

# Public Document Pack

Mid Devon District Council

Cabinet

Thursday, 3 September 2020 at 6.00 pm  
Remote Meeting

Next ordinary meeting  
Thursday, 1 October 2020 at 6.00 pm

**Important - this meeting will be conducted and recorded by Zoom only. Please do not attend Phoenix House. The attached Protocol for Remote Meetings explains how this will work.**

**To join this meeting, please click the following link:**

<https://zoom.us/j/99331796572?pwd=TGdwL0RHWFpL05PQVJ0L1dNOVVrUT09>

Meeting ID: 993 3179 6572

Passcode: 148237

One tap mobile

08003582817,,99331796572#,,,,,0#,,148237# United Kingdom Toll-free

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Dial by your location

0 800 358 2817 United Kingdom Toll-free

0 800 031 5717 United Kingdom Toll-free

0 800 260 5801 United Kingdom Toll-free Meeting ID: 993 3179 6572

Passcode: 148237

Find your local number: <https://zoom.us/u/abDPbTAGwh>

Join by Skype for Business

<https://zoom.us/skype/99331796572>

## Membership

Cllr R M Deed

Cllr L D Taylor

Cllr G Barnell

Cllr S J Clist

Cllr D J Knowles

Cllr Ms E J Wainwright

Cllr A White

Cllr Mrs N Woollatt

## **A G E N D A**

*Members are reminded of the need to make declarations of interest prior to any discussion which may take place*

1. **Apologies**  
To receive any apologies for absence.
2. **Protocol for Remote Meetings (Pages 5 - 10)**  
To note the protocol for remote meetings.
3. **Public Question Time**  
To receive any questions relating to items on the Agenda from members of the public and replies thereto.
4. **Declarations of Interest under the Code of Conduct**  
Councillors are reminded of the requirement to declare any interest, including the type of interest, and reason for that interest, either at this stage of the meeting or as soon as they become aware of that interest.
5. **Minutes of the Previous Meeting (Pages 11 - 28)**  
Members to consider whether to approve the minutes as a correct record of the meeting held on 6 August 2020.
6. **Contaminated Land Cost Recovery Policy (Pages 29 - 56)**  
Following consideration of a report of the Group Manager for Public Health and Regulatory Services reviewing the Contaminated Land Cost Recovery Policy, the Community Policy Development Group has made the following recommendation that: the revised Contaminated Land Cost Recovery Policy be adopted.
7. **Review of Development Management Policies on Parking (Pages 57 - 66)**  
To consider a report of the Head of Planning, Economy and Regeneration providing an update and proposed next steps in response to Motion 560 (Review of Development Management Policies on Parking)
8. **Tiverton Eastern Urban Extension (Area B) Masterplan (Pages 67 - 364)**  
To consider a report of the Head of Planning, Economy and Regeneration informing members of the outcome of the Stage 2 public consultation and the draft masterplan that has subsequently been produced taking these comments into account and to seek a recommendation to Council to adopt the Tiverton Area B Masterplan Supplementary Planning Document (SPD).
9. **Financial Monitoring**  
To receive a verbal report of the Deputy Chief Executive (S151) presenting a financial update in respect of the income and expenditure

so far in the year.

10. **3 Rivers Developments Limited - Project Update** (Pages 365 - 424)  
To consider a report of the Chief Executive in accordance with recent cabinet decisions to request a quarterly update from 3RDL, to provide Cabinet an update on current project performance and any key risks. In addition, the covering report provides a quick overview on the progress of the Action Plan worked up resulting from previous Cabinet decisions.
11. **Notification of Key Decisions** (Pages 425 - 438)  
To note the contents of the Forward Plan.

**Stephen Walford**  
Chief Executive  
Wednesday, 26 August 2020

### **Covid-19 and meetings**

The Council will be holding some meetings in the next few weeks, but these will not be in person at Phoenix House until the Covid-19 crisis eases. Instead, the meetings will be held remotely via Zoom and you will be able to join these meetings via the internet. Please see the instructions on each agenda and read the Protocol on Remote Meetings before you join.

If you want to ask a question or speak, email your full name to [Committee@middevon.gov.uk](mailto:Committee@middevon.gov.uk) by **no later than 4pm on the day before the meeting**. This will ensure that your name is on the list to speak and will help us ensure that you are not missed – as you can imagine, it is easier to see and manage public speaking when everyone is physically present in the same room. Notification in this way will ensure the meeting runs as smoothly as possible.

If you require any further information, or

If you would like a copy of the Agenda in another format (for example in large print) please contact Sally Gabriel on:

E-Mail: [sgabriel@middevon.gov.uk](mailto:sgabriel@middevon.gov.uk)

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## **Mid Devon District Council - Remote Meetings Protocol**

### **1. Introduction**

The Local Authorities and Police and Crime Panels (Coronavirus) (Flexibility of Local Authority and Police and Crime Panel Meetings) (England and Wales) Regulations permit remote attendance in Local Authority meetings.

Remote attendance is permitted as long as certain conditions are satisfied. These include that the Member is able to hear and be heard by the other Members in attendance. Also, being able to hear and be heard by any members of the public entitled to attend the meeting (in line with the public participation scheme). A visual solution is preferred, but audio is sufficient.

This also relates to members of the public attending the meeting also being heard. The regulations are clear that a meeting is not limited to those present in the same place, but includes electronic, digital or virtual locations (internet locations, web addresses or conference call telephone numbers).

### **2. Zoom**

Zoom is the system the Council will be using for the time-being to host remote / virtual meetings. It has functionality for audio, video, and screen sharing and you do not need to be a member of the Council or have a Zoom account to join a Zoom meeting.

### **3. Access to documents**

Member Services will publish the agenda and reports for committee meetings on the Council's website in line with usual practice. Paper copies of agendas will only be made available to those who have previously requested this and also the Chair of a virtual meeting.

If any other Member wishes to have a paper copy, they must notify the Member Services before the agenda is published, so they can arrange to post directly – it may take longer to organise printing, so as much notice as possible is appreciated. Printed copies will not be available for inspection at the Council's offices and this requirement was removed by the Regulations.

### **4. Setting up the Meeting**

This will be done by Member Services. They will send a meeting request via Outlook which will appear in Members' Outlook calendar. Members will receive a URL link to click on to join the meeting.

### **5. Public Access**

Members of the public will be able to use a weblink and standard internet browser. This will be displayed on the front of the agenda.

## 6. Joining the Meeting

Councillors must join the meeting early (i.e. at least five minutes before the scheduled start time) in order to avoid disrupting or delaying the meeting. Councillors should remember that they may be visible and heard by others, including the public, during this time.

## 7. Starting the Meeting

At the start of the meeting, the Member Services Officer will check all required attendees are present (viewing the participant list) and that there is a quorum. If there is no quorum, the meeting will be adjourned. This applies if, during the meeting, it becomes inquorate for whatever reason.

The Chair will remind all Members, Officers and the Public that **all microphones will be automatically muted**, unless and until they are speaking. This prevents background noise, coughing etc. which is intrusive and disruptive during the meeting. The Hosting Officer will enforce this and will be able to turn off participant mics when they are not in use. Members would then need to turn their microphones back on when they wish to speak.

