways strip verge or abut or straddle the estate style fencing. The publically owned trees present good form, however the straddling trees have grown to encompass parts of the fencing giving rise to present and future management and safety issues. Consideration should be given to proactively managing this problem, possibly by phased removal and replacement as internal trees establish.

The indicative layout appears to address the constraints posed by the trees along the east and west boundaries, although garage blocks are sited close to the boundaries with potential root interactions. The southern boundary also appears to have been mindful of the trees constraints by siting dwellings towards road frontages away from present and future shade paths.

No overlay of the proposed layout has been included within the tree protection plan, this is contrary to B.S.5837 2012 Trees in Relation to Design Section 5.2.1. Given the size, visual importance and quality of the bounding tree and hedge stock this would ordinarily be expected to allow informed advice to the applicant, therefore my comments should be read being mindful of this lack of detail.

The internal landscape (trees) treatment will need to be of an exemplary quality of carefully selected trees that serve to integrate the scheme into the AGLV it sits within, to create an immediate sense of place.

Given the landscape scale importance a pre-commencement condition is recommended to ensure that all possible planting be undertaken prior to commencement of the development to allow rapid integration into the wider landscape.

The revised planting layout indicates a formal arrangement of trees, this should be avoided by way of group formation and the staggering and alternate planting of trees.

Importantly, the density of trees planted within the residential areas is low and will leave the massing of the new houses readily visible to external view receptors and to aspects within the site.

A S106 contribution would be required as the area is lacking any significant public facilities/space. We would require more details of the scheme before we could offer further detail however any contribution would either be useful for providing dedicated public space for potential open green space/play/fitness opportunities within the proposed site; or alternatively to provide these facilities in the Collaton St Mary area.

Police Architectural Liaison

Support reference to designing out crime, need to ensure security, development should be built to Secure by Design standard, need to consider at detailed design stage; permeability, landscaping, car parking, communal areas, dwelling boundaries, and dwelling position

Affordable Housing Team

30% affordable housing should be provided on site, currently the scheme proposes 10% without justification.

Torbay has a high need for affordable homes, our Housing Needs Survey shows demand across the spectrum of house sizes and the Housing Market Assessment indicates a high need for all house types in Torbay with a particular need for affordable rented accommodation. The housing waiting list figures support this. As of 2nd July, there were 3054 households on the waiting list for rented accommodation and 363 households on the South West Homes waiting list for shared ownership accommodation.

To date we have received insufficient information as to why this scheme is unable to provide the affordable housing policy requirement. If we were to receive evidence to justify a reduction in the provision of affordable housing, we would consider this on its merit and review the scheme accordingly. However without this information we are unable to support this application and must recommended that the planning application is refused.

Conservation

This area has a number of important buildings. St Mary's Church to the east of the site is listed at grade II* and has a grave yard that slopes steeply in the grounds of the church overlooking the site. The church lych-gate and 2 memorials are also listed at grade II. Either side of the church, the Old Vicarage and the former school rooms are listed at grade II. To the south of this group are two thatched cottages listed at grade II. Finally to the west of the site is Blagdon Manor which is listed at grade II* and its gate piers separately listed at grade II*.

The policy framework is as follows:

NPPF 128, 131, 132

BE6 Development affecting listed buildings

The only impacted Heritage Asset is the Church and particularly its grave yard. It is advised that the impact on the designated asset is low to medium. With careful design this could be mitigated, but based on the current scheme it is recommended that the application be refused.

Engineering and Drainage

The preliminary drainage strategy with Site Specific Flood Risk Assessment appear satisfactory, further detailed design works are required before surface water drainage can be approved.

Trial holes have been undertaken for infiltration testing for storage ponds and swale (designed 1 in 100 year Storm event = allowance for climate change). Further information will be required to ensure design of the surface water drainage scheme is appropriate for the site.

Surface water discharging into ponds should be designed to ensure no flooding to properties for critical 1 in 100 year design event plus allowance for climate change, the developer must demonstrate how floodwater/overland flow will be dealt with, this information is required to be submitted.

It is noted that Torbay Council have an identified flood alleviation scheme downstream on Yalberton water course (identified in EA medium term financial plan). As surface water run off from the development will discharge in to this watercourse a contribution to funding the scheme should be secured by 106.

Ecological Consultants Response

The application is unlikely to have an adverse effect on the integrity of the South Hams SAC and in particular the Berry Head Roost.

However, drawing attention to the note at the end of Section 11 of the HRA screening report, this explains that while the impact may not be so great as to affect the SAC, there may still be more localised impacts on 'local' bats that have not yet been adequately mitigated through the information provided with the application. It will be necessary to ensure that the LPA has discharged its duty to protect European Protected Species in more general terms that are protected under Regulation 41 of the Habitat Regulations.

Landscape officer

The proposed development would have a significant adverse impact on the character of the site and the rural setting of the village. The development would be very apparent in key views from the A385 approaches to east and west, from the church and from elevated viewpoints to the north and northwest. In views from the north, the site is seen within a strongly rural context and urban development would appear incongruous. The development would not relate well to the existing village, which is sited within the folds of the valley on lower ground. It would not conserve or enhance the character of the valley but would introduce an urban development into the rural landscape.

The requirements for vehicular access and potentially road widening along the A385 are likely to lead to the urbanising of this road. The vegetation along this boundary is in many places poor and would require removal, opening up views to the new properties where there are currently views across the valley and to the church.

