

Forde House
Newton Abbot

Contact Officer: Neil Aggett
E-mail: comsec@teignbridge.gov.uk

26 February 2018

EXECUTIVE

Dear Councillor

You are invited to a meeting of the above Committee which will take place on **Tuesday, 6th March, 2018** in the **Council Chamber, Forde House, Brunel Road, Newton Abbot, TQ12 4XX** at **10.00 am**

Yours sincerely

NEIL AGGETT
Democratic Services Manager

Distribution:

- | | |
|--|---|
| (1) The Members of the Executive: | |
| Councillor Jeremy Christophers
(Leader) | Portfolio Holder for Strategic Direction |
| Councillor Humphrey Clemens
(Deputy Leader) | Portfolio Holder for Planning & Housing |
| Councillor Stuart Barker | Portfolio Holder for Corporate Resources |
| Councillor John Goodey | Portfolio Holder for Community Neighbourhoods |
| Councillor Phil Bullivant | Portfolio Holder for Recreation & Leisure |
| Councillor Kevin Lake | Portfolio Holder for Environment Services |
| Councillor Sylvia Russell | Portfolio Holder for Health & Well-being |

A link to the agenda on the Council's website is emailed FOR INFORMATION (less reports (if any) containing Exempt Information referred to in Part II of the agenda), to:

- (1) All other Members of the Council
- (2) Representatives of the Press
- (3) Requesting Town and Parish Councils

If Councillors have any questions relating to predetermination or interests in items on this Agenda, please contact the Monitoring Officer in advance of the meeting

Public Access Statement

- There is an opportunity for members of the public to ask questions at this meeting. Please submit your questions to comsec@teignbridge.gov.uk by **12 Noon** on the Friday before the meeting.
- If you would like this information in another format, please telephone 01626 361101 or e-mail info@teignbridge.gov.uk
- Agendas and reports are normally published on the Council's website <http://www.teignbridge.gov.uk/agendas> 5 working days prior to the meeting. If you would like to receive an e-mail which contains a link to the website for all forthcoming meetings, please email comsec@teignbridge.gov.uk
- Reports in Parts I and III of this agenda are for public information. Any reports in Part II are exempt from publication due to the information included, under the provisions of the Local Government Act 1972.

A G E N D A

Part I

1. Apologies for absence
2. Minutes
To approve the minutes of the meeting held on 8 February 2018, previously circulated.
3. Agreement of the Agenda between Parts I and II
4. Matters of urgency/matters of report brought forward with the permission of the Chairman
5. Declarations of Interest
6. To note action taken under delegated powers as set out in Part III of the agenda (if any)
7. Public Questions (if any)
8. Notice of Motion under Council Procedure Rule 4.5(I) (if any)
9. Ide Neighbourhood Plan (Pages 1 - 16)
To consider the representations to the Ide Neighbourhood Plan.
10. Executive Forward Plan (Pages 17 - 20)
To note forthcoming decisions anticipated to be made by the Executive over the next 12 months.

EXECUTIVE

LEADER: Cllr Jeremy Christophers

PORTFOLIO HOLDER: Cllr John Goodey

DATE: 6 March 2018

REPORT OF: Simon Thornley, Business Manager, Strategic Place

SUBJECT: Formal Comments on the Submitted Ide Neighbourhood Plan

PART I

RECOMMENDATIONS

The Executive is recommended to

Resolve

To approve the formal comments of objection from Teignbridge District Council in response to the Ide Neighbourhood Plan Submission (Regulation 15).

1. PURPOSE

1.1 The purpose of this report is to inform the Executive of the objections raised to one specific policy within the Submitted Ide Neighbourhood Plan, namely:

- IDE07: Ide Gateway Enhancement Area

1.2 Significant objections to a Neighbourhood Plan fall outside of delegated authority.

1.3 A copy of the Submitted Ide Neighbourhood Plan is available online at: www.teignbridge.gov.uk/idenp

2. BACKGROUND

2.1 The Localism Act and associated regulations provide the legal framework for the production of Neighbourhood Plans. These formed part of the suite of planning powers devolved to town and parish councils and neighbourhood forums under the 2011 Localism Act.

