

# 8 - Housing

*Provide new dwellings to meet a wide range of needs and demands*

## Introduction

8.1 We expect the Local Plan to allocate sufficient land in the appropriate locations to enable Cullompton to grow in an ordered and sustainable manner. Our view on what sites should be allocated for housing is set out in the Town Council’s response to the Local Plan Review<sup>1</sup>. The Neighbourhood Plan policies are intended to ensure that we continue to meet all our local housing needs by recognising what those needs are and by providing good quality homes that people will be proud to live in. We expect them to be designed and laid out in a way that will help foster the sense of ‘one town and one community’ that is so important to the future wellbeing of the Cullompton area.

## Aims and Objectives

8.2 The following aims and objectives relating to housing provision in the Cullompton area have emerged following a programme of community consultation. They have been used to help formulate the neighbourhood plan policies and inform a programme of other community actions.

Housing	
Planning Aims	Planning Objectives
Increase the housing stock and ensure it offers a wide range of types and choices	<ul style="list-style-type: none"> <li>Provide a wide range of family houses</li> <li>Provide accommodation for young people, the elderly and single people</li> </ul>
Ensure new family housing has adequate garden and parking spaces	Ensure adequate parking and garden space is provided for all new dwellings
Ensure new housing developments encourage a sense of neighbourhood and community	Ensure adequate local community spaces and facilities are provided for all new developments

<sup>1</sup> Local Plan Review Letter from Cullompton Town Council to Mid Devon District Council, 30th March 2015

## Housing Mix

8.3 We want to ensure all types of local housing need are met. This requires new development to respond to the local demand for different types and sizes of dwelling to ensure that the supply of housing in the parish area meets the demand of the local and incoming population and households. We recognise that housing needs will change and will require regular re-assessment. We want the developer of any larger housing development to refer to an up-to-date assessment of the local housing market and needs (carried out within 12 months prior to the planning application being submitted) and demonstrate, to Cullompton Town Council as well as Mid Devon District Council, how the proposed development will meet the local demand for the size and type of dwelling proposed and contribute towards improving the access of local people to new dwellings. The NPPF (para. 61) says “the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies”.

8.4 We want to create mixed communities. We expect all major housing developments to include both small and larger dwelling units and, if possible, provide a variety of family house sizes (two bedrooms and more) to accommodate different types and sizes of households. We want more flexibility in the housing stock. We want more houses that are big enough for a family to grow in and stay where they are, if they wish to do so. We also want to see more ‘whole life’-type housing developed i.e. homes designed to accommodate the changing needs occurring through one family's lifetime, including small children, mobility difficulties and elderly person’s requirements.



8.5 Local Plan Policy S1 seeks to deliver a wide range of high quality homes through a diverse housing mix by meeting the housing needs of all sectors. Mid Devon's Housing Need SPD<sup>2</sup> requires a proportion of affordable dwellings to be built to life-time standards. Given that our demographic profile is ageing<sup>3</sup> and most residents wish to stay in Cullompton for the long-term (72% of respondents to the Community Survey 2014), we think it reasonable to require a proportion of all types of dwellings to be built to 'lifetime standards'. These standards are now covered by the optional requirements for accessible and adaptable dwellings in the 2015 version of the Building Regulations 2010. To meet lifetime homes standards "reasonable provision should be made for most people to access the dwelling and incorporate features that make it potentially suitable for a range of occupiers including older people, those with reduced mobility and some wheelchair users"<sup>4</sup>.

8.6 Policy HS01 requires the developer of major housing schemes<sup>5</sup> to consult with the Town Council and be aware of the up-to-date housing need situation in Cullompton and demonstrate how their proposed housing mix will help meet local need, in terms of size and type. The latest Strategic Housing Market Assessment (SHMA) for the Exeter Housing Market and covering Mid Devon, confirmed our own conclusions that there was still a substantial need for small dwellings. The SHMA states "broadly, we recommend a property size

<sup>2</sup> Policy MHN/4 Lifetime Homes "The Council will require that 20% or more of the affordable housing meets the Lifetime Homes Standard"

<sup>3</sup> "a large increase in persons of 65 years and over is projected for Mid Devon" - Evidence Base Report for the Mid Devon Local Plan Review, Devon County Council, Feb 2015

<sup>4</sup> Access to and Use of Buildings, The Building Regulations 2010, 2015 Edition, HM Government, 2015

<sup>5</sup> "major development" for housing as defined by Town and Country Planning (Development Management Procedure) (England) Order 2015 means development involving —the provision of dwelling houses where—

- (i) the number of dwelling houses to be provided is 10 or more; or
- (ii) the development is to be carried out on a site having an area of 0.5 hectares or more

target [for market housing] 60% one and two bedrooms and 40% three/four bedroom split in the market sector to provide a better-balanced housing". For low cost market housing, "given that household growth will be mostly from smaller households, it is considered that smaller units will play a key role in meeting future market housing requirements" and for social and affordable rented housing, "the vast majority of need across all authorities is for smaller 1 and 2 bedroom units ranging from 84.1% to 86.3% of waiting lists"<sup>6</sup>.

