

15 April 2026

Willand Parish Council
Sent by email

Dear Sir/Madam,

25/01638/MOUT

Outline for the erection of up to 170 dwellings together with access, pedestrian and cycle facilities, associated open space and SUD's drainage with all other matters reserved.

Land at Willand

Dear Councillors

Further to your comments on the above application following the 11 December meeting we offer the following response on behalf of our clients:

The discussion took place having considered the 47 documents on the MDDC Portal at the time. It was clarified that the whole of the proposed site is in the parish of Halberton. The address in the location is given as Uffculme which is not correct. Most of the narrative in the submitted papers refer to Willand and the facilities within Willand. The site is only just outside of the Willand Parish Boundary and therefore this consultation response is presented as primarily affecting Willand.

Response

The site name referencing Uffculme is the name derived from Mid Devon's system. We recognise that while technically in Halberton Parish, the site is more closely related to Willand.

The application site was part of a much larger site offered for development when the current local plan was being considered. The site would have run between the B3181 and the M5 towards Junction 27. It was discounted at the time as it was considered to be 'ribbon' development and would not present for obtaining community or social cohesion.

Response

The previous proposals for the site as part of a larger development and the current planning policy status of the site is noted. It is not considered that this scheme would create 'ribbon development' which is defined as a line of houses built along existing highways each being served by individual accesses with undeveloped land to the rear. The proposed site would read as a logical extension to the village.



The response is also presented bearing in mind that there is another application being consulted on at present which, if approved, would result in a further 130 dwellings affecting the infrastructure and facilities of Willand. Application 25/01498/MOUT refers.

Response

The identified application which has since obtained resolution to approve from the Planning Committee is noted. Willand is considered to be highly sustainable with a broad range of facilities and services and employment compared to many other settlements in the district. The site is also well located with respect to Tiverton Parkway and the motorway. It is considered that Willand can accommodate both schemes given the range of facilities and services and wider connectivity.

The application form describes the proposal as ‘Outline with all matters except access reserved for the erection of up to 170 dwellings, pedestrian and cycle facilities, associated open space and SUD's drainage.’ It is therefore not clear as to whether or not the ‘landscaping and layout’ should be the subject of representation at this time as indicative layout and landscaping have relevance to ‘access’. It is also not clear as to what amounts to ‘associated works.’ The Planning Statement appears to clarify this at 5.3.1 “This outline application seeks approval for the principle of residential development, with all matters reserved except for access. As such, details relating to appearance, landscaping, layout, and scale will be considered at a later stage through a reserved matters application.”

Response

To clarify the only detailed matter being considered as part of the proposal is the site access with all other matters shown indicatively. Associated works covers all required works to deliver the scheme and it is necessary to ensure all works is covered by the permission. A future reserved matters application will provide the details of the rest of the scheme and will be subject to a further application.

There is no mention of a number of the properties being ‘self build’ on the application but it is felt that there should be some if it is to be approved [S13 – 2.79].

Response

As an outline application plot details are not available at this time. As per Policy S3 of the adopted Mid Devon Local Plan 5% of the plots will be secured as self build via the Section 106 (this was omitted in error from the Heads of Terms in the Planning Statement).

Willand Parish Council is also aware of the position with the requirement for more housing in the District, land supply, the age of the Local Plan and concerns around costs of any appeal process if the application is refused. It was felt that cost should not dictate or circumvent the democratic planning process as further development within, or adjacent to, the village is considered to be significantly harmful, particularly without the provision of additional facilities. This is even more important if approval is given for the 130 houses off Silver Street.

Response

In the absence of an up-to-date Local Plan and five year supply of housing National Planning Policy does allow developments to come forward to help meet the Government’s aim of boosting the delivery of new homes. As above Willand is considered a sustainable settlement able to accommodate new development. No infrastructure shortfalls that cannot be addressed through suitable works or contributions have been identified so far during the consultation period.



It should be noted that a number of documents refer to the Willand Neighbourhood Plan but the Plan does not cover this site as it is outside of the Willand Parish. Policies in relation to walking and cycling routes to extend beyond the plan area to link in with similar facilities in adjoining areas are however relevant in the wider context of the District.

Response

It is noted the Willand NHP does not cover the site, but regard has been had to it in recognition of the site's relationship to Willand.

The scheme provides foot and cycle way connections to Willand and Tiverton Parkway and further information on these has been provided to address DCC Highways comments. If additional connections are identified by Highways then these will be considered but it must be noted that access to permissive footpaths can be rescinded at any time so cannot be relied upon. It is also noted that a cycle track to Hitchcocks along the B3181 was originally suggested under application 19/00928/MFUL but was not required as part of the approved final scheme.

Reasons for objecting:

The Local Plan Current Housing Provision

Response

The current planning policy status of the site is noted but in the absence of an up-to-date Local Plan and five-year supply of housing National Planning Policy does allow developments to come forward to help meet the Government's aim of boosting the delivery of new homes. In light of this housing targets should be treated a minimum rather than a maximum if additional growth can be accommodated. The new standard method requires considerably more housing than previously planned for so the current spatial strategy and housing numbers have limited weight.

The feelings about Willand's status are noted but the village is highly sustainable with a broad range of facilities and services and employment as compared to many other settlements in the district. The site is also well located with respect to Tiverton Parkway and the motorway. The scale of growth Willand has already experienced and the further development proposed demonstrates that it is an obvious location for new development.

Sustainability

Response

No infrastructure shortfalls that cannot be addressed through suitable works or contributions have been identified so far during the consultation period.

The scheme provides foot and cycle way connections to Willand and Tiverton Parkway and further information on these has been provided to address DCC Highways comments. The detailed housing mix and type of properties will be determined at the future reserved matters stage.

The site provides will provide on-site open space including formal play, but the detail will also be determined at the reserved matters stage. If provision cannot be made on-site, then contributions will be sought towards of site provision which will be utilised by the District Council to address any shortfall.



Access

Response

No objections have been raised by either DCC Highways or National Highways regarding the traffic impacts of the development. The submitted Transport Assessment proposes that the 30mph speed limit on the southbound approach to Willand be relocated northwards to coincide with the existing village gateway/ village name sign approximately 200m to the north. However, DCC have stated that they are unable to support the speed limit change as it conflicts with their current policy regarding changes to Traffic Regulation Orders. Further details have been provided regarding the site access which satisfy the points raised within the Stage 1 Road Safety Audit and which we believe are acceptable. No other access/junction improvements have been requested by DCC Highways or National Highways.

If you have any queries at all, please do not hesitate to contact me.

Yours sincerely



Samantha Thomas
Associate Director
CarneySweeney

Cc. Wain Homes South West Ltd