2.2 Following designation of Ide Parish area in May 2013 the Parish Council began work on their Neighbourhood plan. The development of the plan has been informed by extensive community and stakeholder engagement.

2.3 Neighbourhood plans are required through the Localism Act to undertake two formal consultation stages (Pre-submission & Submission).

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- 2.4 The Ide Neighbourhood was submitted in its entirety to Teignbridge District Council on 9th February 2018. The final stage of Public Consultation on the Submitted version will run for 6 weeks commencing Monday 26th February 2018, ending on Friday 13th April 2018.
- 2.5 Delegated authority was granted to the Strategic Place Business Manager Simon Thornley on 14 June 2016 to avoid unnecessary delays in progressing Neighbourhood plans. These delegations are limited to areas of agreement between the LPA and Neighbourhood Planning Group.
- 2.6 Significant objections are proposed in relation to one Policy within the Ide Neighbourhood Plan policies namely:
- IDE07: Ide Gateway Enhancement Area
- 2.7 Teignbridge District Council formally object to the extent of Policy IDE07: Ide Gateway Enhancement Area on the following grounds:
- *The site identified in the Policy as Roundfield is geographically separated from the settlement of Ide and has no visual access to either residents or those using the C50, other than the presence of mature hedgerows and trees, the majority of which will be retained in the event of any redevelopment.*
 - *The Enhancement Area is too extensive and includes the entire Roundfield site which has not been demonstrated to contribute to the enhancement of the areas sense of rurality.*
 - *It is refuted that Roundfield is rural in character, with visual access directly onto the A30 and high levels of both noise and light pollution. This lack of rurality is evidenced not only by the Ide Gateway Character Assessment, but also by the CPRE and specialist environmental and geospatial consultancy Extrium (Figures 3.3.0 and 3.3.1 respectively) as well as by the District Council's Landscape Officer.*
 - *There is evidence that the inclusion of Roundfield in Policy IDE07 has been specifically identified to frustrate strategic infrastructure development required to support a major residential allocation in the adopted Local Plan, which has wider benefits for the District as a whole.*
 - *The inclusion of Roundfield in the Enhancement Area is contrary to Strategic policies S5 and SWE1 in the Local Plan and the IDP (2016), which identifies the Roundfield as a potential location for this required park and ride scheme.*

As such the Council request that Roundfield be excluded from the Enhancement Area with only the boundary screening along the C50 included as illustrated on the attached map (Appendix B).

- 2.8 A copy of these draft objections is available in full in appendix A to this report.

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3. MAIN IMPLICATIONS

- 3.1 In line with the Localism Act and associated regulations, these objections have previously been noted to the NDP group at pre-submission stage.
- 3.2 The NDP group however, have chosen not to take the opportunity to amend the plan to remedy these concerns prior to the document being formally submitted to the District Council.
- 3.3 As previous objections have not been resolved prior to the plans submission to the District Council, it is proposed that further representations of objection now be provided to the Examiner, who has the power to recommend modifications to the plan to ensure that it meets the required regulatory standards.

4. GROUPS CONSULTED

- 4.1 The Ide Neighbourhood plan steering group have undertaken numerous informal community engagement events to gain an understanding of the community's ambitions.
- 4.2 A formal Pre-submission Stage of consultation was undertaken by the neighbourhood planning group between 8th September 2017 and 23rd October 2017. The responses to this consultation are provided in their submitted consultation statement which is available to view at www.teignbridge.gov.uk/idenp
- 4.2 Objections raised by the District Council through the attached comments have been informed by the Neighbourhood planning officer, Ecologist, Landscape Officer and Strategic Planning.