## 8. Public Participation

Participation by members of the public will continue in line with the Council's current arrangements as far as is practicable. However, to ensure that the meeting runs smoothly and that no member of the public is missed, all those who wish to speak must register **by 4pm on the day before the meeting**. They should email their full name to [Committee@middevon.gov.uk](mailto:Committee@middevon.gov.uk). If they wish to circulate their question in advance, that would be helpful.

At public question time, the Chair will invite the public by name to speak at the appropriate time. At that point, all public microphones will be enabled. This means that, to avoid private conversations being overheard, no member of the public should speak until it is their turn and they should then refrain from speaking until the end of public question time, when all microphones will be muted again. In the normal way, the public should state their full name, the agenda item they wish to speak to **before** they proceed with their question.

Unless they have registered, a member of the public will not be called to speak.

If a member of the public wishes to ask a question but cannot attend the meeting for whatever reason, there is nothing to prevent them from emailing members of the Committee with their question, views or concern in advance. However, if they do so, it would be helpful if a copy could be sent to [Committee@middevon.gov.uk](mailto:Committee@middevon.gov.uk) as well.

## 9. Declaration of Interests

Councillors should declare their interests in the usual way. A councillor with a disclosable pecuniary interest is required to leave the room. For remote meetings, this means that they will be moved to a break-out room for the duration

of this item and will only be invited back into the meeting when discussion on the relevant item has finished.

## **10. The Meeting and Debate**

The Council will not be using the Chat function.

The Chair will call each member of the Committee to speak - the Chair can choose to do this either by calling (i) each member in turn and continuing in this way until no member has anything more to add, or (ii) only those members who indicate a wish to speak using the 'raise hand' function within Zoom. This choice will be left entirely to the Chair's discretion depending on how they wish to manage the meeting and how comfortable they are using the one or the other approach.

Members are discouraged from physically raising their hand in the video to indicate a wish to speak – it can be distracting and easily missed/misinterpreted. No decision or outcome will be invalidated by a failure of the Chair to call a member to speak – the remote management of meetings is intensive and it is reasonable to expect that some requests will be inadvertently missed from time to time.

When referring to reports or making specific comments, Councillors should refer to the report and page number, so that all Members of the Committee have a clear understanding of what is being discussed at all times.

## **11. Voting**

On a recommendation or motion being put to the vote, the Chair will go round the virtual room and ask each member entitled to vote to say whether they are for or against or whether they abstain. The Member Services Officer will announce the numerical result of the vote.

## **12. Meeting Etiquette Reminder**

- Mute your microphone – you will still be able to hear what is being said.
- Only speak when invited to do so by the Chair.
- Speak clearly and please state your name each time you speak
- If you're referring to a specific page, mention the page number.

## **13. Part 2 Reports and Debate**

There are times when council meetings are not open to the public, when confidential, or "exempt" issues – as defined in Schedule 12A of the Local Government Act 1972 – are under consideration. It is important to ensure that there are no members of the public at remote locations able to hear or see the proceedings during such meetings.

Any Councillor in remote attendance must ensure that there is no other person present – a failure to do so could be in breach of the Council's Code of Conduct.

If there are members of the public and press listening to the open part of the meeting, then the Member Services Officer will, at the appropriate time, remove them to a break-out room for the duration of that item. They can then be invited back in when the business returns to Part 1.

Please turn off smart speakers such as Amazon Echo (Alexa), Google Home or smart music devices. These could inadvertently record phone or video conversations, which would not be appropriate during the consideration of confidential items.

#### **14. Interpretation of standing orders**

Where the Chair is required to interpret the Council's Constitution and procedural rules in light of the requirements of remote participation, they may take advice from the Member Services Officer or Monitoring Officer prior to making a ruling. However, the Chair's decision shall be final.

#### **15. Disorderly Conduct by Members**

If a Member behaves in the manner as outlined in the Constitution (persistently ignoring or disobeying the ruling of the Chair or behaving irregularly, improperly or offensively or deliberately obstructs the business of the meeting), any other Member may move 'That the member named be not further heard' which, if seconded, must be put to the vote without discussion.

If the same behaviour persists and a Motion is approved 'that the member named do leave the meeting', then they will be removed as a participant by the Member Services Officer.

#### **16. Disturbance from Members of the Public**

If any member of the public interrupts a meeting the Chair will warn them accordingly. If that person continues to interrupt or disrupt proceedings the Chair will ask the Member Services Officer to remove them as a participant from the meeting.

#### **17. After the meeting**

Please ensure you leave the meeting promptly by clicking on the red phone button to hang up.

#### **18. Technical issues – meeting management**

If the Chair, the Hosting Officer or the Member Services Officer identifies a problem with the systems from the Council's side, the Chair should either declare a recess while the fault is addressed or, if the fault is minor (e.g. unable to bring up a presentation), it may be appropriate to move onto the next item of business in order to progress through the agenda. If it is not possible to address the fault and the meeting becomes inquorate through this fault, the meeting will be adjourned until such time as it can be reconvened.

If the meeting was due to determine an urgent matter or one which is time-limited and it has not been possible to continue because of technical difficulties, the Chief Executive, Leader and relevant Cabinet Member, in consultation with the Monitoring Officer, shall explore such other means of taking the decision as may be permitted by the Council's constitution.

For members of the public and press who experience problems during the course of a meeting e.g. through internet connectivity or otherwise, the meeting will not be suspended or adjourned.

## **19. Technical issues – Individual Responsibility (Members and Officers)**

Many members and officers live in places where broadband speeds are poor, but technical issues can arise at any time for a number of reasons. The following guidelines, if followed, should help reduce disruption. Separate guidance will be issued on how to manage connectivity – this paragraph focusses on the procedural steps. Joining early will help identify problems – see paragraph 6.

- Join public Zoom meetings by telephone if there is a problem with the internet. Before all meetings, note down or take a photograph of the front page of the agenda which has the necessary telephone numbers. Annex 1 to this protocol contains a brief step-by-step guide to what to expect
- Consider an alternative location from which to join the meeting, but staying safe and keeping confidential information secure. For officers, this may mean considering whether to come into the office, subject to this being safe and practicable (childcare etc.)
- If hosting a meeting via Zoom (briefings etc.), consider creating an additional host when setting up the meeting. The additional host can step in if the main host has problems – remember that without a host, the meeting cannot close and any information on the screens will remain on view
- Have to hand the telephone number of another member or officer expected in the meeting – and contact them if necessary to explain the problem in connecting
- Officers should have an 'understudy' or deputy briefed and on standby to attend and present as needed (and their telephone numbers to hand)
- For informal meetings and as a last resort, members and officers may be able to call another member or officer in the meeting who can put the 'phone on loudspeaker for all to hear – not ideal, but it ensures some degree of participation and continuity
- Member Services will hold a list of contact details for all senior officers

## Phone only access to zoom meetings

(Before you start **make sure you know the Meeting ID and the Meeting Password**) – Both of these are available on the agenda for the meeting

**Call the toll free number** either on the meeting agenda or on the Outlook appointment (this will start with 0800 --- ----)

(Ensure your phone is on 'speaker' if you can)

A message will sound saying *"Welcome to Zoom, enter your meeting ID followed by the hash button"*

- **Enter Meeting ID followed by #**

Wait for next message which will say *"If you are a participant, please press hash to continue"*

- **Press #**

Wait for next message which will say *"Enter Meeting Password followed by hash"*

- **Enter 6 digit Meeting Password followed by #**

Wait for the following two messages:

*"You are currently being held in a waiting room, the Host will release you from 'hold' in a minute"*

**Wait.....**

*"You have now entered the meeting"*

### Important notes for participating in meetings

Press **\*6** to toggle between **'mute' and 'unmute'** (you should always ensure you are muted until you are called upon to speak)

If you wish to speak you can **'raise your hand'** by pressing **\*9**. Wait for the Chairman to call you to speak. The Host will lower your hand after you have spoken. Make sure you mute yourself afterwards.

