

Chairman's opening remarks, introducing Gareth Kendall, on behalf of Barratt David Wilson Ltd.

3. Presentation of the plans of Cane's Orchard phase 2 by Gareth Kendall.

The master plan indicated 50 dwellings, residential housing, affordable housing, also employment land and open space.

Phase 2 land to the north and east of Venn Farm. The first page, planning approved layout, was circulated around the room. The proposal is to deliver a detailed application for 17 dwellings, with a provision for affordable housing at 2-2.5%. There are landscape provisions, and the developers are looking for feedback on this plan. There may be a future application for further development which would not be controlled by Barratt Homes. Outline planning delivers an in principle consideration, with matters reserved. Full planning involves details of all dwellings down to the smallest detail. A detailed application would be set out protecting Brixton House.

Questions from the floor.

**Dave Springbett** – what is the calculation of affordable, taking into account local rates of pay particularly in this village?

South Hams policy. Affordable for rent with criteria (need in the parish first) then staircase provision. Affordable shared ownership – part mortgage part rent.

**Graham Searle** – Map of the plan, shows Brixton Meadow, what is happening here?

February 2012, a South Hams policy allocated this land for residential and mixed use. The Local Authority extended the boundary of the scheme, and the meadow is included in the development.

**Mr. Curtis** – what is the total number of housing proposed compare with the local plan for this parish?

The Local Plan says circa 50 dwellings – 44 so far have been proposed. The next 17 takes this over Plan, ending up with 63/64 over the allocation. Most Plans are being pushed by at least 10% and sometimes more.

**Sarah Gray** – 25 metre boundary at the end of the site which includes garages? Should this buffer be free? The original proposal was to maintain a green path in the centre of the development, where is it?

The buffer zone equals a 25m no building zone. The proposal is garaging for the dwellings, so not residential. Each Barratt dwelling is covenanted regarding extensions. The garages are set back to encourage use of parking there and not on the road, as there is no proposed footpath. Initially it was thought best to try to maintain the green path as a footpath. However, the Local Authority considers a better route for the footpath would be to come through the site itself.

**Nick Stedham** – the buffer zone was 7.5m now reduced to 5m.

This will be taken into consideration at the final plan. What you see before you is a conceptual plan not the final plan and it is still being brought forward.

**Mrs. Deeley** – phase 3; how many more phases, why do we need so many houses on this development? How much will one sell for?

This site has already been allocated for development in accordance with the approved Local Plan. Average cost of a dwelling in Ermington (next door) is £350,000.

**Graham Searle** – define the buffer zone.

In planning terms, it is an area of land protecting dwellings from dwellings.

**Sarah Gray** – how many 3 bed homes will there be for the open market – there are none listed on the plan.

None.

The Chairman thanked Gareth Kendall. This is all part of the pre-application process and there will be more opportunities to discuss these plans.

Any questions about the current phase of development.

**Linda Blackler** – very concerned regarding the mud on the road. Very dangerous. Not a safe surface.

Barratt Homes acknowledges the problem of the mud particularly in regard to the weather in the past couple of months. This difficult phase of work will have to continue, with more road sweepers, until the groundwork stage of the development is finished. Dust suppression measures are also in place to keep dust down to a minimum.

**Mrs. Curtis** – please raise with the construction manager concerns about the barriers in front of the cottages. The pavement is not available and the barriers are in a dangerous position.

This will be taken back and consultations made with the safety manager.

**Graham Searle** – there is a weight limit of 7.5tn for transport on Red Lion Road and Stamps Hill; both are narrow and in need of repair. Assurance please that no lorries are going up this hill.

This should not be happen, as it is prohibited.

The Chairman thanked Gareth Kendall for coming tonight and bringing all of us up to date with the current thinking of phase 2 of the development.

1. Apologies for absence: Roy and Sally Axell.
2. The Minutes of the meeting of the 2013 Annual Parish Meeting with two amendments were agreed and signed as a true record. Proposed by Deborah Jessop; seconded by Sarah Grey.

Meeting closed 7.40pm

Signed.....

Date.....

Position.....