5. TIME-SCALE

Immediate

6. DATE OF IMPLEMENTATION (CONFIRMATION OF DECISION SUBJECT TO CALL-IN)

13 March 2018.

Simon Thornley
Business Manager, Strategic Place

Cllr John Goodey
Portfolio Holder for Community
Neighbourhoods

Wards affected	Ide Parish
Contact for any more information	David Kiernan 01626 215758 or Alexis Marsh 07827

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	552497
Background Papers (For Part I reports only)	N
Key Decision	Y
In Forward Plan	Y
In O&S Work Programme	N
Appendices attached:	A: Formal comments of objection to Submission Ide Neighbourhood Plan B: Revised Ide Gateway Enhancement Area

**Teignbridge District Council Formal Comments of Objection to the
Submitted Ide Neighbourhood Plan (2016-2033)**

- 1 The comments below identify Teignbridge District Council's formal objection to policy IDE07: Ide Gateway Enhancement Area of the submitted Ide Neighbourhood Plan.
- 2 The District Council acknowledges that the area known as Roundfield has been removed from Policy IDE06: Local Green Spaces following comments from the Council at pre-submission stage, and no longer objects to this policy in its re-written form.
- 3 **Policy IDE07: Ide Gateway Enhancement Area**
 - 3.1 Policy IDE07 seeks to preserve and enhance the rural character of the village entrance and approaches to the village along the C50. The District Council support this policy approach however the extent of the enhancement area as illustrated through Map 6 is considered too extensive and includes an area of land which does not fulfil the purpose of the policy.
 - 3.2 The farthest south eastern entrance to the enhancement area includes an area of land, namely Roundfield. The area of land is encircled by the A30, C50, Crabb Lane and the Alphington Roundabout. The road encirclement provides a character heavily dominated by transport infrastructure, which is a departure from the sense of rurality being used to define the enhancement area.
 - 3.3 It is refuted by the Council that Roundfield is characterised by aspects of rurality, as stated by Ide NDP Committee in response to the District Council's comments on the Pre-submission Ide Neighbourhood Plan. The site is encircled by road and has higher than average levels of light pollution (Figure 3.3.0) due to its proximity to Exeter and noise pollution (Figure 3.3.1) due to its immediate proximity to the busy A30 dual carriageway.