Whilst local landscape area 1L Blagdon Barton is recognised as being less sensitive overall, the degree of change proposed on this site cannot be successfully accommodated without harm and would not contribute to a gateway and sense of arrival to Torbay in a positive way. The proposal is not considered acceptable in landscape terms and is not supported.

Summary Of Representations

In excess of 115 representations have been received to date, the majority of these are objections to the application. Copies of the representations have been reproduced and circulated to the Members.

Representations on behalf of community groups have been received from the Collaton Defence league, Stoke Gabriel low-e, Governors of Collaton St Mary Primary School, Stoke Gabriel Parish Council, Torbay Green Party, Paignton Heritage Society, Paignton Neighbourhood Forum.

The points made in objection to the application include the following:

- This is a greenfield site, brownfield sites should be developed first
- Land borders a flood plain, rainwater runoff will impact on the flow of Yalberton Stream
- Application is premature of the emerging local and neighbourhood plan and a departure from the current local plan
- Inadequate sewerage system and impact on sewage system/capacity
- Increase in traffic and congestion, impact on highway safety, impact on key junctions
- Disrupt natural wildlife and habitat
- Would totally spoil an area of great landscape value and natural beauty
- The village school and surrounding schools cannot support another new housing estate
- Application does not comply with requirements of NPPF
- Torbay requires additional employment opportunities and improved infrastructure before additional housing
- Same impact as previous scheme/scheme does not overcome the previous reasons for refusal
- Ground stability
- Noise, light and air pollution
- Loss of grade 2 agricultural land

- Impact on character of Collaton St. Mary
- Torbay has 5 year housing land supply
- Impacts on traffic and business in Stoke Gabriel
- Requires widening of Totnes road, impact on gateway between Totnes and Torbay
- Lack of local facilities and services
- Impact of construction process on school activities
- Loss of potential cemetery location
- Conflict with Local Plan policies
- Impact on wildlife and habitats
- Suburban development in rural location, urban sprawl and unsustainable development
- Impact on chicken farm on neighbouring site
- Impact on neighbouring and surrounding holiday uses
- Lack of consultation time on application
- Application should require EIA, Council should have required an EIA.

The Neighbourhood Forum has specifically commented that it is currently working with the Council to develop a mechanism and supply of sites that can adjust to the significant changes in requirement that will continue to be experienced. For Collaton St Mary, if and when any further land is required, the assessment so far made by the Forum would be to develop the village on the south side of the A385 by gradual stages, not the north side as proposed in the application.

The Forum also supports the priority to make use of brownfield land within Collaton St Mary and Paignton before Greenfield.

The small number of letters in support of the application cite the following benefits of the scheme:

- The area is ideal for development with links to Totnes and Paignton
- All refusal reasons have been overcome
- Growth and housing is needed
- Government are supporting such schemes
- Help young families get on property ladder
- Help start growth of Paignton
- Small development is better than significant growth.

Relevant Planning History

P/2012/1037 Development to include 197 residential units, a local centre building (ground floor only) comprising Use Class A1 floor space of 460sqm new vehicular access to Totnes Road , internal road layout, car parking, open space, landscaping, ponds, services and infrastructure and all other associated development. Refused

Refusal Reasons:

01. The proposal demonstrates a failure to consider the wider rural, high quality landscape setting of the village and the application site and the long term opportunity in the area to deliver a planned organic and sustainable form of development that would improve

opportunities for the community in terms of quality of housing, job opportunities, recreation, leisure and community facilities. This proposal brings forward the piecemeal development of this site without an overall understanding of how it would contribute to delivering a robust and comprehensive growth strategy for the area. The proposal would fail to deliver an integrated organic extension of the village and would result in community facilities sited in a remote location in comparison with the hub of the village that is centred around the school and church and as such would encourage car borne activity. As such, the development is not considered to be sustainable, being contrary to paragraphs 56, 57, 58, and 61 in the NPPF, which seek to make places better for people.

02. The proposed development by reason of its design and layout would fail to deliver a sustainable form of development that would integrate effectively with the historic form of the adjoining village and the natural environmental features of the site and surrounding area. The proposal comprises a suburban form and vernacular that would be indistinct in its origins and would fail to respect the 'edge of settlement' rural character of the site and would fail to provide a high quality development that would improve the quality of the area and the way in which it functions. As such the proposal would fail to meet the objectives of Policies H2, H9, H10, BES and BE1 in the Torbay Local Plan 1995-2011 and paragraphs 56, 60, 61, 64 and 66 of the NPPF, which seek to ensure that new development is sustainable and will positively enhance the built environment, maintaining the integrity of local character and distinctiveness.
03. This undeveloped Greenfield site is designated as being within an Area of Great Landscape Value and part of the Countryside Zone in the saved adopted Torbay Local Plan. The site is on the edge of Collaton St Mary and forms part of an attractive rural valley with a high landscape value. It has an important role in the transition between the open countryside and the urban edge of Paignton and it makes a valuable contribution to local and wider landscape views.

Within Areas of Great Landscape Value such as this, Local Plan policy L2 requires development to maintain or enhance the special character of the area. Policy L4 resists inappropriate development that would lead to the loss of open countryside and the creation of urban sprawl. The proposed development, by reason of its suburban character and form, which is derived from entire site coverage with rows of houses across the hillside, would result in an orderly form of development with an urban character. This would fail to respect the rural setting of the site and to relate sensitively to the wider landscape setting and as such would be contrary to the provisions of policies LS, L2 and L4 of the saved

adopted Torbay Local Plan (1995-2011).

