



Appeal Decision

Hearings held on 9 January and 21 February 2018

Site visit made on 9 January 2018

by Mike Fox BA (Hons) DipTP MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 22nd March 2018.

Appeal Ref: APP/D3315/W/16/3157862

Land at Hartnell's Farm, Monkton Heathfield Road, Monkton Heathfield, Taunton, Somerset, TA2 8NU

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission under section 73 of the Town and Country Planning Act 1990 for the development of land without complying with a condition subject to which a previous planning permission was granted.
 - The appeal is made by Strategic Land Partnerships against the decision of Taunton Deane Borough Council.
 - The application Ref 48/16/0033, dated 27 April 2016, was refused by notice dated 30 August 2016.
 - The application sought outline planning permission for residential development up to 320 dwellings, green infrastructure including public open space, associated works and demolition of buildings with all matters reserved including the point of access on land at Hartnell's Farm, Monkton Heathfield without complying with a condition attached to planning permission Ref 48/13/0008, dated 26 November 2015.
 - The condition in dispute is No 12 which states that: *No more than 150 dwellings shall be constructed and occupied until the Western Relief Road, as required by the Taunton Deane Core Strategy, has opened for use.*
 - The reason given for the condition is: *In the interests of highway safety and to ensure that the development does not result in an unacceptable overloading of the existing highway network.*
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Decision

1. The appeal is allowed and outline planning permission is granted for residential development up to 320 dwellings, green infrastructure including public open space, associated works and demolition of buildings with all matters reserved including the point of access on land at Hartnell's Farm, Monkton Heathfield in accordance with application Ref 48/16/0033, dated 27 April 2016 without compliance with condition number 12 previously imposed on planning permission Ref 48/13/0008, dated 26 November 2015 and subject to all the other conditions imposed on that permission.

Preliminary Matters

2. A second application (Ref 48/16/0025), which is a resubmission of the appeal application (same proposal, same site), was granted planning permission on 26 May 2017. Unlike the appeal application, the second application includes a Section 106 Agreement, which makes provision for a financial contribution of £1 million towards the provision of the Western Relief Road (WRR) prior to or on commencement of development.

3. Although all matters were reserved in the original outline application for future approval, an illustrative layout drawing shows a possible location for the vehicular access in the form of a priority junction. The Appellant also indicated that the precise form of this access would be determined in consultation with the highway authority, including the possibility of either a signalised junction or a roundabout, and a couple of options were submitted¹.
4. In determining the appeal, I have taken account of the Statement of Common Ground (SCG), dated December 2017, signed by the Appellant and the Local Planning Authority. This document states both the areas of agreement and those aspects which are still an issue between the main parties.
5. The areas of agreement state: (i) housing land supply figures are not relevant to the determination of this appeal; (ii) the dispute over the impact of the proposed development on the local highway network is confined to the junction of the A3259, Milton Hill and Greenway; (iii) the highway authority's automatic traffic counter (ATC) data is correct and can be relied upon; (iv) the development and occupation of 320 dwellings on the appeal site will not have a severe impact on the highways network; (v) the traffic on the network in 2017 is lower than that forecast in 2013 for 2018; and (vi) there is a planning permission for the construction of the WRR, which must be implemented by 9 March 2018, and a mechanism for its funding is included within a signed Memorandum of Understanding (MOU).
6. The matters still in dispute centre on traffic considerations and partly cut across the areas of agreement. In particular, the highway authority contends that the Appellant's conclusions on the traffic counts since the introduction of the Bridgwater Road bus gate are premature, and that there is insufficient evidence to conclude that the traffic pattern will settle at the current recorded level. I will address this matter later in my decision.

Main Issue

7. The main issue is whether condition no (12) attached to planning permission Ref 48/13/0008 is necessary and reasonable for the satisfactory development of up to 320 dwellings at Hartnell's Farm, having regard to the impact of the 'full' proposal on the local highway network, including the principles of sustainable development, highway safety and the satisfactory flow of traffic.