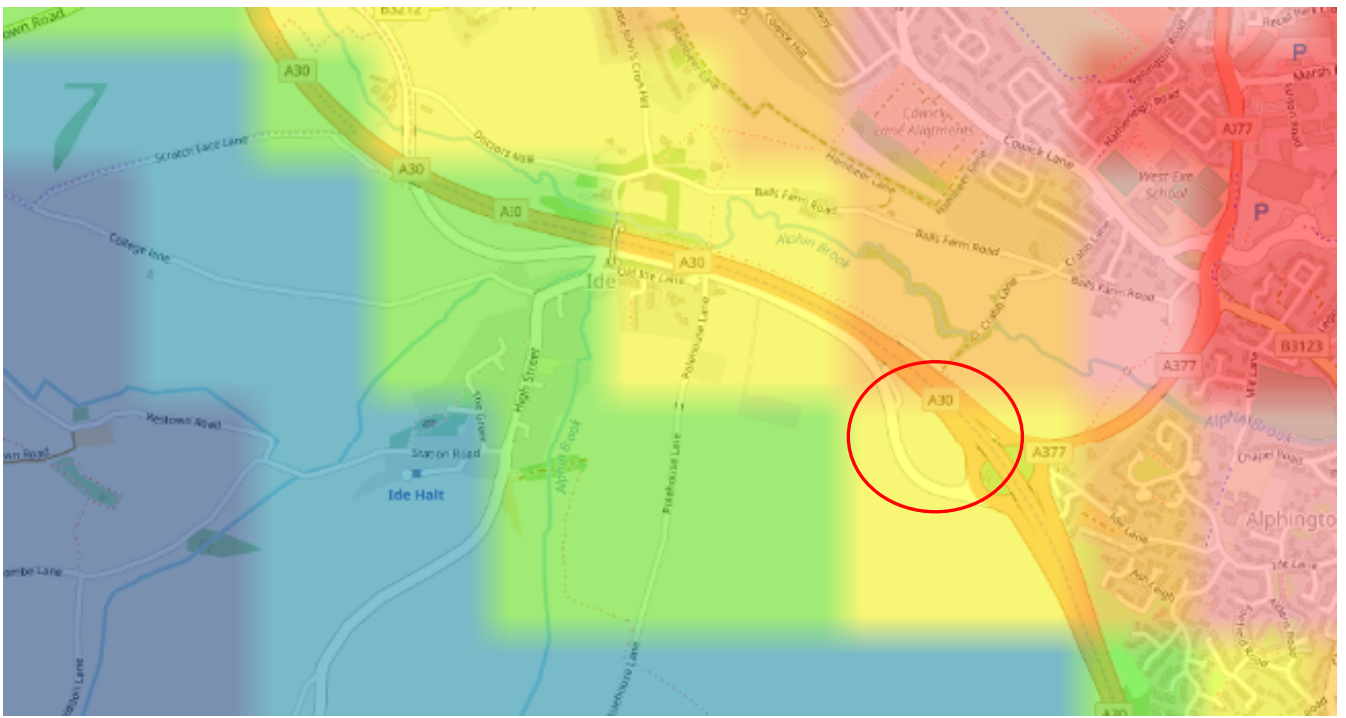


Figure 3.3.0 – Light Pollution map indicating levels of light affecting the Roundfield site (circled), indicating moderate to high levels of light pollution
 (Source: CPRE, 2018)

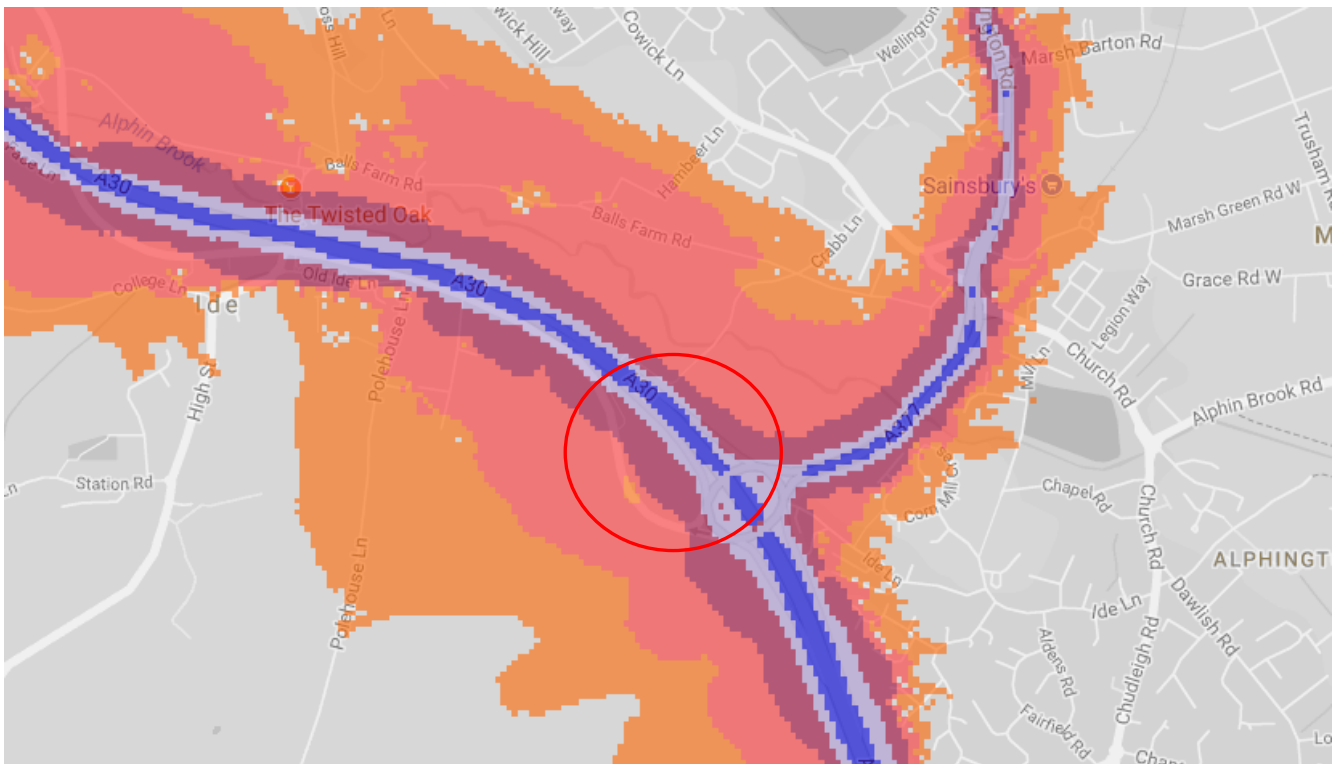


Figure 3.3.1 – Road Noise at Roundfield Site (circled), indicating that the majority of the site suffers above-average noise levels of 65.0-69.9dB.
 (Source: Extrium, 2018)