# Public Document Pack Agenda Item 5.

## MID DEVON DISTRICT COUNCIL

**MINUTES** of a **MEETING** of the **CABINET** held on 6 August 2020 at 6.00 pm

### **Present**

#### **Councillors**

R M Deed (Leader)  
L D Taylor, G Barnell, S J Clist,  
D J Knowles, Ms E J Wainwright, A White  
and Mrs N Woollatt

### **Also Present**

#### **Councillor(s)**

Mrs C P Daw, R Evans, F W Letch, Miss J Norton,  
R F Radford, B G J Warren and A Wilce

### **Also Present**

#### **Officer(s):**

Andrew Jarrett (Deputy Chief Executive (S151)), Jill May (Director of Corporate Affairs and Business Transformation), Jenny Clifford (Head of Planning, Economy and Regeneration), Kathryn Tebbey (Head of Legal (Monitoring Officer)), Ian Chilver (Group Manager for Financial Services), Nicola Cuskeran (Senior H R Business Partner), Dean Emery (Group Manager for Revenues and Benefits), Claire Fry (Group Manager for Housing), Lisa Lewis (Group Manager for Business Transformation and Customer Engagement), Tina Maryan (Area Planning Officer), Christie McCombe (Area Planning Officer), Tristan Peat (Forward Planning Team Leader), Aarron Beecham (Forward Planning Officer), Chris Shears (Economic Development Officer) and Sally Gabriel (Member Services Manager)

## 205. **APOLOGIES (00-03-10)**

There were no apologies for absence.

## 206. **REMOTE MEETINGS PROTOCOL (00-03-19)**

The protocol for remote meetings was **NOTED**.

## 207. **PUBLIC QUESTION TIME (00-03-45)**

The Chairman read a statement on behalf of Mr Quinn referring to Item 5 on the agenda – minutes of the previous meeting:

At the last Cabinet meeting, I asked two questions.

One was answered in writing after the meeting, but the other has not been.

I had asked where I could see the answer to a question posed at the Audit Committee meeting of 23 June 2020.

In section 201 of the minutes of your previous meeting, at the end of the second paragraph, it is recorded that the Deputy Chief Executive "*would respond to Mr Quinn directly*".

I have not had any response from the Deputy Chief Executive since that Cabinet meeting - so I still have not received an answer to my question.

My question is:

Why has the Deputy Chief Executive not provided the response he is shown as promising in the Minutes of the Previous Meeting?

Mr Allan referring to Item 11 (Greater Exeter Strategic Plan) on the agenda stated:

I am concerned that the economic development assessment is dated March 2017 and the assumptions in it date back to 2015 - it seems that the economic numbers that are unpinning the plan seem to ignore both the risk of a hard Brexit and even more the current economic situation due to the Covid virus.

Secondly the 'attitudes to growth' survey suggests that there is a net negative of 15.6% about the prospects for Mid Devon which clearly seems to be linked to the scale of the development which I think if economic growth is going to be slower, you should rethink whether that is appropriate.

Thirdly there is encouraging talk of the wish to maintain visual and technical separation of Kentisbeare, however on the one hand the map seems to show that the Garden Village is creeping closer to the A373 and also there are 2 different maps, one on page 98 and the other on page 156 which conflict with each other. One suggests the border at Dead Lane and the other suggests the border halfway between Dead Lane and Hole Road, so it is actually not quite clear what is proposed. Some of the scoring is odd - given the likelihood of creating a commuter town using the M5, its sits rather oddly with scoring for the Garden Village as having significant effects on climate change. It also refers to constraints of flooding in the Garden Village. I have after the last Delivery Board Meeting been in contact with Connecting the Culm, which they say that all future development is neutral which is not really what we were promised, which was that they would look at the impact of the scale of development that was intended both here and at J27, instead of just deciding that it was neutral and just mapping up the Culm regardless. My question is whether it makes sense to go out to public consultation without reworking the plan with objectives that look both more realistic to the time we are now in and closer to the wishes of the people who live in Mid Devon.

The Committee Clerk then read a letter from Cllr Enright (Chairman -Newton St Cyres Parish Council) referring again to Item 11 (Greater Exeter Strategic Plan) on the agenda:

I am dismayed to see that in the Greater Exeter Strategic Plan my village of Newton St Cyres has been singled out for at least 1200 new dwellings. Our village presently has under 800 dwellings.

The sites chosen are very difficult to access and partly prone to flooding.

A few days ago, the Full Mid Devon District Council voted to adopt the Mid Devon Plan Review. It follows that you should today formally reject the Greater Exeter Strategic Plan.

Should you require more housing then my suggestion would be that you build a new road from North of Crediton to the A30 and fund the road by strategically placed housing estates.

This would result in fewer cars and lorries needing to use the A377 to access Exeter and would be better for the local environment.

My question is this. Having just adopted the Mid Devon Plan Review will you today vote to not allow our villages to become a part of Greater Exeter by agreeing not to adopt the Greater Exeter Strategic Plan?.

The Chairman indicated that answers to questions would be provided when the items was debated.

**208. DECLARATIONS OF INTEREST UNDER THE CODE OF CONDUCT (00-11-04)**

Members were reminded of the need to make any declarations of interest when appropriate.

**209. MINUTES OF THE PREVIOUS MEETING (00-11-30)**

The minutes of the previous meeting were approved as a correct record.

**210. DEVON DISTRICT COUNCIL'S JOINT SAFEGUARDING POLICY AND MDDC GUIDANCE AND PROCEDURES (00-12-11)**

Arising from a \*report of the Director of Corporate Affairs and Business Transformation, the Community Policy Development Group had requested that following review it be noted that no amendments had been made to the policy in the last 12 months.

The Cabinet Member for the Working Environment and Support Services outlined the contents of the report stating that this was an annual report, the policy had been reviewed and there had been no amendments.

Consideration was given to whether DBS checks should be made mandatory for councillors and it was requested that a further report be prepared for consideration by the Cabinet.

**RESOLVED** that the report be noted.

(Proposed by the Chairman)

Note: \*Report previously circulated, copy attached to minutes.

## 211. HYDRO MILLS PROJECT - TIVERTON WEIR (00-14-38)

The Cabinet had before it a \* report of the Head of Planning, Economy and Regeneration updating Cabinet Members on the development of the Tiverton Weir element of the Hydro-Mills project and seeking approval to progress the project through the planning process and for the project to be funded through the revised capital programme.

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report stating that the project would see the development of a twin Archimedes screw hydro-electric generation system and the related building, on the town weir adjacent to Rotary Way in Tiverton. Cabinet were being asked to agree that it goes forward through to the submission of a full planning application and is put onto the capital programme. This would allow the project to progress, but would still give Cabinet the opportunity to review the scheme and make a final decision once full cost details were established and all relevant decisions relating to the statutory requirements for the project had been approved. The full business case would be made available in December and would include cost and sensitivity analysis so that a final decision could be made before the project entered the tendering stage.