04. In the absence of a signed legal agreement under Section 106 of the Town and Country Act 1990 (as amended), the applicant has failed to satisfy the sustainability aims of Policies H6 and CF6 and the Council's SPD "Planning Contributions and Affordable Housing: Priorities and Delivery" to secure the delivery of affordable housing and physical, social and community infrastructure necessary to make the development acceptable in planning terms. Furthermore, a lack of a s106 agreement also incurs an absence of ability to secure an enhancement to biodiversity. The Local Planning Authority considers that it would be inappropriate to secure the required obligations and contributions by any method other than a legal agreement and the proposal is therefore contrary to Policies H6, CF6, NCS and NC5 of the Torbay Local Plan 1995-2011 and paragraph 206 of the NPPF.

There have been no other recent relevant planning applications in the recent past on this site. Collaton St Mary Residents Association has noted a history of planning applications from the 1960s. Due to the time since these were determined and the changes in policy and legislation that have taken place it is not considered that these have sufficient weight to be material to the determination of this application.

The following application relating to land adjacent to the North East boundary of the site is relevant:

P/2012/0865 Formation of phase 1 unit for poultry breeding unit with vehicular access and parking, Long Meadow, Blagdon Road –Approved 19.04.2013

Key Issues/Material Considerations

The Application is submitted in outline, and is for up to 175 residential units. The only matter to be considered in detail is access. All other matters are reserved. An indicative layout and details of the potential proposed development have been provided.

Some of the content, for example flood alleviation measures, are essential for the development to be acceptable, others could be dealt with by condition, were the development deemed to be acceptable. Further elements could also be secured through a 106 agreement particularly where these are site acceptability issues. The vast majority of elements of the proposed layout are purely indicative and, were the application approved, these would be for consideration at the reserved matters application stage.

The consideration of the application, therefore, focuses specifically on the principle of development on the site, the impacts of development on the site and the acceptability and impact of the accesses proposed.

Principle and Planning Policy -

This site is not allocated in the plan for residential use and has been advertised as a departure from the Torbay Local Plan 1995-2011. It is designated as Countryside Zone and Area of Great Landscape Value in the plan. Policies L2 and L4 are applicable to

these designations. These policies seek to maintain or enhance the special landscape character of the area and to safeguard Torbay from further urban sprawl.

Part of the site is also allocated in the Torbay Local Plan 1995-2011 for use as a cemetery. This policy is relevant to the determination of the application, although it would carry little weight as a reason to refuse the application, since it has not come forward in the plan period. The ownership of the land is outside the Council's control and it would be inappropriate for the use as a cemetery to be imposed on the land solely due to designation in the Local Plan. There is no evidence that the Council or any other organisation is seeking to implement this use in the near future, and it is feasible that an alternative site could be found. Therefore it would not be necessary for this land to be protected exclusively for this use. Consequently there would be no objection to the principle of an alternative use of this land, provided it was compatible with the remaining policies in the development plan and with the NPPF.

The application site was promoted to the 2013 SHLAA refresh (site T720) and assessed as having capacity for 150 dwellings post 2023. The SHLAA notes biodiversity and possible flooding issues that would need to be addressed (and which may affect the presumption in favour of sustainable development, as per footnote 9 of the NPPF). The SHLAA notes that development would need to come forward as part of a wider masterplan that ensured the provision of community facilities and alleviation of infrastructure and other issues. The SHLAA is an independent consultant's report and part of the evidence base behind the emerging Local Plan, it is not council policy and there is no automatic presumption that sites considered in the SHLAA will be promoted for development through the Local or Neighbourhood Plan.

It is also relevant, in terms of matters of principle, to consider the issue of the Council's 5 year supply of housing land and whether it can be demonstrated that there is an adequate supply. In accordance with para 49 of the NPPF, if the Council is unable to identify a supply of sufficient specific deliverable sites then housing policies in the Local Plan (which include allocations) should not be considered up to date.

The applicant has submitted that the Council does not have a tested position in relation to 5 year supply, having had two recent appeal decisions confirm a lack of supply. However, on the basis of the latest evidence, including evidence in support of the emerging Local Plan and including the (2011 based) DCLG Projections, the Council has determined that it has a 5 Year supply of specific deliverable sites for housing in Torbay.

The council updated its 5 year supply position in July 2013 as part of the Annual Housing Monitor and Strategic Housing Land Availability Assessment (SHLAA) refresh. It is now considered that there is sufficient land to deliver 2779 houses over the next 5 years. This is equal to 6.02 years supply.

Policy HS of the Local Plan identifies a sequential approach to the delivery of housing and a target of 65% for housing development on brownfield sites. Policy H1 in the Torbay Local Plan 1995-2011 states that "permission will not be granted for housing on any large greenfield sites other than those identified". The explanation to Policy H2 states that "unallocated greenfield housing sites of more than 1.4ha/1 acres will not be approved, as set out in Policy H1".

The restrictive approach set out in these Local Plan policies is not consistent with the

objectives of the NPPF, which has at its heart a 'presumption in favour of sustainable development'. However, the policy emphasis to promoted brownfield land first for new development is consistent with the objectives of delivering development in a sustainable way and this is also compliant with para 111 of the NPPF.

Notwithstanding that the Council do consider it has a 5 year housing land supply and considers this site to be less sustainable than allocated and brownfield alternatives, in the light of the NPPF the Council needs to consider the principle of development on the site and make an assessment of whether the proposal would constitute a sustainable form of development. Policy H2 contains a number of development management criteria to assess the proposal against, in order to secure a sustainable development. Policies H9 and H10 which relate to layout, design, community aspects and housing densities are also relevant.