3.4 This view is supported further still by *Ide Character Assessment Report, 29th June 2017*, which seeks to provide the justifying evidence for Roundfield's inclusion in the Enhancement area, which states negative attributes of the points referenced "1" and "2" (both of which relate on the map provided to Roundfield) as follows:

- *"Traffic congestion, with occasional gridlock at peak times*
- *Traffic noise most times of the day*
- *Unauthorised advertising signs*
- *Crabb Lane and the entrance to Round Field often populated with parked cars and commercial vehicles, many left for the duration of the day, sometimes overnight".*

3.4.1 Additionally, the *Character Assessment Report* states that the A30 "is always busy and pedestrians on Ide Village Road are always aware of its presence, day or evening, because of the noise" (p.8).

3.6 Teignbridge District Council previously provided an evaluation of the sites landscape value when commenting on the Park & Ride proposal by Devon County Council and stated:

"It is not, of itself, however an area of high landscape value..." (Teignbridge Consultee comments on application DCC/3846/2016, 5th May 2016)

3.7 In addition no explanation is provided as to why this site is considered to hold particular local significance for its beauty above other sites also within the AGLV. Sufficient evidence has not been presented which justifies why this site within the AGLV is considered of such importance to confer very restrictive controls which should endure beyond the plan period.

3.7.1 The District Council Landscape officer has also reviewed the site for its landscape attributes and stated:

"In summary, I am of the opinion that the site has a character that is dominated by a highways style character that has little to do with the rural character of the area. The field and its setting are in poor condition. The A30 dominates the field and significantly erodes any sense of tranquillity. In terms of visual amenity, there are no public views from the field. There are glimpses of views to Exeter and Alphington from the southern end of the field, however these views are from private land. The site is relatively well screened and does not contribute to the visual amenity of the area. In conclusion, I do not think that the site is one that contributes positively to the landscape

character or visual amenity of the area and is a piece of land that is difficult to consider as being beautiful.”

- 3.8 Overall the sense of rurality sought to be preserved is primarily facilitated by well-kept verges and banks, dense tree and hedgerow screening along the C50 (Ide Village Road).
- 3.9 The justification for the Roundfield inclusion within the enhancement area identifies the “visually attractive verges and foliage of shrubs and trees”, ‘verdant embankments’ and ‘well-maintained verge’. All of these attributes denoted as ‘positives’ can be retained through development which has regard to surrounding hedgerows, embankments and verges.
- 3.10 The Character Assessment Report states that “the mature planting that now exists alongside Ide Village Road and the A30 is successful in protecting Ide Village from much of the noise and light pollution”. It is the Council’s intention that this planting would be protected in any arising scheme.
- 3.11 As can be seen from Figures 3.3.0 and 3.3.1 this area itself is already highly affected by both light and noise pollution and safeguarding the site for its current use will not improve this situation.
- 3.12 If it is the intention of the Plan to safeguard land in order to maintain rurality and create a buffer between the village boundary and the A30/Exeter, then it must be questioned why large tracts of agricultural land to the west of Roundfield – which are far closer in proximity to Ide village and suffer lower levels of both light and noise pollution – have been omitted from Policy IDE07.
- 3.13 The District Council remains in objection to the extent of the area to which Policy IDE07 applies.
- 3.13.1 Taking into account the evidence presented, the District Council consider the identification of the entire Roundfield site within the enhancement area unjustified by the evidence presented and request a reduction in the area to include only the sites boundary hedging along the C50.
- 3.13.2 A revised Enhancement Area Map is included (Appendix B) to illustrate a more appropriate policy area which is considered to fulfil the justification of the policy to maintain the rural character to the approach to Ide.

4 Planning Positively

4.1 National Planning Practice Guidance states that a Neighbourhood Plan gives communities the opportunity to shape the development and growth of their area and should plan positively to support local development.