The project was a high profile low-carbon initiative for Mid Devon, which could mitigate the energy requirements for Phoenix House, with potential for selling additional energy through a power purchasing agreement. The scheme had been developed in partnership with a number of organisations, including the Hydro Mills Group Ltd (a local group of private riparian owners who were also bringing forward hydro schemes within the District), and in consultation with the Rivers Trust and Anglers Association. Its aim was to not only provide clean, renewable energy for MDDC, but to provide a host of other benefits, including enhanced biodiversity along the River Exe and a facility for people to learn about renewable technologies and to view the system in operation.

Consideration was given to:

- The need for any design to be tasteful and to fit in with aspects of the Exe Valley
- This was major infrastructure which shared the net zero aims of the council.
- The project could open up interest from other funding sources and that the project would bring the river into the forefront of the town and could become a tourist attraction
- Concerns were raised with regard to funding and the need for it to be controlled
- The private riparian owners and the schemes being discussed across the district and whether one of the PDG's could be updated on this work
- The need to pursue purchasing the titles so that the area could be maintained to a specific standard
- Possible lighting issues for the area and any detrimental impact on wildlife and the need for extensive environmental studies to take place
- The need for fish passes to be progressed

**RESOLVED** that :

- a) the project be supported and it is agreed that officers proceed to submit the planning application

- b) It is agreed that officers bring the scheme forward for inclusion within the revised capital programme

(Proposed by Cllr G Barnell and seconded by Cllr S J Clist)

Reason for the decision

This would allow the scheme to proceed to the stage of planning application submission and to include the project within the revised capital programme.

Note:

- i) Cllr Mrs N Woollatt declared a personal interest as a private riparian owner;
- ii) \*Report previously circulated, copy attached to minutes.

**212. CUSTOMER EXPERIENCE WORKING GROUP - RECOMMENDATIONS FROM THE SCRUTINY COMMITTEE (00-32-29)**

The Cabinet had before it a \*report of the Scrutiny Working Group “Review of Customer Experience in Mid Devon District Council” which had been considered by the Scrutiny Committee at its meeting on 20<sup>th</sup> July 2020 and it had made the following recommendations:

1. That a business case for a new Customer Relationship Management (CRM) system to replace the existing technology is developed and considered by the Cabinet. That any new system be designed with customer need at the centre of the process.
2. That systems work to full capacity and meet the needs of the customer first and foremost. Back offices should carry out service reviews and review business processes to ensure they are customer focused.
3. To ensure customers are at the heart of the Council, a customer focused culture should be promoted across the whole organisation - for all staff from the top down. This could include training (for Leadership Team, Officers and Members), Members/staff workshops or the use of advocates/case studies to promote a new system.
4. That a customer survey is carried out with members of the public regarding their experience and satisfaction as customers of the Council. Results are reported back to the Working Group when available.
5. That the Planning Department consider re-establishing a dedicated phone answering system, to ensure officers have capacity to focus on applications.
6. That the phone waiting times are reduced. A review of why the Service Level Agreement is not being met is carried out.

The Cabinet Member for the Working Environment and Support Services thanked the members of the working group and the officers who had put forward the excellent report. The work had been a valuable exercise looking broadly across the work of the whole authority. The report had highlighted some system processes that could be improved and had considered system used by other councils. She looked forward to receiving feedback from officers with regard to the work that was taking place and requested that timescales be put in place for some of the action points.

Consideration was given to: the work of the working group, the clean processes that were already in place in some departments and the need for the CRM system to be updated.

It was requested that special thanks to the Policy/Research Officer be recorded for her work on the project..

**RESOLVED** that the recommendations of the Scrutiny Committee be approved.

(Proposed by Cllr Mrs N Woollatt and seconded by Cllr L D Taylor)

Reason for decision

In light of the recent Covid challenges for the public and the authority, as an organisation we need to ensure that we continue to meet customer needs and a review of our customer approach is overdue. Acting on the recommendations from the report would serve as a useful exercise to also review lessons learned from the last few months in how we as an organisation are able to do things differently.

Note: \*Report previously circulated, copy attached to minutes.

**213. STATEMENT OF COMMUNITY INVOLVEMENT REVIEW 2020 (00-41-07)**

The Cabinet had before it a \* report of the Head of Planning, Economy and Regeneration regarding the revised Mid Devon Statement of Community Involvement (SCI) July 2020, and also temporary amendments in light of Government restrictions on people's movement and the need for social distancing.

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report stating that the Statement of Community Involvement (SCI) set out in detail how the Council would consult on local plans, Supplementary Planning Documents and planning applications.

The Council's existing SCI was adopted in 2016. And a review had been undertaken to take account of the following:

- The revised National Planning Policy Framework (2019)
- The Council's policies for giving advice in relation to neighbourhood planning
- Changes to Government legislation and a review of cost implications associated with consultation on planning applications.

The Head of Planning, Economy and Regeneration then addressed the meeting stating that the SCI also proposed a series of temporary amendments due to Covid-19 and restrictions on movement and gatherings.

Section 6.0 set out the level of support to be provided by the Council at each stage of the neighbourhood plan preparation process including area designation, submission, examination, referendum and adoption. It also set out additional optional support that the Council may be able to provide. In relation to planning applications, the revised documents set out how the authority consulted on planning applications and the different methods used, both electronic communications and neighbour notification

letters. The document also set out how communication would take place with regard to plan making and local plans. The draft SCI had been considered by the Planning Policy Advisory Group (PPAG), the report would be updated to include all the amendments arising from the PPAG before it was presented to Council.

Consideration was given to:

- Whether viability information would be published
- The need to consider under represented groups and how we would consult with residents via non-electronic means
- Neighbourhood Plans and the 2 stages of consultation and for Ward Members to receive the Council's draft responses to the consultation
- The need to increase liaison with customers electronically
- The need for 'Public Access' to be kept updated in a timely manner so that documents could be in order and clearly identifiable
- The request that the Planning Committee to be provided with copies of policy documents for reference
- In the summary of planning application processes, that outline applications can include access
- The S106 Governance report that was expected

**RECOMMENDED** to Council that:

- a) The Mid Devon Statement of Community Involvement (SCI) July 2020 (Appendix 1) including amendments arising from the meeting of Planning Policy Advisory Group meeting of 24<sup>th</sup> June 2020 is adopted and published on the Council's website.
- b) The temporary amendments to the Mid Devon Statement of Community Involvement (SCI) July 2020 (Appendix 2) are adopted until 31<sup>st</sup> December 2020 and published on the Council's website.
- c) Delegated authority be given to Head of Planning, Economy and Regeneration in consultation with the Cabinet Member for Planning and Economic Regeneration to review and update the temporary amendments to the Mid Devon Statement of Community Involvement (SCI) July 2020 (Appendix 2) should Government advice change or the Regulations be further amended in terms of restrictions on the movement of people and gatherings. Such review to include withdrawal of the temporary amendments in advance of 31<sup>st</sup> December 2020 should circumstances allow.

(Proposed by Cllr G Barnell and seconded by Cllr D J Knowles)

#### Reason for decision

So that the Council can meet its legal requirements under Section 18 of the Planning and Compulsory Act 2004. A decision is also needed to recommend the grant of delegated authority to review and update or withdraw the temporary amendments should Government advice or the Regulations be amended.