Although it is at an embryonic stage and carries little weight before the submission and adoption version, the Draft New Local Plan (A Landscape for Success) included the potential for development in Collaton St Mary in the future. However, the area identified is significantly greater than just the application site and is clearly a broad brush signifier of potential growth as opposed to a site allocations plan at this stage.

It is also important to note in the consideration of this application that the development could provide a substantial amount of much needed housing. This would be a significant gain in terms of the supply of housing in Torbay and must be weighed in favour of the development. However, the supply of affordable housing will not be substantially boosted as a result of approving this development, since the application only proposes 10% affordable housing, which falls well below the Council's policy and objectively assessed need.

The applicant has submitted a proposed heads of terms and confirmed their commitment to providing 106 contributions towards Education, Green Space and Recreation, Sustainable Development Contributions, Libraries, Waste Management to help mitigate the impacts of the development on the surrounding infrastructure.

In conclusion, it is considered that in order to provide a sustainable form of development that would meet the needs of the community it would be necessary for the whole area to be subject to a masterplan and planning framework that would promote the organic growth of the existing settlement. Future development in this village location, should be developed in a way which that responds to the Landscape Character of the area and should secure the delivery of a sustainable expansion which should include not just housing, but also jobs, retail, community facilities and recreation space.

By allowing the piecemeal development of this site at this time, the development would prejudice the opportunity to deliver an integrated well planned and thought out sustainable form of development for the entire area.

Design and Layout-

This application is in outline, with the only matter for detailed consideration being access, all other matters are reserved. As such detailed consideration of the layout and indicative street scenes is not relevant to the determination of this application.

It is noted that the proposals shown are a substantive change from the previous scheme

in relation to the form of development and treatment/ design of the dwellings. However, the view taken on the previous application regarding the site appearing insular to its constraints and opportunities are still relevant.

Notwithstanding the changes made, the indicative scheme is still considered not to integrate well into the surrounding context.

Highways -

The scheme proposes two vehicular access points, both are located approximately a quarter of the way into the site along Totnes road. The existing access point is not proposed to be used for vehicle access, it is however indicated to provide a potential pedestrian access. Two further pedestrian accesses are shown one at the edge of the site to the western corner of the site and one towards the eastern point. Both of the vehicular access points will have dedicated right hand turn lanes.

The previous scheme included only one highway access and was concluded to be acceptable in highways terms. This scheme, with two highways junctions raises a number of substantive concerns. Firstly, the implications of the additional junction will impact on the free flow of traffic along the Totnes Road, part of the Major Road network. This is contrary to policy T18, which seeks to ensure that new accesses on to the route do not reduce road safety or detract from or conflict with the function of the route. Highways and Sustainable Transport have identified that this issue will be most significant during August with the influx of visitors to the area. There has been no justification in highways terms of the requirement for two access points.

The provision of the two access points also raises further concerns. The Easterly access will promote more school traffic in to the site as parents look for a safe drop off point for children at the start of the school day. The impacts of this have not been modelled by the applicant. There is the potential for this to increase the use of this access point during busy periods, disrupting the free flow of traffic along the Totnes Road as well as causing traffic management problem within the site.

There is also concern that the provision of two access point will lead to rat running through the site when traffic along the Totnes Road particularly when the Totnes Road is backed up. This will add to congestion, raising concerns over road safety within the site.

Accessibility -

There are 5 pedestrian access points into the scheme from Totnes Road, three of these are also cycle access points, these are located at the two ends of the site on Totnes Road and another where the current vehicle access is central to the site. The pedestrian crossings with central reservations are adjacent to the vehicle access points with central reservations. There will also be an additional central reservation at the central access point. In this location access to the existing bus stop is proposed as well as a new bus stop to serve the development.

While the scheme is in outline there is a proposed cycle access shown set within the site adjacent to the Totnes Road. An additional access point is proposed between the site and the school. While from an accessibility and permeability point of view the number of access is a positive aspect of the scheme, in combination with the traffic management measures the proliferation of accesses raises concern over the alterations to the character of the road and its resultant urbanisation.

The scheme provides good opportunities for pedestrian and cycle access as well as easy accessibility to public transport, however, the site is not within easy reach of local shopping / servicing facilities and as such its development on a piecemeal basis in the absence of the provision of community facilities, jobs and other services will encourage further car born journeys.

The current Travel plan which has been submitted does not properly reflect a strong desire to achieve a substantive increase in trips by means other than by car. These points raise concern over the sustainability of the scheme and reflect its location in the countryside, rather than being integrated as part of the sustainable organic expansion of the village.

Flood Risk and Drainage -

On the Environment Agency's indicative flood risk map the application site is within Flood Zone Risk 1 (low risk). In accordance with the Technical Guidance to the NPPF, residential dwellings are considered to be 'More Vulnerable'. However the proposed dwellings are not within flood risk zone 3 - high risk or flood risk zone 2- medium risk and, therefore the Technical Guidance to the NPPF concludes that residential use is potentially suitable for this site in flood risk terms.

The EA have identified their support the proposed drainage strategy provided and identify that aspects of the proposal will have to be adopted and maintained for the lifetime of the development and the Council should be confident that sufficient funding and written assurances are given prior to determination of the application and that the development proposals offer an opportunity to achieve an overall betterment in terms of reducing flood risk.