4.2 The designation of Roundfield as a part of the Gateway Enhancement Area is not considered to constitute planning positively to support local development and it is considered by the District Council that its inclusion is seeking to prevent or frustrate development of the site as a Park and Ride facility serving Exeter, as identified in Policy SWE1 (South West Exeter Urban Strategy) and the current Teignbridge Infrastructure Delivery Plan 2016 (IPD).

4.2.1 The 600 space park and ride facility planned for the Ide/Alphington A30 junction at Roundfield forms part of Exeter's public transport strategy and is ***“critical to removing existing trips from the local road network in order to accommodate new trips which will be generated from the development”*** (SWE Development Framework, 2014, p.18).

4.2.2 The Teignbridge IPD 2016 (p.16) states that the proposed park and ride facility at Ide/Alphington A30 interchange is a ***‘Critical Strategic Priority’*** and has already identified funds of £3,600,000 to put towards the scheme to ensure housing land at SWE1 is capable of being brought forward.

4.3 Accompanying evidence to the plans consultation includes *“Notes of Parish Meeting 8th May 2017*. This meeting was called to discuss potential local green spaces but highlights a clear intention to prevent or frustrate a potential park and ride scheme previously proposed by Devon County Council (*below*).

“If there was a way of using the Plan to protect Round Field against becoming a car park for Exeter, then we should try, came the feedback” (page 2, Minutes of Parish Meeting, 8th May 2017).

4.3.1 A further Parish Meeting held on 11th November 2017 highlights additional comments regarding the use of the NDP to frustrate the scheme (*below*).

“Round Field will be left in Policy 07 as TDC’s case is weak and we will listen to further advice and strengthen our argument” (Page 1, Minutes of Parish Meeting, 11th November 2017)

“We need to amend the wording (of IDE03: New Car Parking Areas) in the light of TDC’s comments as the policy must not be seen to support a Park and Ride scheme” (Page 1, Minutes of Parish Meeting, 11th November 2017)

- 4.3.2 These notes highlight a clear intention to prevent or frustrate a potential park and ride scheme previously proposed by Devon County Council.
- 4.4 This overt opposition to the proposed Park and Ride scheme is evident throughout the Submission Document, including:

“The village recently (March 2016) voted in its own referendum against a major Park and Ride development proposed by Devon County Council, serving Exeter, being located within the Parish” (page 19, paragraph 5.6)

“Concern about Round Field becoming a park and ride site, in future, was raised during the Community Consultation in February 2017 and discussed subsequently by the Parish Council” (page 19, paragraph 5.6).

“We remain opposed to the use of land in the Parish for any kind of major parking scheme that is not specifically intended to serve the needs of the Parish” (page 19, paragraph 5.6).

“In no way, should our policy IDE03 be interpreted as providing support for a park and ride scheme or a major car park to meet the needs of Exeter” (page 19, paragraph 5.6).

- 4.5 In line with National Policy it is the role of a NDP to support specific development need of an area, not to seek to frustrate development that holds benefits for the wider area.

5 Conformity with strategic policies of the Local Plan

- 5.1 Neighbourhood planning legislation requires a Neighbourhood Plan to meet a set of basic conditions in order for an examiner to recommend the plan to referendum.
- 5.2 One of these basic conditions is for the neighbourhood plan to be in general conformity with the strategic policies of the Local Plan.
- 5.3 The Local plan includes strategic policies S5 (Infrastructure) and SWE1 (South West Exeter Urban Extension). The Infrastructure Delivery Plan (IDP) supports these policies and provides additional detail to the timing, costing and location of required infrastructure. This document evolves and gets updated as the local plan period progresses to include more recent information of project costs and revised requirements.

5.3.1 Local Plan Policy S5 states:

The provision of new and improved infrastructure, such as education, health, transport, recreational facilities and green infrastructure will form a key issue in planning for the growth of sustainable communities.