Note: \*Report previously circulated, copy attached to minutes.

## 214. TIVERTON TOWN CENTRE MASTERPLAN UPDATE (1-10-23)

The Cabinet had before it a \* report from the Head of Planning, Economy and Regeneration updating members on work to date, but also critically to provide an indication of future direction in response to the pandemic and the climate change declaration. It also provides an indication of when future reports will be considered by Cabinet and identifies key potential geographical areas for strategic intervention.

The Cabinet Member for Planning and Economic Regeneration stated that the work relating to regeneration and investment masterplanning for Tiverton town centre commenced prior to the current pandemic. Given the implications of COVID19 upon the local economy and town centre activity and the opportunities to embed tackling climate change into our approach to town centre regeneration, the report set out a way forward to encapsulate those issues with regard to strategic planning for Tiverton town centre.

Work on the Town Centre Regeneration Masterplan for Tiverton commenced in 2017 and was to set a basis for enhancing the economic prospects of the town in a way that was broader than a purely spatial plan. It was to include wider issues than the look and environment of the town centre, but the role and function of the town centre, Tiverton's identity and its unique selling points.

Initial public consultation was undertaken between 30th April and 10th June 2018 with a summary of the consultation feedback being presented to Cabinet during November 2018. The results of the consultation had informed both the masterplanning work undertaken since and the 'quick win' proposal for Fore Street which was subsequently paused. In addition, the Premier Inn had been opened and the multi-storey car park had been refurbished. An overhaul of the pedestrian signage had also been initiated with designs agreed with the Town Council and the Town Centre Partnership.

Mid Devon District Council had also adopted the Devon Climate Change Declaration with a commitment for net-zero carbon emissions by 2030.

More recently, high streets had suffered the biggest decline in their fortunes in living memory due to COVID19 - particularly the effect on our local economy and high street businesses. Any regeneration plans for the town needed to consider those impacts if they are going to be 'fit for purpose' in a changing high street environment.

This report therefore set out a process to develop a long term town centre recovery plan. It described a range of outputs including prioritisation of strategic interventions and proposals that could be delivered in the short term to make a meaningful and lasting contribution towards COVID19 related recovery. The work would complement immediate work being undertaken to enable the town to reopen and operate safely during the pandemic. Importantly, work towards COVID19 recovery also provides opportunities to put the Council's commitment to the climate change declaration at the heart of the town centre's role, function and regeneration.

Given the scale of the challenge and the complexities involved in town centre regeneration a suite of documents were proposed and identified.

Given the scale of the impact of COVID 19 and the need to ensure that the Council's commitment to climate change was adequately reflected in Tiverton's regeneration plans there were a number of initial steps that needed to be taken and/or reviewed:

The Town Centre Vision

The emerging key themes from public consultation

Key geographic areas for intervention

Prioritisation and identification of quick win projects

It was proposed that these work streams were developed with close working between officers, Cabinet and Ward Members, the Town Council, the Tiverton Town Centre Partnership and other stakeholders. It was hoped that the draft masterplan to be presented to Cabinet in December 2020

Consideration was given to:

- To the cost of yet another consultation on the masterplan, what the proposals would be, what was the branding and the marketing proposed and how much would that cost.
- The need for the masterplan to have 2 stages of consultation in line with the supplementary planning document guidance and the need to include the climate declaration

**RESOLVED** that:

- a) the report be **NOTED**.
- b) the direction of travel of the emerging work including the potential locations for intervention be endorsed and informs the next stage of work in preparing a draft Masterplan document and accompanying documentation including a Delivery Plan.

(Proposed by Cllr G Barnell and seconded by Cllr S J Clist)

Reason for decision:

To endorse the direction of travel over emerging work, the locations for intervention and to inform the next stage of work.

Note: \*Report previously circulated, copy attached to minutes.

## 215. **GREATER EXETER STRATEGIC PLAN (1-22-46)**

The Cabinet had before it a \* report from the Head of Planning, Economy and Regeneration with regard to the Greater Exeter Strategic Plan Draft Policies and Site Options consultation document and its Sustainability Appraisal Report and Habitat Regulations Assessment Report.

The Leader stated that the concept of the GESP had been supported by the previous administration and by the Council as a whole, it was now time to approve the draft policies and plans for consultation. The report before the meeting contained a list of

draft policies and a site options paper with indicative plans. Of the recommended site options, 5 were in Mid Devon although no formal allocation had been made. There was a need to look at the options and consider the recommendations in the pack. He outlined the other authorities in the partnership which was being supported by Devon County Council. He reported that East Devon were considering withdrawing from the partnership and that a decision would be made by its Council on 20 August but that it wanted to continue to liaise with other authorities. He hoped that Mid Devon would continue to work with other authorities in respect of the GESP.

The Planning Officer (Forward Planning) addressed the meeting highlighting by way of presentation:

- The importance of the document before members and it being the culmination of a very significant volume of work by officers from partner councils following a significant evidence gathering process
- The involvement of members throughout the process
- Not all the site options within the documents would be required
- The involvement of the reference forum and the PPAG in formulating the draft plan
- The further opportunities to shape the GESP post consultation
- The reasons for the plan in line with the NPPF, joint plan making encouraged by central Government, the existing and growing functional link between the administrative boundaries which included the travel to work area, the economic area and the housing market area.
- By working together additional funding could be sought from Government
- The need for the GESP – so that a overarching strategic plan could be formed, the coordination of growth across the 4 areas and the duty to cooperate required constructive, active and ongoing engagement with partners
- The relationship of the GESP with other individual plans, the contents of the plan with the strategic overview, the overarching vision for the area, policies which referred to the climate emergency, prosperity and homes, movement and communication, nature and infrastructure.
- 39 sites had been identified with 5 site options in Mid Devon
- The timetable for approval of the plan.

The Head of Planning, Economy and Regeneration then answered the questions posed in public question time:

- With regard to the economic development needs, she was aware that things had moved on with regard to Brexit and the Covid situation, however the consultation responses would be help to bring things up to date

- With regard to the growth survey, people were asked to think about their local areas and what was important to them and the results informed the draft document. The consultation process would help understand those views further
- With regard to the maps, these were separate base maps accounting for the apparent boundary difference
- With regard to the scoring of the Garden Village in the sustainability appraisal, she would reply to Mr Allan once she had considered the issue
- With regard to flood risk, a catchment wide approach was being taken as part of the Connecting the Culm project and strategic flood risk assessment would be considered
- With regard to Cllr Enright's question – there would be an opportunity as part of the consultation for residents to put forward their views on the issues that he raised.

She continued by highlighting the GESP process to date, the decision of the Council in 2016 to enter into the process and the benefits that were agreed. Since that date the climate declaration has been made and this was referred to in the GESP documents. The housing market areas, travel to work and transport patterns and the cross boundary issues which the strategic plan sought to tackle. There was also the duty to cooperate need. She outlined the other advantages of the plan, the need for infrastructure planning, the investment packages available from the Government for highways and railways, the duty to cooperate, the coordinated approach to funding and the need to have a plan at a sub regional scale.

