

PLANNING COMMITTEE AGENDA - 18th September 2019

Applications of a non-delegated nature

UPDATES

THE PLANS LIST	
1.	<p>17/01170/MOUT - Outline application for the erection of up to 200 dwellings, together with associated infrastructure and other works, including vehicular access, on land comprising northern portion of Phase 1 of the North West Cullompton Urban Extension - Land at NGR 302186 108607 North of Rull Lane and to The West of Willand Road Cullompton.</p> <p>Revised recommendation:</p> <p>That the report be noted.</p>
2.	<p>17/01346/MOUT - Outline hybrid planning application for the erection of 200 dwellings together with associated infrastructure and public open space and Full permission for portion of Link Road (land comprising southern portion of Phase 1 of North West Cullompton Urban Extension) - Land at NGR 301536 107900 North of Tiverton Road Cullompton.</p> <p>Revised recommendation:</p> <p>That the report be noted.</p>
3.	<p>17/01178/MFUL - Erection of 200 dwellings, formation of new access, provision of phase of link road, primary school site, open space, landscaping and associated works - Land at NGR 302103 108277 (West Of Willand Road) Cullompton.</p> <p>HIGHWAY AUTHORITY – 9th September 2019 The Highway Authority has confirmed as follows:</p> <ol style="list-style-type: none">1. The spine road will be along the route as shown on the detailed plans submitted with the application. Any variations from these details will require an amendment to the plans which the Town Council will be notified of.2. The junction priority will be for Willand Road to enter the site and run through to Tiverton Road. The remaining part of Willand Road to the signals at Station Road will be subservient with a give way marking. Mini-roundabouts would not be acceptable to provide access to a new development and are contrary to that set out by Design Manual for Roads and Bridges. An alternative option is for a full roundabout, however, this is likely to introduce a greater stop start element in the Air Quality Action Zone.3. The Highway Authority has agreed a mini-roundabout design at the school entrance which will cater for a Leopard Coach (52 Seater). The Highway Authority would not advocate a second access, and would wish to see inclusion of the off-line parallel parking bays to dissuade any parking on the spine road. The spine road would also be subject to appropriate Traffic Regulation Orders where necessary and appropriate.4. The residential roads will be 4.80 metres wide, compliant with Government advice on road widths and in keeping with the adopted Masterplan SPD. Turning heads will be of sufficient size to cater for turning manoeuvres. Any vehicle that parks on the public highway and causes an obstruction can be prosecuted under the Highway Act by the police. There are no rights to park on the public highway within the Highway Act and the primary function set out by the Highways Act is for all traffic to pass and repass.

	<ol style="list-style-type: none"> 5. The Highway Authority does not consider that the Willand Road/Millennium Way junction will be problem for construction traffic. However, as part of the Construction Management Plan a swept path analysis can be requested and any mitigation measures put in place. 6. A formal restriction to stop motorised vehicles from using the pedestrian accesses onto Rull Lane can be part of the Section 38 Agreement (highways adoption agreement) design. 7. Part of the Section 106 Agreement improvements is works to the public rights of way, which includes consideration of this footpath. 8. With regard to the consideration of the impacts of increased traffic on Willand, this was considered alongside traffic generation from the two outline applications and initial concerns over the increased queues were superseded by the Planning Inspector's decision on the Willand site. There is a desire to see contributions towards the Town Centre Relief Road being sought through Section 106 monies and given these improvements, congestion in Willand is not considered an issue. <p>ENVIRONMENTAL HEALTH – 9th September 2019</p> <ol style="list-style-type: none"> 1. The low emission assessment provided detail regarding the Travel Plan and cumulative air quality impact. Given that the revised application makes no changes impacting on air quality, there are no additional comments to be added by Environmental Health. The distribution of development traffic, according to the Travel Plan, indicates only a minor adverse impact along Willand Road, Cullompton as a result of the development and cumulative developments. Subsequently, there are no adverse concerns regarding the air quality in Willand. MDDC currently monitor the air quality to the closest receptors at Ash Close along the B3181 in Willand and the results are well under the air quality objective as required by Defra. <p>CONDITIONS – 17 September 2019</p> <ol style="list-style-type: none"> 1. Condition 7: the reference to “condition 4” in 7.D. should read “condition 5”. 2. Condition 23: this condition should be amended to read: <p>First occupation of any dwelling shall not take place until the boundary treatments for that dwelling have been installed in accordance with details which shall have been previously submitted to and approved in writing by the Local Planning Authority. Only such approved boundary treatments shall be installed</p>
4.	<p>Appendix A – Section 106 Report</p> <p>HIGHWAY AUTHORITY – 9th September 2019</p> <ol style="list-style-type: none"> 1. The Highway Authority has looked at the time taken to reach the Station Road roundabout from the site via various routes and the journey time to the roundabout via Head Weir Road is longer than using the roundabout at Millennium Way. It is for this reason that traffic calming has been requested for Saxon Way to increase journey times and dissuade its use. As Head Weir Road takes longer than the preferred route, there is no reasonable reason to seek further restrictions.