- a) In consultation and co-operation with infrastructure providers, take account of infrastructure capacity and need in decisions on the location of development
- e) Ensure that new development is provided with appropriate infrastructure

5.3.2 Local Plan policy SWE1 allocates 92 hectares of land to deliver at least 2,000 homes to form a sustainable urban extension. Criteria G of this policy stipulates the urban extension requires public transport and highways improvements including an enhanced public transport route and 1,000 space park and ride hub. Supporting text to the policy states this would ideally be located to the South of the A379 at the intersection of the A30 and A379. The IDP 2013 which formed part the examination documents for the Local plan supported a park and ride facility in the area around the South West of Exeter.

5.4 Since the adoption of the Local Plan in May 2014 further investigations have been undertaken as to the potential location of the park and ride hub which have revealed the most suitable location as the Ide/Alphington A30 interchange. This is of critical priority with £3,600,000 of funding already identified. Whilst it is accepted by the Council that this site is not the only one being considered for the scheme, it is one of only a few possibilities identified and, due to constraints on other options, is considered the most likely choice.

5.5 Strategic policies S5 and SWE1 require the development of infrastructure to support sustainable communities, specifically development within the south west area of Exeter and the urban extension. SWE1 explicitly identifies the need for a park and ride to support sustainable development and the IDP 2016 identifies the area Roundfield as a potential location for this required park and ride scheme.

5.6 As noted above the inclusion of Roundfield within the Enhancement Area has been proposed to prevent a potential park and ride scheme, therefore failing to demonstrate planning positively to support the strategic development requirements of the district and standing in conflict with the strategic policies of the local plan and thereby failing to meet a basic condition required by legislation.

5.7 Local Plan Policy S22: Countryside, states that development will be limited in the countryside to uses necessary for “transport, communication and other infrastructure and community facilities” and to those developments which reduce impact “on overall travel patterns arising from the scale and type of development”. It can be seen that any development of the Roundfield site into

a park and ride hub would therefore adhere to policy S22, subject to compliance with other local plan policies.

8 Comments on Other Policies with the Submitted Ide NDP

- 8.1 Policy IDE01 (Residential Development in Ide), states the village's support for 'small residential development on infill and redevelopment sites within the built-up area of Ide Village', which it is felt should include the allocated Pynes Farm development and policy contained within should therefore relate. However, IDE02 (Pynes Farm) notes that Pynes Farm is "outside, but adjacent to, the built-up area". It is therefore unclear whether Policy IDE01 relates to Pynes Farm or not.
- 8.2 IDE03 (New Car Parking Areas) requires that any new parking provided should be only for the use of residents or "bona fide visitors". It is beyond the remit of planning land-use policy to dictate parking control measures and it is requested this policy be revised.
- 8.3 It is felt that the parking issues evidenced in Section 5 of the Plan, and subsequently Policy IDE03, could actually be ameliorated by the existence of a Park and Ride facility at Roundfield from where visitors could park at the facility and walk into the village, thus reducing traffic congestion, parking issues and pollution within the village.

9 CONCLUSION

Teignbridge District Council formally object to the extent of Policy IDE07: Ide Gateway Enhancement Area on the following grounds:

- *The site identified in the Policy as Roundfield is geographically separated from the settlement of Ide and has no visual access to either residents or those using the C50, other than the presence of mature hedgerows and trees, the majority of which will be retained in the event of any redevelopment.*
- *The Enhancement Area is too extensive and includes the entire Roundfield site which has not been demonstrated to contribute to the enhancement of the areas sense of rurality.*
- *It is refuted that Roundfield is rural in character, with visual access directly onto the A30 and high levels of both noise and light pollution. This lack of rurality is evidenced not only by the Ide Gateway Character Assessment, but also by the CPRE and specialist environmental and geospatial consultancy Extrium (Figures 3.3.0 and 3.3.1 respectively) as well as by the District Council's Landscape Officer.*
- *There is evidence that the inclusion of Roundfield in Policy IDE07 has been specifically identified to frustrate strategic infrastructure development required to support a major residential allocation in the adopted Local Plan, which has wider benefits for the District as a whole.*

- *The inclusion of Roundfield in the Enhancement Area is contrary to Strategic policies S5 and SWE1 in the Local Plan and the IDP (2016), which identifies the Roundfield as a potential location for this required park and ride scheme.*




As such Roundfield should be excluded from the Enhancement Area with only the boundary screening along the C50 included as illustrated on the attached map (Appendix B).