Consideration was given to the views of Members

- Exeter had largely unachievable sites with some housing proposals being identified next to industrial estates and the motorway
- There were sites also unachievable in Teignbridge and this could impact on Mid Devon with the need to make up the balance
- Concerns about a boundary blind concept and whether we were creating a suburb of Exeter
- Concerns that East Devon may pull out of the partnership and the impact of this on Mid Devon
- 4 of the 5 option sites for consideration in Mid Devon had large floodplains – when these sites were selected did the Environment Agency have any input?
- The Exeter student housing did not form part of the 5 years housing allocation figures for Exeter and concerns that Mid Devon were being asked to build more houses than it needs to
- Concerns with regard to job creation funnelling workers into Exeter and whether economic development should be encouraged in Mid Devon
- Whether any decision should be put on hold until East Devon had made its decision
- The need for independence of decision making for local authorities and the need for local democracy
- The need for the Council to have a view
- The impact on officer resource if East Devon were to pull out of the partnership
- The timing of the decision and the need to consider the impact of Brexit and the pandemic and the knock on effects of these

- Housing need was not all about supply but the need for homes in the right places – what kind of homes did the communities want
- The need for realistic assessments of the carbon zero goals set out in the plan
- The need for affordable housing in the rural areas and that the plan would develop housing hot spots
- Concern that the strategic plan was entering a unitary authority via the back door
- Housing figures provided by the CPRE which did not match of the GESP and whether we are being asked to solve Exeter’s problems
- The impact of the proposal at Sampford Peverell and the flooding issues in that area of the village
- The impact of the site at Hartnoll Farm on the villages of Halberton and Sampford Peverell
- Concerns about giving delegated authority to agree changes to the documents arising from decisions from other GESP authorities
- The rail network and the flooding issues in the area
- Poor maintenance on the district’s cycle paths
- How much of the 30,000 houses related to a housing need in Mid Devon
- The Local Plan could become subservient, reduced accountability and control and the need for the Local Plan to be the control document and for the Local Plan to have an early review
- The impact of the proposed allocations options on the villages of Newton St Cyres, Sampford Peverell and on Tiverton

It was therefore suggested that:

This Cabinet believes that GESP presents Mid Devon with an unacceptable risk of large scale developments that are not warranted by any formal measure of local housing need.

The Cabinet, therefore, does not approve the recommendations of the Head of Planning in her report on the GESP draft policies and site options.

**RECOMMENDED TO COUNCIL** that: Mid Devon:-

1. Withdraw from GESP
2. Bring forward the preparation of the next Local Plan Review
3. Enter into discussions with our former GESP partners on a new Joint Strategic Planning Framework that ensures responsibility for development site allocations and targets is retained with the Local Plan

(Proposed by Cllr L D Taylor and seconded by Cllr A White)

Reason for decision:

This Cabinet believes that GESP presents Mid Devon with an unacceptable risk of large scale developments that are not warranted by any formal measure of local housing need.

Notes:

- i) The Leader requested that his vote against the decision be recorded;
- ii) \*Report previously circulated, copy attached to minutes.

**216. REVISED GESP STATEMENT OF COMMUNITY INVOLVEMENT (SCI) (3-07-37)**

The Cabinet had before it a \* report of the Head of Planning, Economy and Regeneration requesting it to consider and recommend to Council that it approves the Joint Statement of Community Involvement for the Greater Exeter Strategic Plan (GESP).

The Cabinet Member for Planning and Economic Regeneration stated that following the recommendation made in the previous item the document would only be required if Council approved the recommendations in the officers report. It was therefore put forward that:

In the event that Council decides to continue with the Greater Exeter Strategic Plan then:

**RECOMMENDED** to Council that:

- a) The Council approves the contents and adopts the Joint SCI that has been prepared for the Greater Exeter Strategic Plan (GESP); and
- b) The Council gives delegated authority to the Leader, in consultation with the Portfolio Holder and Chief Executive, to agree changes to the Joint SCI arising from decisions by the other GESP local planning authorities and to approve it as a Local Development Document, noting that it will apply jointly to East Devon District, Exeter City, Mid Devon District and Teignbridge District Councils.

(Proposed by Cllr G Barnell and seconded by Cllr A White)

Reason for decision

If the decision of the Council is to accept the Greater Exeter Strategic Plan then the GESP Joint Statement of Community Involvement sets out how consultation on, and involvement in, the preparation of the GESP will take place, together with delegated authority to agree changes will be required.

Note: \*Report previously circulated, copy attached to minutes.

## 217. **FINANCIAL MONITORING (3-13-58)**

The Cabinet had before it and **NOTED** a \* report of the Deputy Chief Executive (S151) presenting a financial update in respect of the income and expenditure so far in the year.

The Cabinet Member for Finance outlined the contents of the report stating that this was the first financial monitoring statement produced since lockdown. The Covid 19 pandemic had had a significant impact on the financial performance of the Council in the first quarter and whilst there were areas of additional expenditure due to the pandemic, the greatest effect related to the loss of income with a full year deficit of £2.9m, this reflected not only the effects of the lockdown, but also the ongoing underperformance as service activity would take time to recover. The current forecasted General Fund deficit for the current year was £1.503K after transfers to and from earmarked reserves as shown in appendix 1 of the report.

He reported that the HRA was in a satisfactory condition however there were concerns for when the furlough programme ended. Appendix C of the report highlighted the actuals against proposed budget. He informed the meeting that a revised budget would be considered at the next Cabinet meeting.

Note: \*Report previously circulated, copy attached to minutes.

## 218. **PERFORMANCE AND RISK (3-19-54)**

The Cabinet had before it and **NOTED** a \* report of the Director of Corporate Affairs and Business Transformation providing Members with an update on the performance against the Corporate Plan and local service targets.

Note: \*Report previously circulated, copy attached to minutes.

## 219. **NOTIFICATION OF KEY DECISIONS (3-20-31)**

The Cabinet had before it and **NOTED** its rolling plan for August 2020 containing future key decisions.

Note: \* Plan previously circulated copy attached to minutes.

## 220. **COUNCILLOR A WILCE (3-22-00)**

Cllr Wilce raised the issue of unanswered questions from public question time stating that:

The question Mr Quinn asked this evening hasn't been answered...he asked why his question at the last Cabinet meeting had not been answered by Mr Jarrett who is present tonight and so is able to answer that question.

His other question from that meeting has also not been fully answered. He asked whether there were releases in place for Mid Devon employees that are seconded to 3R. The answer given related to only one seconded full time person. His enquiry did not specify full time or otherwise employment. We all know there is more than one

MDDC employee seconded to 3R. The answer suggests but doesn't say it explicitly that there is or was another Mid Devon employee seconded to 3R without having been released from their legal obligation to the Council. I wish to know whether or not this is the case.

The Deputy Chief Executive (S151) stated that he would look into the matter and respond to Mr Quinn by the end of the week..

(The meeting ended at 9.24 pm)

**CHAIRMAN**

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Mr Quinn's written questions and responses

Cabinet - 9<sup>th</sup> July 2020

The Chairman read a statement on behalf of Mr Quinn referring to, Item 10: Annual Treasury Management Review 2019/20.

In Section 8, sub section 2 (Non-Treasury Management Investments), figures are given for the Council loans to the Company and it is stated that: "these loans are subject to overarching management review on a regular basis. This is reflected in the impairments, made in periodic monitoring reports and in a year-end review, totalling £790,000".

Yet the Company was loaned nearly six and a half Million Pounds in this year.