### Policy HS01 Housing Mix

Development proposals on major housing sites, of 10 or more dwellings or on sites of 0.5ha. or more, must contain an appropriate mixture of house types and sizes and show how they contribute to meeting current local housing needs of the neighbourhood area by referring to an up-to-date assessment of local housing need and evidence from Cullompton Town Council.

## Social and Affordable Housing

8.7 Policy S3 of the Local Plan sets out the district's requirements for new dwellings to meet the housing needs of today and the future. Policy S11 sets out the new housebuilding targets for the Cullompton area.

8.8 In promoting the delivery of these strategic policies, we want to help create mixed and inclusive communities and neighbourhoods. We expect a developer to achieve the required quota of affordable housing set by the Local Plan for all larger developments. However, we don't want affordable housing to be identifiable merely because of its appearance or location. Moreover, in no way do we want occupants of social housing to feel stigmatised.

8.9 Mid Devon District Council's SPD<sup>7</sup> on Affordable Housing has a section on 'Layout and Design' which also emphasises the need to ensure the "creation of inclusive, mixed communities as follows:

<sup>6</sup> [https://www.middevon.gov.uk/media/103519/shma\\_final\\_report\\_\\_2015.pdf](https://www.middevon.gov.uk/media/103519/shma_final_report__2015.pdf)

<sup>7</sup> SPD = Supplementary Planning Document

- a) Affordable and market housing on a site should be the same mix of sizes and visually indistinguishable from each other;
- b) Affordable and market dwellings should be intermixed within the site, avoiding any particular concentrations in any part of the site;
- c) Affordable housing should be provided broadly in step with the market housing as the development progresses.”

8.10 We fully support this approach and, because a supplementary planning document does not have the status of an adopted development plan, we have therefore set Policy HS02 which requires the developer to ensure that the affordable housing is properly integrated with the rest of the development and not distinct or unnecessarily distinctive.

### **Policy HS02 Social and Affordable Housing**

On all housing developments in the Cullompton area the required quota of affordable housing should be visually indistinguishable from other types of housing and not located separately.

## **Creating Smaller Housing Units**

8.11 A current deficiency in the local housing market, relative to the composition of households and population in the parish area, appears to be the number of small units available. We anticipate that the need for small, one- and two-bedroom, dwelling units is likely to continue well into future. The last Strategic Housing Market Assessment 2014 concluded that the “future need for all authorities is concluded to be largely dominated by a need for smaller properties, mostly in the 1 and 2 bedroom size categories.<sup>8</sup>” The NPPF (para. 118) says planning policies and decisions should “promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained”.

8.12 We want to see the provision of good quality, small dwelling units around the town

suitable for young people, as well as for an ageing population and the growing need for housing suitable for older people.

8.13 We also want to widen housing choice and encourage opportunities to do so partly by making good use of existing buildings that may have become redundant.

### **Policy HS03 Creating Smaller Housing Units**

The conversion and/or modification of existing larger dwellings or other redundant buildings within the town area of Cullompton (as defined on Map 2) is supported provided the development:

- i. results in small dwelling units that meet an identifiable need for smaller properties across all tenures;
- ii. respects the character, scale, setting and design of the existing building;
- iii. will not result in over development of the building’s curtilage; and
- iv. will not have a significantly adverse impact on occupants of neighbouring properties.

## **Parking on Housing Schemes**

8.14 On-street parking is not only a big problem in and around the town centre; it also disrupts traffic flows and creates safety problems on the new estates and distributor roads. We do not want new development to add to the on-street parking problem or repeat recent mistakes, which have received much criticism from residents and estate users. At the recent community consultations, several people referred to the recent developments in the north and west of Cullompton as being inadequate in terms of road widths and off-road parking spaces. Too often, cars, lorries, and other heavy goods vehicles are parked up on the footpaths. Some of the initial owners of the properties have complained that they were not advised properly on the lack of parking.

8.15 On new developments, we want to ensure that there is sufficient space provided within the curtilage of individual family dwellings or nearby, for occupants and their visitors and callers, which allows adequately for current car ownership levels and usage. Garage spaces are

not considered as equating to a parking space; modern lifestyle means that garages are often used for storage, rather than for parking a car.