In relation to SUDS the EA have advised that Suds scheme should be designed to accord to the requirements of The SUDS Manual CIRIA C697 dated 2007 and that the Suds scheme as outlined in WSP's FRA should help deliver this.

The EA have also identified that Council could seek a financial contribution towards the maintenance of the existing on-line attenuation area. The Council Engineering team have considered this and advised that a 106 contribution be required to support this infrastructure to mitigate the impacts of the development.

The Council's Engineering team have also identified that the proposed drainage strategy appears satisfactory. They have however identified that further detail design work and technical information in relation to the surface water drainage system and its capacity to deal with a critical 1 in 100 year design storm event plus allowance for climate change.

A consultation response has not been received from southwest water, however, in relation to the previous application last year they raised no objection to the proposal. They did, however, advise that there is a public water main that runs through the site. The applicant has previously advised that it would be their intention to divert this main.

In principle, the conclusion on flooding and drainage is that the drainage strategy proposed has the potential to be successful. However, at present there is insufficient information to ensure is satisfactory and would not lead to an increase in flooding in the area downstream. This is combined with the current lack of improvements put forward

to the flooding downstream, consistent with the objectives of para 99, 100 and 103 of the NPPF.

Ecology -

An Ecological Impact Assessment has been submitted in support of the application. This identifies that the application site does not lie within or adjacent to any designated site of nature conservation value. No statutory designated sites of nature conservation value lie within the 2km study area.

Twenty non-statutory designated sites of nature conservation value lie within 2km of the site. The closest is the Ramshill County Wildlife Site which lies approximately 1km north of the site. There is one European designated site within 10km of the development at Berry Head. Berry Head Special Area of Conservation (SAC) is a component of the South Hams SAC and is located to the southeast of the site, approximately 8.3km at its nearest point. The South Hams SAC is designated for its importance to Greater Horseshoe Bats and although the site is not within the SAC, it does lie within a Greater Horseshoe bat Sustenance Zone and partially within a greater horseshoe bat Strategic Flyway, as designated by Natural England. These sustenance zones and flyways comprise key foraging areas and movement corridors for greater horseshoe bats within the South Hams SAC. It is necessary for the applicant to demonstrate that development within these zones and flyways will not lead to significant adverse effects on the integrity of the SAC.

In order to manage the habitats on the site during the pre construction, construction and post construction phases a Landscape and Ecological Management Plan is proposed to be produced and agreed with the Council. This would contain measures for mitigation and enhancement on the site. To reflect permanent impacts associated with the development, the Landscape and Ecological Management Plan will be required to be secured in perpetuity.

The Council has a duty to secure a net gain for bio diversity as part of the scheme, the Councils approach is to evaluate and calculate the loss of bio diversity resultant from the scheme and then evaluate and calculate the gains provided by the scheme. This will arrive at a level of +/- in relation to bio diversity. A net gain would then be negotiated through a range of measures that will be required. These would then be controlled through a 106 requirement.

As yet a consultation response from RSPB has not been received, this will be reported verbally at committee.

The Council has screened the application under the Habitats Regulations 2010. It concludes that, in the event that the appropriate measures are secured through planning conditions and clauses in a S106 agreement, then this proposal will not have a Likely Significant Effect (alone or in combination) on the integrity of the South Hams Greater Horseshoe Bat Special Area of Conservation.

Notwithstanding the screening opinion, there are still local ecological issue relevant to the determination of the application.

Natural England have advised that the applicant needs to provide further detailed information to demonstrate that the proposals will not lead to detrimental impacts upon

foraging and commuting habitats of bats. In particular, that the Ecological Impact Assessment (EAD Ltd, April 2013) needs to be amended to protect the hedgerow buffer from detrimental light spillage. To ensure that light conditions do not disturb greater horseshoe bats, light levels should not exceed 0.5 lux within the 10 metre wide hedgerow buffer.

The Ecological Impact Assessment submitted does however establish that 0.5 lux would not be exceeded at the hedgerow, it is clear given the outline nature of the scheme that a 10m buffer could be provided as part of a detailed layout at reserved matters stage.

There is a concern, based upon the information submitted, that while lighting levels on site would be controlled there is potential that the use of the site by motor vehicles would lead to light spillage into hedgerow areas from their headlights. This could cause a negative impact on all species of bat using and traversing the Northern hedgerow area.

In the previous application a 2 metre high close boarded fence was proposed to be installed between the residential development and the wildlife corridor along the north boundaries to restrict usage by the public and restrict light spill. This is not shown on the indicative layout.

Without information concerning how this issue is to be addressed the, Council cannot positively determine the application, as it is required to protect European Protected Species in this case bats that are protected under Regulation 41 of the Habitats Regulations.

Landscape and visual impact -

In the 'Torbay Landscape Character Assessment' the application site is within LCT Type 1 Rolling Farmland, which is subdivided into a number of areas. The subdivided category is defined as 1L Blagdon Barton. This category is assessed as being 'less sensitive' and can accommodate change to rationalise the existing scattered land uses and contribute to a gateway and sense of arrival to Torbay. There are no statutory designations relating to the site. It is locally designated as an 'Area of Great Landscape Value' and 'Countryside Zone' in the Torbay Local Plan 1995-2011. The site predominantly consists of pasture with some peripheral vegetation and semi mature trees.

A Landscape and Visual Impact assessment has been provided with the application it identifies landscape and visual impacts and mitigation measures. The applicant contends that the impacts of the development are not so substantive that they cannot be overcome through suitable landscaping. This differs from the opinion of the Landscape officer.