Lending such an amount to a Company that is openly saying it might not pay its debts on time, inevitably raises questions.

One such question was asked at Audit Committee, on 23 June 2020, where the Committee was asked for "an assurance that all loans were made with due diligence and competence by MDDC Officers, fully in accordance with the usual business risk management processes".

The Deputy Chief Executive/ S151 Officer promised a "full and thorough response" - but no response appears in the Audit Committee Minutes.

My first question is: Where can I see this response?

*As this question was asked at Audit Committee on the 23 June 2020 the next available committee meeting is scheduled for the 11 August 2020. The Deputy CE and S151 will ensure the following response is provided at the meeting.*

*I can provide full assurance that qualified finance staff review all loan transactions on a monthly basis and these are the same professional officers who assess the timing/frequency and likely level of repayment of all loans and it is these officers that calculate the impairment figure included in the Council's monthly financial monitoring reports. This formal review process also takes account of any associated business, economic and sales risks.*

*In addition to the review undertaken by the Council's finance staff, 3Rivers also has an annual review by Devon Audit Partnership who also report back to the Audit Committee their overarching findings relating to all financial and operational control measures, which includes commentary on any/all risk mitigation processes.*

With regard to Agenda item 13:- 3 Rivers Developments Ltd Feedback.

In the second paragraph of the 'Legal Implications' section, the Chief Executive makes a clear statement that: "Neither Officers nor Members are able to put themselves in a situation where their duty to the Council conflicts with their duty to the Company".

He then retracts this clarity by continuing: "in so far as Officers are concerned - as their duty to the Council arises from their terms and conditions of employment. The Council, as their employer, is able to amend the terms and conditions, so that when

Officers are acting in their role as a Director of the Company, they act in the best interests of the Company”.

My second question is: Has any Officer ever had their terms and conditions of employment amended in the way that the Chief Executive describes?

**Response of the Chief Executive**

*Dear Mr Quinn*

*Thank you for your question at last week’s cabinet meeting (of 09/07/20). I believe you were listening when I commented on this during the item in question; I stated at the time that I had discussed this briefly with my HR colleagues but that I believed it could be done via providing a formal ‘release’ when in a seconded role working for the company – rather than having to specifically change any individual’s terms and conditions.*

*I undertook to get back to you once I had clarified the position. I have since followed this up and can confirm that the necessary release has been officially provided from the HR department to the employee that has been seconded on a full-time basis to the company.*

*Regards*

*Stephen*

#### Cabinet 6 August 2020

At the last Cabinet meeting, I asked two questions.

One was answered in writing after the meeting, but the other has not been.

I had asked where I could see the answer to a question posed at the Audit Committee meeting of 23 June 2020.

In section 201 of the minutes of your previous meeting, at the end of the second paragraph, it is recorded that the Deputy Chief Executive “would respond to Mr Quinn directly”.

I have not had any response from the Deputy Chief Executive since that Cabinet meeting - so I still have not received an answer to my question.

My question is:

Why has the Deputy Chief Executive not provided the response he is shown as promising in the Minutes of the Previous Meeting?

*As confirmed in my response to Mr Quinn’s initial question this response will be provided at the next Audit Committee scheduled to be held on the 11/8/20. Apologies that this response wasn’t provided directly to Mr Quinn more promptly as previously agreed.*

**COMMUNITY PDG  
28 JULY 2020**

## **CONTAMINATED LAND COST RECOVERY POLICY**

**Cabinet Member(s):** Cllr Dennis Knowles (Community Well Being)  
**Responsible Officer:** Simon Newcombe, Group Manager for Public Health & Regulatory Services

**Reason for Report:** The Contaminated Land Cost Recovery requires review by virtue of time bar.

**RECOMMENDATION:** That the PDG recommends to Cabinet that the revised Contaminated Land Cost Recovery Policy (attached in Annex A) be adopted

**Financial Implications:** The objective of the policy is to formalise the approach taken to the recovery of costs and to ensure that the approach is transparent and consistent. The apportionment of remediation costs and exclusion/hardship tests can be complex and having an up to date policy means a consistent decision-making framework is in place if and when required which Defra consider is a best-practice approach.

There may be significant financial implications for Mid Devon District Council arising from its statutory duty to investigate and secure the remediation of contaminated land (under Part 2A of the Environmental Protection Act 1990). These will vary considerably on a case by case basis depending on the nature of the required remediation and the financial status of the liable persons. Nonetheless, formally designating land as contaminated has to pass substantial scientific and legal thresholds and isn't done lightly or frequently as a result. Consequently, whilst we continue to drive remediation of historic land contamination through the planning process, we have had no requirement to designate any land in the district under the Part 2A regime since the policy was last reviewed in 2015. However, triggers leading to investigation of land under the legislation could occur at any time.

The proposed revised policy in itself will not give rise to any additional expenditure. However, in the event of the Council needing to undertake a substantial remediation project it is very unlikely that costs can be met from existing budgets. Furthermore, from March 2017 the Council can no longer apply for external funding from the Defra Contaminated Land Capital Projects Programme to cover its capital costs. In adopting the original version of this Policy it was highlighted that whilst this programme was available at the time (and had been available for a number of years), it was provided at the discretion of Defra and could be withdrawn or changed in the future, which was clearly the case.

Minor amendments have therefore been made to the policy to reflect the withdrawal of this programme.

The suggested approach should facilitate a more efficient and robust method for the recovery of remediation costs.

Failure to adopt an appropriate Cost Recovery Policy may lead to uncertainty and inconsistency in any cost recovery action taken by the Council and may result in financial loss.

*Approved by Finance: yes/nø - Group Manager for Financial Services*

### **Budget and Policy Framework**

This is a policy regarding cost-recovery arising from undertaking a specific statutory function. The internal budget implications (and potential third-party financial implications) are discussed under Financial Implications above and herein throughout the body of the report and the policy itself. The policy implications are as set out under Legal Implications below and also within the body of the policy itself as determined by the statutory framework.

*Approved by Finance: yes/nø - Group Manager for Financial Services*

**Legal Implications:** Under Part 2A of the Environmental Protection Act 1990, the Council has a statutory duty to identify and remediate land where contamination is causing unacceptable risks to human health or the wider environment.

It is not the purpose of this policy to set out when and how land may be determined as contaminated (if at all). That is a matter of the Part 2A legislation, the accompanying statutory guidance and other technical guidance. The purpose of this policy is to ensure a consistent and transparent approach when seeking to recover costs for remediation of Contaminated Land where it is formally determined.

Since the previous adoption of this policy in 2015, following the withdrawal of Defra grant funding (see above), the Council has ceased proactively investigating potential historic contaminated land (i.e. land developed prior to the introduction of planning controls in 1990 and/or the introduction of the Environmental Damage Regulations in March 2009). However, the Council may become aware of land that is potentially contaminated through historic activities that may pose a risk to public health or the environment and therefore under the statutory duties set out within the Part 2A legislation be required to investigate.

In undertaking cost recovery decisions the Council must have regard to any hardship which the recovery might cause to the appropriate person. In doing so, the Council must have regard to the Statutory Guidance for Part 2A (Defra, April 2012). Specific guidance on cost recovery and hardship is given in Section 8 of the Guidance.