Reasons

8. The appeal site is agricultural land, to the north-west of the A3259 main road, about 5 kilometres north-east of Taunton town centre. The 16.1 ha site lies on the north-west edge of the Monkton Heathfield urban extension, which is being developed into a large, sustainable neighbourhood.

Policy background

9. Policy SS1 of the Core Strategy² makes provision for a new sustainable neighbourhood comprising 4,500 new homes, in addition to 22.5 ha of employment land, other community uses and strategic landscaping, to be delivered at Monkton Heathfield. This will form phase 1 of a north-eastern urban extension of Taunton. In addition to the number of homes in Phase 1,

¹ Hearing Document 12.

² Adopted Taunton Dean Core Strategy 2011-2028; September 2012.

the Council has agreed to the release of interim sites, such as Hartnell's Farm, to ensure a 5 year supply of available housing land in the Borough.

10. Policy SS1 highlights the importance of strategic highway improvements as part of an integrated strategy for the new development at Monkton Heathfield. Improvements to the A38 and A3259 are identified as a prerequisite of the urban extension, and the policy identifies two specific highway schemes as part of its approach. The first is a new eastern development spine, the Eastern Relief Road (ERR) which has recently been opened to traffic. It is designed to be converted to a dual carriageway should this be necessary.
11. The second scheme is a new western development spine, the Western Relief Road (WRR), to the south-west of the appeal site. The WRR has not been constructed in its entirety³, and it is a material consideration in this appeal. In addition, the former A38 at Bridgwater Road has been closed to private vehicles, with the implementation of a bus gate at its southern end. Through traffic has been diverted to the ERR, which is now designated as the A38. A second bus gate is proposed on the A3259, just to the north of the appeal site, with through traffic to be diverted to the ERR, to be implemented once the WRR is open to traffic.

The Main Issue – Highways Impact

12. The role of the WRR, which is identified on the Monkton Heathfield Concept Plan in the Core Strategy, is to connect the A38 and the A3259 on a route to the south-west of Monkton Heathfield. By linking these two roads, and connecting to the ERR, the WRR will take a significant amount of the existing vehicular traffic using the A3259, which will provide access to the appeal site.
13. The Council considers that condition (12), which limits the number of dwellings that can be constructed and occupied to 150 on the appeal site until the WRR has opened for use, is necessary for highway safety and to ensure that the proposal does not result in a cumulative severe vehicular impact on the existing highway network.
14. The Council considers that the cumulative impact on the existing A3259, including the operation of the A3259/Greenway/Milton Hill junction, and the Milton Hill/Bridgwater Road junction, which is located a short distance to the south of the appeal site in the absence of condition (12) would be severe⁴. It therefore considers that the proposal would be contrary to paragraph 32[3] of *the Framework*⁵, which states that development should be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
15. There is no definition of the term 'severe' in either *the Framework* or in the Government's Planning Practice Guidance (PPG). There was a discussion at the Hearing into what is meant by 'severe', and the Appellant drew my attention to an appeal decision and an Inspector's report to the Secretary of State which consider the term⁶. In the report to the Secretary of State⁷, the Inspector

³ A short section of the WRR has been built at the eastern end of the route, to enable access to the housing development at Agin hills.

⁴ This was confirmed at Day 2 of the Hearings and in the Appellant's Technical Note 2, Section 1 – Introduction and Overview.

⁵ DCLG: National Planning Policy Framework (NPPF) (*the Framework*); March 2012.

⁶ Hearing Documents 8 and 9.

⁷ Hearing Document 8.

comments (paragraph 34) that the term 'severe' sets a high bar for intervention via the planning system in traffic effects arising from development, stating that: "*The Council agreed that mere congestion and inconvenience was not sufficient to trigger the 'severe' test but rather it was a question of the consequences of such congestion*". I agree with my colleague's comments, which have influenced my determination of the appeal...