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Appendix B

15

Legend

-  Ide Parish Boundary
-  Settlement Limit
-  Gateway Enhancement Area



Ide - Gateway Enhancement Area

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Public Notice and Annual Forward Plan – February 2018

- 1 This is an Annual Forward Plan (February - Version 1) of the key decisions and other decisions the Leader of Teignbridge anticipates the Executive taking during the next 12 months. Key decisions are decisions which the Council consider significant having had regard to Government guidance. This Plan may include other decisions which are not key decisions to be taken by the Executive, including for example, where the Executive is to make a recommendation to the Council.
- 2 Details of the proposed decisions are attached.
3. The decisions which the Executive propose to take in private and the reasons why are detailed in the list together with a brief description of the matter to be decided. If you do not think the decisions should be taken in private please advise the Democratic Services Manager, with your reasons, at the address below or email comsec@teignbridge.gov.uk
- 4 The documents which will be taken into account when making key decisions in the part of the meeting open to the public are available for inspection. Details are listed. Other documents may become available nearer the meeting. If you would like copies please contact the author of the report. Author's names and contact details are shown in the attached list. If you would like additional documents relating to a decision as they become available please contact the author and make this request.
5. Where possible, the District Council will attempt to keep to the dates shown in the Plan. It is quite likely, however, that some items will need to be rescheduled and new items added as new circumstances come to light.
6. This Plan will be updated on a monthly basis.
7. You are welcome to attend the meetings. They will take place in the Council Chamber at the address below. Agendas for Executive and other Council meetings are available on the Council's website.
- 8 You can ask questions regarding any item either in person or in writing. The deadline for the submission of questions is 12 Noon two working days prior to the meeting. You are advised to contact the Committee and Members' Services Section at the address below in advance of this time where assistance is available if required.
- 9 Should you wish to make the Councillors aware of any information in advance of a meeting you can make representations in writing. These can be made up

until the commencement of the meeting. You can also lobby Members of the Executive in advance of the meeting and for information on this or if you have any further queries, please contact the Committee Section. Telephone Neil Aggett on 01626 215113 or email Neil.Aggett@teignbridge.gov.uk

- 10 The agendas for the meetings can be made available before the meetings. The documents listed in the right hand column of the attached plan are available for public inspection at the Council Offices between the hours of 8.30 am to 5.00 pm on Monday to Thursday and 8.30 am to 4.30 pm on Friday. The estimated dates of availability are indicated and are also available on the Council's website www.teignbridge.gov.uk

Cllr JEREMY CHRISTOPHERS
Leader of the Council

Council Offices, Forde House, Newton AbbotTQ12 4XX

TEIGNBRIDGE DISTRICT COUNCIL – EXECUTIVE FORWARD PLAN

Forward Plan of anticipated key decisions by the Executive for the next 12 months commencing 1 February 2018

(K) Indicates a key decision to be made by the Executive

(R) Is a recommendation to Council.

Matter for Consideration	Date of Decision	Private Decision	Documents to be considered in preparing report	Report Author(s) & Contact Name & Number	Agenda inc. Report Published
Formal Comments on the Submission Ide Neighbourhood Plan.	6/03/2018	No		Report of Simon Thornley – Business Manager, Spatial Planning Contact: 01626 215706	26/02/2018
Adoption of Ogwell Neighbourhood Plan	5/4/2018	No		Report of Simon Thornley – Business Manager, Spatial Planning Contact: 01626 215706	26/03/2018
Newton Abbot Regeneration	TBC	No		Report of Tony Watson – Business Manager, Economy & Assets Contact: 01626 215828	14/02/2018
Affordable Housing Supplementary Planning Document and Starter Homes	TBC	No		Report of Simon Thornley – Business Manager, Spatial Planning Contact: 01626 215706	TBC
Supplementary Planning Document NA3 – Wolborough	TBC	No		Report of Simon Thornley – Business Manager, Spatial Planning Contact: 01626 215706	Q2 2018
Habitat Regulations Mitigation – Revised Strategy Charges	TBC	No		Report of Nick Davies – Business Manager, Planning	TBC

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