8.16 We are aware that home-delivery vehicles are a necessary part of the modern retailing, with online shopping growing in popularity. Therefore, we encourage the provision of short-term off-road parking areas for delivery vehicles in appropriate locations on new developments. These will also serve to avoid regular utility vehicles such as refuse collection and recycling vehicles from causing obstruction.

8.17 We are also concerned that residential streets with insufficient off-road parking space can lead to more on-street parking and consequently, emergency service vehicles facing difficulties getting to houses in the case of emergencies.

We want to ensure that new developments are accessible to all vehicles and reflect the realistic demand for parking spaces and that the impact of on-road parking is minimised.

8.18 We note that a recent Government Statement recognises that “the imposition of maximum parking standards lead to blocked and congested streets”. As a result, the advice now is that local planning authorities should “only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage the local road network”<sup>9</sup>. We believe that Cullompton does need to set minimum standards so as not to exacerbate a recognised problem and to ensure that the road network can cope at peak flow times. This includes those times when the M5 is closed and motorway traffic must use the roads through Cullompton, which can happen at any time of the day or night.

8.19 Local Plan Policies DM5 and DM12 seeks to provide for an appropriate level of parking and sets the district’s space standards for new housing development including parking.



Local Plan Policy DM5 requires an average of 1.7 parking spaces per dwelling and 2-4 cycle parking spaces, depending on dwelling size. Cullompton Town Council feels very strongly that residential garages should be of a size suitable for modern vehicles. They should have sufficient space for the car to be parked and the door opened so that the driver can exit the vehicle inside the garage. The Town Council also feels very strongly that driveways should be of sufficient length to enable modern vehicles to park on them without obstructing the pavement.

8.20 Car ownership shows no sign of decreasing. Policy HS04 modifies the space requirement of the district policy in the interests of clarity and an overall increase in the number of off-road spaces. It also seeks to ensure that off-road visitor parking is provided for in the interests of road safety and the free flow of traffic. In accordance with the NPPF (para. 105), which states that “policies should take into account…adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”, the policy requires developers to be mindful of the growing demand for re-charging facilities for householders’ and visitors’ vehicles.

## Policy HS04 Parking on Housing Schemes

For all new residential development of more than 1 dwelling, the following minimum standards shall apply for the provision of off-road parking, not counting garage spaces:

- 1-bed house/flat 1 off-road car parking space
- 2-bed house/flat 2 off-road car parking spaces
- 3-bed house/flat 2 off-road car parking spaces
- 4-bed house/flat 3 off-road car parking spaces
- 5+ bed house/flat 4 off-road car parking spaces

The layout of all major developments should provide adequately for off road visitor parking and temporary parking spaces for delivery and utility vehicles. Parking schemes and layouts should not impair access required by the emergency services.

Adequate provision should be made for the charging of electric vehicles.

Wherever practical, permeable materials should be used for surface parking areas.

8.23 Local Plan Policy DM7 specifies the site requirements and the need for non-isolating boundary treatments. Policy HS05 seeks to be more positive about boundary treatments on any gypsy or traveller site provided in the Cullompton area to provide an appropriate level of privacy and make a positive contribution to the visual amenity of the neighbourhood. The Government's advice is "the aim should be to achieve a boundary that is sympathetic to, and in keeping with, the surrounding area. Boundaries can also be used to provide shelter for more exposed sites... A balance needs to be struck between providing privacy and security for the site residents and avoiding a sense of enclosure through for example, the use of high metal railings.<sup>10</sup>"

## Policy HS05 Gypsy and Traveller Sites

Gypsy and traveller sites provided in accordance with Local Plan Policy S3 should have an appropriate boundary treatment that is sympathetic to, and in keeping with, the surrounding area and which provides privacy and security for the occupants of the site.

## Gypsy and Traveller Sites

8.21 Traveller sites should be afforded the same degree of shelter and privacy that other residents of Cullompton would expect. Screening should be adequate to achieve this goal and add to the visual appearance of the local environment without creating separateness from the rest of the community. The NPPF (para. 127) says we should aim to ensure developments "establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit".

8.22 Local Plan Policy S3 provides for a five-year supply of pitches for gypsies and travellers in the District. Local Policy CU1 requires a small site for at least five pitches at North West Cullompton (CU1-CU6); and at least 10 additional pitches are required as part of the major growth development at East Cullompton (CU7-CU12).

<sup>10</sup> Designing Gypsy and Traveller Sites Good Practice Guide, DCLG, 2008