16. In the above mentioned appeal decision⁸, the Inspector considers (paragraph 25f), and I agree with him, that the queuing of vehicles is a relevant matter in looking at cumulative impact of development on the local highway network.
17. The main parties considered that the critical elements in assessing whether the impact was severe were firstly, increase in the number of vehicles likely to be generated by the proposed development in relation to the capacity of the road to accommodate such an increase, both in terms of free-flow of traffic and highway safety. In addition, the ability for pedestrians to cross the main road conveniently and safely and the ease of vehicles to gain access to the main road from side streets and access points, were agreed to be important factors in assessing potential severity of impact.
18. In considering whether the cumulative impact of the 'full' proposal at Hartnell's Farm on the local highway network would be 'severe' (i.e. with the removal of condition (12)) and in the light of the written submissions and discussion at the Hearings, I have identified four relevant considerations:

Consideration 1 – Projected traffic flows on the A3259 Corridor as a result of the full proposal in terms of congestion and highway safety
19. In looking at the projected traffic flows along the A3259, it is necessary to consider the impact of the full development on the 'carrying capacity' of the road; would it significantly erode the free flow of traffic and driver/pedestrian safety and would the critical junctions be overloaded?
20. The Appellant's Technical Note 2 (TN2), dated January 2014, analyses traffic conditions at both the Milton Hill/A38 (now the declassified Bridgwater Road) junction and the A3259/Greenway Junction. It is based on three development scenarios over the period 2015 - 2020, for 100, 150 and 320 units of housing.
21. TN2 states that in the forecast year 2020, the Milton Hill/Bridgwater Road junction would continue to function "comfortably", even with the full 320 dwellings at the appeal site.
22. The modelling for the A3259/Greenway Junction, however, reveals serious congestion, even at the 2015 baseline scenario. It is expected to continue to operate above the 85% threshold. However, TN2 shows that with the inclusion of the proposed signalised crossings on the A3259, this figure reduces from 109% capacity, in the 150 dwelling scenario, to 100.1%, for the AM peak, i.e. 9% betterment, with a slight rise to 103.0% for the PM peak, still representing a substantial betterment over the 2020 base year. The 320 dwelling scenario gives a higher figure of 103.9% in the AM peak and 105.6% for the PM peak.
23. TN2 concluded that the development at Hartnell's Farm should be capped at 150 dwellings until such time as both the ERR and WRR were constructed and opened to public use, based on the operational capacity of key pinch points

⁸ Hearing Document 9.

- (i.e. the two above-mentioned junctions) being safeguarded within reasonable levels. TN2 was also prepared against an expectation by the main parties that the development of the WRR was “imminent”.
24. Two updated traffic reports were submitted by the Appellant since TN2. The first, dated January 2016, showed traffic growth was lower than forecast when the original Transport Assessment (TA) was produced in 2013. The highway authority stated that January is not considered to be a ‘neutral’ month for traffic surveys⁹, and considered the timing of the survey to be premature in being able to assess the full effects of the recent opening of the ERR, whilst there were also several temporary road closures in the area at that time. However, the SCG’s Matters of Agreement (section 7, bullet point 7) indicate that the actual traffic on the network in 2017 is lower than that forecast in the 2013 TA for 2018¹⁰.
 25. Concern was expressed by the highway authority that the full effect of the implementation of the Bridgwater Road bus gate in September 2017 could result in increased traffic using the A3259 past the appeal site; ideally, more time was needed to understand the effects of both the ERR and the bus gate on traffic patterns in Monkton Heathfield.
 26. The Appellant submitted a further updated traffic statement, ‘Supplementary Transport Statement of Evidence (STS) No 3’¹¹, dated 14 February 2018. It provides data based on highway authority vehicle counts at its ATC on the A3259, a short distance to the north-east of the appeal site. This shows four months of traffic data recorded since the implementation of the Bridgwater Road bus gate, i.e. from September to December 2017. The STS shows not only a fall for both AM and PM peak traffic from October to December in 2017 compared to 2016, but importantly, a sharp decline in both the AM and PM peaks to below the December 2016 levels, in the region of 8.6% for the AM peak and 10.3% for the PM peak.
 27. The veracity of these traffic figures was not challenged by the local planning authority, although members of the public pointed out that even if the amount of traffic has declined (which they doubted), the noise impact from large vehicles using the A3259, especially after midnight, remains high. In view of the late submission of the STS, and little officer time to digest it, the local planning authority was given additional time to make a written response.
 28. It appears from the latest data that traffic has adjusted to both the Bridgwater Road bus gate and the ERR. There is no evidence to suggest that more traffic will use the A3259 in preference to the ERR. In fact the opposite appears to have happened. The ERR would be the ‘obvious’ through route for the majority of drivers, even before the opening of the WRR, in terms of signing and quality/alignment of the highway, whilst the proposed pedestrian crossings on the A3259 and the impact of the proposed access to the appeal site would further discourage traffic from using this route. An additional supporting factor is that the ERR provides direct access to the M5 as well as to Taunton town centre.