The Landscape and Visual Assessment in support of the application notes that the visibility of the application site is principally restricted by three factors; 1) the lower valley location of the site and surrounding undulating and sloping terrain, 2) the existing mature tree groups and hedgerows within and surrounding the application site and 3) the surrounding built development of Collaton St Mary and Tweenaways to the south and east.

It is identified that those parts of the surrounding landscape likely to be sensitive to the proposed development are:

- Visitors to St Mary's Church
- Residential properties on Totnes Road
- Residential properties on St Mary's Park Road to the south
- Residents of Lower Blagdon
- Users of the adjacent holiday park.

The Landscape and Visual Assessment submitted states that due to the undulating topography of the application site combined with the surrounding higher topography and vegetated ridges, there are very few direct views of the application site from the surrounding settlements and footpaths. It also intimates that the new residential units and highway will be assimilated into the landscape.

The applicant proposes a wide range of measure to mitigate the impacts of the development. This includes improvements to the existing hedgerow vegetation and provision of landscape reinforcement through tree planting, additional street trees, the communal orchard and landscape open space. The applicant maintains that this would soften views of the development and assimilate it into the landscape.

The applicant therefore predicts that the residual landscape impacts are predominantly localised in scale and restricted to the application site and adjacent residential areas. They assess that once the proposed development is complete there will be a localised change to the land use and marginal change in landscape character. It is purported that key characteristics of the Landscape Character Type and the Area of Local Character will not be altered and the proposed development will contribute to the 'variable character' and become part of the 'fragmented and urbanised' landscape.

The conclusions in the Landscape and Visual Assessment are not accepted.

This site forms part of a largely undeveloped rolling valley of significant landscape quality. It is steeply sloping open grassland which forms part of an attractive rural valley and forms part of the edge of the village of Collaton St Mary. The site forms an important part of the rural setting of the village and its historic centre, including the church. The site is seen in views approaching the village from the east along the A385, on the approach to the village from the west along the A385 and from the churchyard. The site is also widely visible along the edge of the site along A385.

It is noted that a range of landscape enhancement measures and planting are proposed which is a benefit to and will enhance the scheme. However the implications of the proposed development will, even with the mitigation proposed, substantially alter and affect the character of the area and how it is perceived. This is specifically important in the approach to the village from the east along the A385, from the churchyard of the grade 2* Listed Church and on the approach to the village from the west along the A385 as well as from more limited long distance views. The impact will be substantial, introducing a more urban form of development in to an area which currently forms a key role as the rural back drop and setting of the village of Collaton St. Mary.

When the site is viewed along Totnes Road there are key views across the site. These views are outstanding across to the other undeveloped slope within the valley, which helps form the wider rural character of the area before entering the Village and then on to the urban area of Paignton. There are also from this location long distance dramatic

views up to the higher ground of Beacon Hill, development on this site would obscure these views.

It is also considered that the site is visible in long views from residential areas to the south and east, and that development on this site will represent a substantive change to the rural character of the area. Whilst there are some developments in the locality, these do not alter the prevailing rural character to the degree claimed by the applicant, as such the arguments of the applicant that this area is fragmented and urbanised are not accepted.

Development of the quantum proposed on this site will physically alter these vistas. From a number of vantage points at least roofscapes will be visible, but more likely given the indicative site layout, large expanses of dwellings will be visible from a range of viewpoints. Even with landscaping and mitigation measures, the site would appear as a suburban development imposed on to the landscape, poorly relating to the village and the wider landscape character of the area.

Collaton St. Mary, while in close proximity to Paignton, is a village in its own rights with its own distinct character which contributes to the wider landscape character. This character is typified in its layout, with the exception of the ribbon residential development on higher ground along Totnes Road adjacent to this site, the village's centre focuses in the lower fold of a valley and the associated housing has followed this pattern of development, hugging the bottoms of valley's emulating out from and connecting to the village centre. The most recent development of the new school complex follows this development pattern.

The potential development of this site contradicts this pattern, instead developing up the side of the valley, degrading the historic settlement form and altering the wider character of the village and its role in the wider landscape. While the exact form of development is yet to be determined there is a clear concern about the impact the piecemeal development of the site will have on the landscape character of the area.

This development will not read as part of the wider landscape character, which includes the physical form of the village and will instead appear as a standalone development poorly relating to the wider context.

It will also, through the urbanisation of the area including the traffic management measures required to facilitate the development, extend out the perceived urban/suburban entrance/gateway to Paignton beyond Collaton St. Mary to the edges of this site.

Policy L2 in the Torbay Local Plan 1995-2011 requires development within the Area of Great Landscape Value (AGLV) to maintain or enhance the special landscape character of the AGLV. Policy L8 seeks to protect features of significant landscape value. Para 109 of the NPPF identifies that the planning system should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes. For the reasons identified above, it is not felt that development of this site would meet the requirements of these Local Plan policies or the guidance contained in the NPPF.

In particular, officers are of the view that a) any scope for development should be ascertained based on a more thorough consideration of the site within its wider context,

b) any development should form an organic extension of the existing village, c) any development should be part of a plan-led process of change in the area informed by the community and the local and neighbourhood planning process.

Arboricultural matters

The site presently poses no arboricultural constraints internally, being entirely free of trees, hedges or significant shrub masses. The indicative layout addresses the constraints posed by the trees along the east and west boundaries, which are species rich and form significant landscape features. While the arboricultural officer has identified that no overlay of the proposed layout has been included within the tree protection plan, given the outline nature of the scheme in this instance the information does enable the impact to be assessed. Given the primary constraints are on the boundaries of the site.