⁹ DMRB Volume 13, Part 14.

¹⁰ This conclusion is also set out in SCDC’s second bullet point in its comments on the Appellant’s Rebuttal, in the form of a Memorandum dated 20 December 2017 (although the date is given erroneously as 2018).

¹¹ Examination Document 13.

29. Both main parties submitted late final documents: a SCC Memorandum¹² maintaining its concern that the removal of the 150 dwelling cap would be premature, and a response by the Appellant¹³, arguing that the latest figures show an overall decrease in peak hour traffic between 2016 and 2017. Whilst I accept there has been relatively little time since the implementation of the Bridgwater Road bus gate in September 2017, the SCC Memorandum acknowledges "some spare capacity" due to considerable network changes, and the ATC figures show a decrease in traffic for eight out of the twelve months over 2016/17, including a significant decrease in the December totals. I accept that part of the reason for the overall drop in peak flows could be that the peak period has spread from one to over two hours in recent years, but the fact remains that the figures show an overall reduction in peak traffic.
30. Based on the above information, and in particular the additional, updated highway survey work in the STS and the highway authority's acceptance at the Hearing that the projected traffic numbers have fallen, I do not agree that the cumulative traffic impact generated by the increase from 150 to 320 dwellings at Hartnell's Farm would result in unacceptable congestion on the A3259 in the vicinity of the appeal site. On this basis, I conclude that the impact would not be 'severe' with reference to paragraph 32 of *the Framework*.

Consideration 2 - Infrastructure improvements along the A3259 Corridor

31. The Appellant argues that the existing and proposed infrastructure improvements along the A3259 Corridor would enhance pedestrian access both along and across the main road, and enable key junctions to operate within capacity. These improvements include the following:
- (i) Relocated 30 mph speed limit sign further to the north-east, to reduce legal vehicle speeds at the entrance to the Hartnell's Farm. This is to be reinforced by a village gateway feature.
 - (ii) Three signalised pedestrian crossings on the A3259 between its junction with the A38 to the north-east and Yallands Hill to the south-west, one of which is in place and operational.
 - (iii) Sections of footway along the A3259 are to be improved to ensure a continuous 1.8-2m width.
 - (iv) Several junctions are to be improved, most notably Greenway/Milton Hill/A3259.
 - (v) The proposed access to Hartnell's Farm is to be in the form of either a roundabout or a signalised T junction.
32. These improvements would slow traffic and break up the continuous flow of vehicles into what were described at the Hearing as 'platoons', which would allow for the emergence of gaps to enable turning traffic to manoeuvre safely. The Appellant's modelling¹⁴ shows that although vehicle delays would increase, this is not sufficient to cause a material impact on the road network.
33. I find no reason to doubt the robustness of the Appellant's traffic modelling. The projected traffic flows, delays and queue lengths would not be sufficient to

¹² Examination Document 26.

¹³ Examination Document 27.

¹⁴ For example included within the Appellant's Transport Statement; August 2016.

cause material harm to either safety or ease of traffic flow along the A3259 corridor, or to any other parts of the local highway network. On the basis of the traffic data discussed at the Hearing, I consider that the existing and proposed infrastructure improvements along the A3259 Corridor would improve pedestrian movement along and across the main road. I therefore do not consider that the impact on highway safety or on ease of traffic movement could be classified as 'severe'.