S106/CIL -

A Draft Heads of Terms has been submitted identifying a commitment to providing 106 contributions towards Education, Green Space and Recreation, Sustainable Transport, Lifelong learning and Waste Management to help mitigate the impacts of the development on the surrounding Infrastructure. There is also an offer of 10% of affordable housing.

No detail has been received regarding the proposed make up of the dwelling mix proposed on site. As an outline scheme the only information available is that the scheme will include up to 175 residential units. As such it is not possible to calculate the exact contribution required per dwelling at this stage. However, the applicant appears to commit to the payment of all sustainable development contributions at this stage.

In relation to the sustainable transport contribution, the sustainable transport team have advised that the following measures would be required to be funded as part of the sustainable transport contribution:

1. Provision of a shared use path on Totnes Road between Tweenaways and Bona Vista Holiday Village camp site, including a toucan facility at Tweenaways to link to the western corridor cycle network. This is additional to those routes shown on site plan, which will be built to adoptable highway standards, including coherent links into and out of the application site. £500,000
2. Provision of enhanced evening & weekend bus services serving the site including eastbound bus lane £40,000
3. A shared used path connection from the proposal site to Blagdon Road at the northern point of the site £15,000
4. A cycle shelter for 20 cycles, scooter parking for 36, and a separate pedestrian covered waiting area on the primary school site. £18,000
5. 20 additional covered secure cycle parking spaces for students at Paignton Community College £15,000
6. Contributions towards the SDLR/Western Corridor improvements to mitigate the impact of the extra trips that will be generated £300,000
7. Road improvements outlined in Drawing No. 31484_PHL-03 Rev B (July 13) including:

Shared use path joining features at both ends of the site with additional signing and marking to enhance the drop kerbs shown on the opposite side of the

carriageway

A central pedestrian refuge island and crossing point with associated markings on and off the carriageway at the bus stops

A right hand filter lane, central refuge island west of the site access, and associated highway markings and visibility improvements at both proposed accesses.

The following sustainable transport matters will also need to be included in the s106 obligation:

1. Safeguarding of strip of land at the front of the site for future improvements as outlined in the Local Transport Plan
2. Provision of Car club on site
3. £50,00 bond to cover potential shortfalls in implementation of Travel Plan.

Other matters that are required to be secured as part of the 106 Obligation include:

- A contribution towards the maintenance of the existing on-line attenuation areas and/or towards an identified new flood alleviation scheme downstream on Yalberton water course, opposite Collaton Farm Flood alleviation.
- Flood alleviation measures to be adopted and maintained for the lifetime of the development.
- The provision of a Landscape and Ecological Management Plan, secured in perpetuity.
- The provision of either dedicated public space for potential open green space/play/fitness opportunities within the proposed site; or alternatively to provide these facilities in the Collaton St Mary area.
- Potential off-site biodiversity contribution, dependant on the conclusions of a +/- biodiversity calculation.
- The provision of 30% affordable housing of a type and tenure mix advised by the Council's Affordable housing team, without detailed information on the actual development amount and dwelling provision this amount cannot be established.

Conclusions

Given the considerations set out above, the provision of new housing capable of being delivered by this application must be weighed against the delivery of sustainable development. In this case it is concluded that the proposed development would fail to meet the objectives of paras. 9,10, 14, 17, 32, 34, 49, 56, 57, 58, 60, 61, 64, 99, 100, 103, 109, 111, 118, 125, 129, 203, and 204 in the NPPF, which seek to make places better for people, and the objectives of policies HS, H2, H9, H10, LS, L2, L4, L8, L10, BES, BE1, BE2, TS, T1,T2, T18 of the Saved Adopted Torbay Local Plan 1995-2011.of the Saved Adopted Torbay Local Plan 1995-2011.

The proposal would not deliver a high quality development that would make a positive

contribution to the quality of the area and effectively integrate into the natural and built environment. As such this would not result in a sustainable form of development.

The proposed residential development does not integrate into the existing settlement pattern. In addition, the scheme does not contribute to the long term objectives of delivering sustainable growth in the wider Collaton St. Mary area. The relationship to the surrounding area and high quality landscape setting is also not considered acceptable. Natural England have raised concerns about net biodiversity gain that have not been fully addressed.

There is concern over the implications of the scheme and the two access points proposed on the free flow of traffic along the A385 Totnes road part of the Major Road Network.

There is further concern that the use of the site by motor vehicles would lead to light spillage into hedgerow areas from their headlights. This could cause more light disturbance, which may result in increased disturbance to local wildlife likely to be moving along the existing boundary hedges and any new buffer strips.

Without information concerning how this issue is to be addressed the Council cannot positively determine the application as it is required to protect European Protected Species in this case bats that are protected under Regulation 41 of the Habitats Regulations.

Without further detail design work and technical information in relation to the surface water drainage system and its capacity to deal with a critical 1 in 100 year design storm event plus allowance for climate change. There is concern that the proposed drainage and flood elevation measures proposed will not ensure flood risk is not increased on site and further down the Yalberton Watercourse.

As such it is recommended that this application be refused.