Consideration 3 – The potential for sustainable transport

34. The Appellant argues that the sustainable location of the appeal site means that it is likely that a high proportion of trips could take place by sustainable means without using the private car.
35. Clearly, not everyone would stop driving cars along the A3259 as a result of public transport improvements. I consider, however, that the combination of the appeal site's proximity to several facilities and services, such as schools and shops, and the likelihood of significant improvements to bus services (including the Taunton-Bridgwater rapid transit bus proposal), cycling and pedestrian routes coming to fruition, will have some effect in reducing the growth of vehicular traffic along the A3259.
36. From the evidence before me, I expect the proposals for sustainable transport along the A3259 would have some effect on reducing the volume of traffic, even if the amount of modal shift from the car turns out to be less than expected. I have already stated that the traffic impact of the full proposal would not be 'severe', so the effect of any modal shift would be likely to improve an already non-severe impact on the local highway network.

Consideration 4 – Implementation of the Western Relief Road (WRR)

37. Both parties agreed that the delivery of the road is not straightforward. The Council's situation update on the implementation of the WRR¹⁵ maintains it is a critical part of the proposed strategic highway network for the new community of Monkton Heathfield, as outlined in Policy SS1. It states that its detailed design is almost complete, with the only matter holding back its delivery being the lack of a £1 million contribution, included in the Section 106 Agreement accompanying the second application for the same scheme (see Preliminary Matters above). The Council also stated its intention to start work on the WRR by 9 March 2018, before the expiry of the planning permission. It submitted a plan¹⁶ showing the critical importance of the WRR in relieving the A3259.
38. The Council also submitted a schedule of estimated costs for the delivery of the WRR¹⁷, amounting to £5.4 million, and outlined its concern that, in the absence of funding from the Appellant, there could be further delay in the delivery of this road. In the absence of the necessary funding for the WRR to come forward in the near future, the Council, supported by SCC, stated that the development of the full planning permission at Hartnell's Farm would result in severe cumulative highway impact. However, at the Hearing, the Council stated it would look to other potential finance to complete the road, such as through the Borough's recently granted Garden City status.

¹⁵ Hearing Document 6.

¹⁶ Hearing Document 2.

¹⁷ Hearing Document 19.

39. The Appellant states¹⁸ that the delivery of the WRR is in the hands of a third party, the Persimmon/Redrow Consortium (PRC) and that the Council is a party to the second deed of variation to a unilateral undertaking made under Section 106 of the Act¹⁹ in relation to the planning application for Phase 1 of the Monkton Heathfield urban extension. The significance of this document is that it gives the owners at their absolute discretion up to ten years to complete the WRR. The Council has also removed the cap on the number of dwellings PRC can build without the completion of the WRR, from 651 to 900 dwellings on this phase. This indicates an acceptance by the Council that some latitude in the absence of the WRR is acceptable.
40. Despite the second deed of variation, it seems likely that the PRC will be keen to develop more than 900 dwellings on their land at Monkton Heathfield, and that it will be in their commercial interests to ensure the delivery of the WRR in the short term. From the evidence submitted and discussed at the Hearing, I consider that there is a realistic prospect of additional resources, either from the Council or the PRC, to construct the WRR in the short term.
41. However, the precise timing of the delivery of the WRR is unclear at this time, and the key question is whether the WRR is critical to the delivery of the full application without resulting in severe cumulative traffic impact.

Main Issue - Conclusion

42. From the first three considerations, all of which have as their context the lack of the WRR, I consider that the full proposal at Hartnell's Farm would not result in unacceptable congestion on the A3259; it would not significantly harm highway safety or ease of traffic movement; and the proposed sustainable transport measures would further reduce the traffic impact to a degree. Without the WRR, the evidence conclusively demonstrates that the cumulative traffic impact of the full proposal would not be severe, and as such it would not be contrary to national planning policy or the development plan.

Housing land supply

43. Although it is not my remit to consider whether the Council has a five year housing land supply, the amount of housing that the site could deliver within five years was contested between the main parties and is relevant.
44. The Council's Strategic Housing Land Availability Assessment (SHLAA)²⁰ estimates a delivery rate of 50 dpa at Hartnell's Farm from 2018/19, meaning the site has a build life of about 6-7 years. These figures could be optimistic, given that planning permission for the appeal site is in outline, with all the reserved matters still to be determined. However, a second developer has expressed an interest to work on the site²¹, effectively giving it dual branding. I therefore consider that the figure of 50 dpa in the SHLAA is realistic. On this basis, it is reasonable to assume that the 150 dwelling cap, as required by condition (12) would not be breached until year 4, by which time it is likely that the WRR would be open to traffic. If the above scenario comes to fruition, the highways impact issue, as identified by the Council, is unlikely to happen.

¹⁸ Hearing Document 14.

¹⁹ Hearing Document 16.

²⁰ SHLAA, Taunton Urban Area Trajectory, site 48/13/00080A Hartnell's Farm; dated March 2017

²¹ Hearing Document 6.

The Planning Balance

45. The principal benefit of deleting condition (12) is the opportunity to bring forward the delivery of an additional 170 dwellings on the appeal site. If the entire complement of up to 320 dwellings were developed within 5 years, (which I consider to be possible but unlikely), the site would be able to contribute even more effectively to the Council's 5 year housing land supply, as required by paragraph 47 of *the Framework*. I have therefore given substantial weight to this consideration in determining the appeal.
46. The potential harm relates to whether the traffic impact generated by the additional 170 dwellings over the 150 dwelling cap would result in a severe cumulative impact on the local highway network, such that it would be contrary to national policy as set out in paragraph 32 [3] of *the Framework*. I find that:
- Traffic generation could be absorbed by the highway network without undue congestion, in the context of peak flows on the A3259 that have declined over the period 2016-2017;
 - The proposed infrastructure improvements along the A3259 would enable the safe and convenient movement of traffic, both along the main road and for gaining access/egress to/from the surrounding areas;
 - The potential for modal shift to bus, cycle and pedestrian movement would further limit vehicular traffic increase on the A3259; and
 - It is reasonable to assume that the WRR would be completed and open to traffic in the near future and certainly within five years, by which time at a rate of 50 dpa, only about 250 out of the 320 dwellings at Hartnell's Farm would have been completed. However, even if the WRR's implementation is further delayed the development of the full proposal would not result in a severe cumulative impact on the A3259.
47. On the basis of my findings, I consider that the benefit of allowing the appeal outweighs the cumulative impact on the local highway network following the implementation of the proposed development, which, without the imposition of condition (12) would be less than 'severe'. As such there is no sound basis for placing a restriction on the number of dwellings to be built and occupied on the site prior to the opening of the WRR. Based on these considerations, Condition (12) becomes redundant.

Other conditions

48. At the Hearing, the main parties agreed that the remaining conditions attached to the original planning permission Ref 48/13/0008 were still appropriate and complied with the requirements set out in paragraph 206 of *the Framework*. Having read these conditions, I consider that they all comply with national policy and I shall impose all of them, with the exception of course of condition (12). In the event that some of these conditions may have been discharged, that is a matter which can be addressed by the parties.

Conclusion

49. Taking account of the above considerations, the disputed condition (12) is not justified, having regard to national policy and the development plan. For the reasons given above and having regard to all other matters raised, I conclude

that the appeal should be allowed and that condition (12) should be deleted. All the other conditions imposed on planning permission Ref 48/13/0008 are not at issue and are not changed by my decision.