Condition(s)/Reason(s)

01. The proposal demonstrates a failure to consider the wider rural, high quality landscape setting of the village in the context of the application site, and the long term opportunity in the area to deliver a planned organic and sustainable form of development. The scheme will result in an unsustainable, piecemeal development without either an overall understanding of how it would contribute to delivering a robust and comprehensive growth strategy for the area, or effectively integrate into the historic form of the village. The development also proposes the residential development of an unallocated greenfield site outside of the settlement boundary ahead of the development of deliverable previously developed (brownfield) sites, and as such is contrary to the Council's policy objectives in relation to the promotion of a target for the development of brownfield land. As such, the development is not considered to be sustainable, being contrary to paragraphs 9, 10, 14, 17, 32, 34, 49, 56, 57, 58, 60, 61, 64, 99, 100, 103, 109, 111, 118, 125, and 129 in the NPPF, which seek to make places better for people, and the objectives of policies HS, H2, H9, H10 BES, BE1, BE2, TS, T1 of the Saved Adopted Torbay Local Plan 1995-2011.

02. The site is on the edge of Collaton St Mary and forms part of an attractive rural valley with a high landscape value. It has an important role to play in the transition between the open countryside, the village, and the urban edge of Paignton, and it makes a valuable contribution to local and wider landscape character and views. The proposed development, by reason of its location, piecemeal development and insular approach to development of the site, fails to integrate into the existing historic settlement pattern of Collaton St. Mary, and does not function as an integrated organic extension of the village. The site is seen in views approaching the village and the site from the east along the A385, on the approach to the village from the west along the A385, and from the churchyard. The site is also widely visible along the edge of the site along the A385, as well as in longer distance views from either side of the valley. While the exact form of development is yet to be determined, the extent and type of development proposed will not read as part of the wider landscape character, it will instead appear as a standalone suburban development imposed on to the landscape, poorly relating to the wider context. Furthermore the urbanisation of the area, including the traffic management measures required to facilitate the development, will alter the rural character of the area, extending out the perceived entrance/ gateway to Paignton to beyond Collaton St. Mary and to the edges of this site. As such the development would be contrary paragraphs 14, 17, 58, 60, 61, 64, 109, 129 of the NPPF and to the provisions of policies LS, L2 and L4 of the saved adopted Torbay Local Plan (1995-2011).
03. The application does not adequately demonstrate that the development will not harm, either directly or indirectly, a protected species (Bats) through light spillage from motor vehicles using the site, causing a detrimental impact upon foraging and commuting habitats of bats. As such the development would fail to meet the objectives of policies, NCS and NC5 of the Saved Adopted Torbay Local Plan 1995-2011, the objectives of paragraphs 118 and 125 of the NPPF and the requirements of Regulation 41 of the Habitats Regulations.
04. Insufficient information has been provided to demonstrate that the drainage and flood alleviation measures proposed would not lead to an increase in flooding of the site and wider area. As such the development is not considered to meet the requirements of paragraphs 99, 100, and 103 of the NPPF.
05. In the absence of a signed legal agreement under Section 106 of the Town and Country Act 1990 (as amended), the applicant has failed to satisfy the sustainability aims of Policies H6 and CF6 and the Council's SPD "Planning Contributions and Affordable Housing: Priorities and Delivery" to secure the delivery of affordable housing and physical, social and community infrastructure necessary to make the development acceptable in planning terms. Furthermore, a lack of a s106 agreement also incurs an absence of ability to secure an enhancement to biodiversity, attenuate for flood risk on site and downstream and secure landscape and ecological management of the site. The Local Planning Authority considers that it would be inappropriate to secure the required obligations and contributions by any method other than a legal agreement and the proposal is therefore contrary to Policies H6, CF6, NCS and NC5 of the Torbay Local Plan 1995-2011 and paragraph 203, 204, 109 of the NPPF.
06. The development through the provision of an additional two new highways

junctions will impede the free flow of traffic along the A385 Totnes road, contrary to policy T18, of the Saved Adopted Torbay Local Plan 1995-2011 which seeks to ensure that new accesses on to the major Road Network do not reduce road safety or detract from or conflict with the function of the route and the objectives of paragraphs 32 and 34 of the NPPF.

Informative(s)

01. In accordance with the requirements of Article 31 of the Town and Country Planning (Development Management Procedure) (England) Order, 2010, as amended in determining this application, Torbay Council has worked positively with the applicant to ensure that all relevant planning concerns have been appropriately considered. However having considered the principle of the development in this location, the potential impacts of the development and the requirements of the NPPF to deliver sustainable development the Local Planning Authority are unable to support the application and such have recommended the withdraw the application and that the applicant seek to work with the authority and the community over the potential for future development in the Collaton St. Mary area. This would be as part of discussions on the Local Plan, the Neighbourhood Plan and the master planning process for the future of Collaton St Mary.

Relevant Policies

HS - Housing Strategy
H2 - New housing on unidentified sites
H6 - Affordable housing on unidentified sites
H9 - Layout, and design and community aspects
H10 - Housing densities
H11 - Open space requirements for new housing
CFS - Sustainable communities strategy
CF6 - Community infrastructure contributions
LS - Landscape strategy
L2 - Areas of Great Landscape Value
L4 - Countryside Zones
L8 - Protection of hedgerows, woodlands and o
L9 - Planting and retention of trees
L10 - Major development and landscaping
NCS - Nature conservation strategy
NC2 - Protected sites - nationally important si
NC5 - Protected species
EPS - Environmental protection strategy
EP1 - Energy efficient design
BES - Built environment strategy
BE1 - Design of new development
BE2 - Landscaping and design
T1 - Development accessibility
T2 - Transport hierarchy
T3 - Cycling
T25 - Car parking in new development
T26 - Access from development on to the highwa

NPPF - National Planning Policy Framework
T18 - Major Road Network
H10 - Housing densities