Mike Fox

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Celina Colquhoun	Counsel
Jeremy Penfold	WSP
Tim Baker	Strategic Land Partnerships
Phil Jones	Turley

FOR THE LOCAL AUTHORITY:

Julie Moore	Taunton and Deane Borough Council
Helen Vittery	Somerset County Council
Lisa McCaffrey	Somerset County Council

INTERESTED PERSONS

Cllr Norman Cavill	West Monkton Parish Council
Barry Gage	Resident
Michael Plaister	Resident
Mrs Plaister	Resident
Jeanette Weston	Resident

DOCUMENTS SUBMITTED ON OR AFTER THE HEARING

1. Plan showing infrastructure improvements along the A3259 in the vicinity of Hartnell's Farm; submitted by Taunton Deane Borough Council (TDBC).
2. Plan showing location of the Western Relief Road (WRR), Eastern Relief Road (ERR), the A3259 and the Appeal Site; submitted by TDBC.
3. Statement of Common Ground (SCG) signed by the main parties, dated 20 December 2017 and 5 January 2018; joint submission.
4. Plan showing new housing, both built and committed/proposed at Monkton Heathfield, showing Persimmon/Redrow Consortium (PRC) developments as well as the appeal site; submitted by TDBC.
5. Unilateral Undertaking under Section 106 of the TCP Act 1990 relating to land at Hartnell's Farm, dated 4 January 2018; submitted by Appellant.
6. Situation update on the implementation of the WRR; submitted by TDBC, dated 2 February 2018.
7. Master Plan for Monkton Heathfield/Bathpool at 1:2,000 scale, dated 02/05/2016; submitted by Somerset County Council (SCC).
8. Report of Inspector to Secretary of State Ref APP/U1105/A/13/2208393 for land at Pinn Court Farm, Pinn Hill, Exeter, EX1 3TG, dated 20/03/2015; submitted by Appellant.

9. Appeal Decision Ref APP/Y1138/W/17/3172380 for land off Silver Street, Willand, Devon, dated 3 November 2017; submitted by Appellant.
10. Record of Attendance, Day 1, dated 9 January 2018.
11. Document of Clarification regarding points within Section 7 of SCG, dated 1 February 2018; submitted by SCC.
12. Plan Ref 1492-SK-04 Monkton Heathfield/Bathpool Overview, showing new housing, both built and committed/proposed at Monkton Heathfield; submitted by TDBC.
13. Supplementary Transport Statement (STS) of Evidence no 3 – 14 February 2018; submitted by WSP on behalf of Appellant.
14. E-mail from Turley addressing (i) housing land supply and delivery rates; (ii) timescale for construction of WRR; and (iii) comments on third party representations; submitted on behalf of Appellant, dated 30 January 2018.
15. Annex 1 to Turley letter (Document 14); submitted by David Wilson Homes on behalf of Appellant, dated 5 January 2018, concerning build out rates.
16. Second Deed of Variation between Persimmon Homes Ltd, Redrow Homes Ltd and Taunton Deane Borough Council in relation to a Unilateral Undertaking made under Section 106 of the Act, dated 18 April 2008; submitted by Appellant.
17. Third Deed of Variation between Persimmon Homes Ltd, Redrow Homes Ltd and Somerset County Council in relation to an Agreement made under Section 106 of the Act, dated 14 April 2008; submitted by Taunton Deane Borough Council.
18. Extract from Somerset Local Transport Plan, dated November 2011; submitted by SCC.
19. Appendices A and B of MOU between main parties on estimated costs associated with delivery of WRR and contributions to delivery of WRR, dated 2 February 2018; submitted by SCC.
20. E-mail from TDBC, commenting on Appellant's e-mail of 30 January 2018, dated 2 February 2018.
21. E-mail from SCC as lead local flood authority regarding flood risk, dated 24 January 2018.
22. Plan showing Phase 2 of Monkton Heathfield, dated 25 April 2017; submitted by TDBC.
23. Land at Hartnell's Farm, Monkton Heathfield-Schedule of housing numbers related to TDBC Plan; submitted by SLP.
24. Letter from Sarah Nicole to Cllr Cavill; submitted 21 February 2018 by Cllr Cavill.
25. Record of Attendance, Day 2, dated 21 February 2018.
26. Memorandum from SCC to PINS in response to Appellant's STS No 3 (Document 13), dated 26 February 2018.
27. WSP Response to SCC Memorandum dated 26 February 2018 (Document 26), dated 6 March 2018.