*Approved by Legal: yes/æ – Elizabeth Palmer, Solicitor on behalf of Head of Legal Services*

**Risk Assessment:** Failure to adopt an appropriate Cost Recovery Policy may lead to uncertainty and inconsistency in any cost recovery action taken by the Council and a failure to meet Statutory Guidance/legal requirements. As a consequence, this may also result in a failure to secure appropriate remediation, thereby not protecting the community from harm to health or preventing further pollution to the environment. Furthermore this could lead to a financial loss by the Council and reputational damage.

*Approved by Performance/Governance: yes/æ – Group Manager for Performance, Governance and Data Security*

**Equality Impact Assessment:** No equality issues are specifically identified in this report and the policy does not impact in any way on legally protected characteristics. Nonetheless, the policy specifically addresses issues of financial hardship and equitable apportionment of costs in a manner which is consistent with statutory requirements.

**Relationship to Corporate Plan:** Having an adopted, transparent policy for cost recovery for contaminated land remediation will help secure the remediation of such land and is consistent with the latest Corporate Plan (2020-24) priority for sustainable communities.

**Impact on Climate Change:** None directly arising from the report. Indirectly, allowing people to stay in their homes and regenerating existing development has a lower net-carbon footprint than new-build.

## **1.0 Background and policy changes**

1.1 The report presents a revised version of the current Contaminated Land Cost Recovery Policy approved by Cabinet. It was recommended that the policy was reviewed every 5-years and revised where necessary. A review has been undertaken and the policy does not require substantial revision therefore is largely unchanged from the previous version. Minor changes have however been made to reflect the following:

- Reformatting the policy in-line with current policy document templates and changing reference to the 'local authority' to 'the Council' where necessary for clarity.
- Minor legislative updates (EU Exit regulations on Environmental Regulations in 2019 and repeal of Housing Act 1996 in England)
- Pending changes to updated Environment Agency Guidance (Land contamination: risk management (LCRM – due to replace current model procedures called CLR11 in 2020)
- Closure of the Defra Contaminated Land Capital Projects Programme in March 2017
- The updated Housing Assistance Policy 2019-22 (availability of Healthy Homes Grants in addition to the on-going Wessex Home Improvement Loan product)

## 2.0 **Statutory duty – the Part 2A Contaminated Land regime**

2.1 Part 2A (Section 78) of the Environmental Protection Act 1990 (as inserted by Section 57 of the Environment Act 1995) came into force in 2000 and introduced a duty for all local authorities to identify and remediate land where contamination is causing unacceptable risks to human health or the wider environment. Local authorities are the primary regulator and only they can determine if land is formally contaminated under the legislation.

2.2 The main purpose of Part 2A is to deal with the legacy of land contamination arising from the long history of industrial, military and waste disposal activities in the UK. Contamination can also occur as a result of the geology of the area, or through agricultural use. In applying its duties under Part 2A local authorities safeguard public health and the wider environment.

2.3 The aim is to take a proportionate approach and identify sites where there is most significant land contamination. Thereafter, local authorities have to evaluate whether or not there is a connection between the contamination or pollution in the ground and whether, by a variety of different routes or pathways, the pollutants could come into contact with various different receptors including humans and ground water. Under Part 2A contaminated land is legally defined where there is this source, pathway and receptor connection and that the degree of contamination is such that it could cause a significant possibility of significant

harm to human health, harm to property or significant pollution of designated ecosystems and controlled waters (e.g. groundwater, rivers and lakes). It is the responsibility of local authorities to ensure that unacceptable risks are remediated or mitigated to the extent that the land is no longer capable of meeting the legal definition of contaminated land.

2.4 The Council can secure remediation in two ways, by voluntary negotiation or by serving a Determination Notice and using its legal powers to 'clean-up' a site.

2.5 In common with other environmental legislation, Part 2A utilises the 'polluter pays' principle to ensure those responsible for polluting are liable for the financial costs of remediation.

2.6 The 'polluter pays' principle does not however fit particularly well in the case of the Part 2A legislation. This is because, for example:

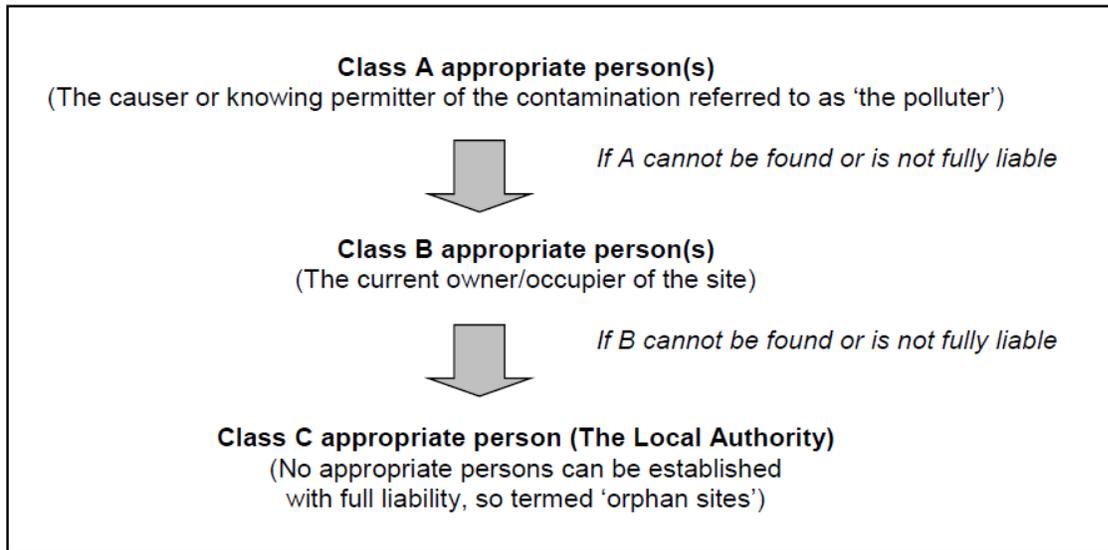
- the original contamination may have occurred many years ago and the responsible companies may have ceased to exist, or responsible persons be dead or untraceable
- the pollution may have migrated from one site to another
- it may be inappropriate to expect the present occupiers to be aware of past occurrences when they purchased their houses

2.7 There is a highly complex series of scientific and legal tests that need to be fulfilled before the 'polluter' can be pursued and liability to pay for remediation established. The outcome of the investigations may identify more than one person who would meet the definition of polluter or it might identify none.

2.8 For the purposes of the legislation the polluter is the person who caused or knowingly permitted the contamination to occur and this group is known as the Class A appropriate person. Where no party fits this description liability falls upon the current owner/occupier of the site (this group is known as the Class B appropriate person).

2.9 In cases where no appropriate person can be established and/or where the appropriate persons are not liable for part or all of remediation costs, the local authority (Class C appropriate person) becomes the appropriate person and is responsible for remediating the site. Figure 1 illustrates the hierarchy for liability.

Figure 1: Contaminated Land Liability under Part 2A EPA 1990



2.10 When all appropriate persons have been identified and the liability for remediation has been apportioned, then legal tests are carried out on any Class A or B persons to see if any should be excluded from all or part of their liability. These tests include hardship. When these tests have been completed no appropriate persons may be left fully liable. All or part of the liability that remains will fall to the local authority as the Class C person. There are no exclusion tests for local authorities.

2.11 There is no specific definition of 'hardship' within Part 2A and it therefore carries its ordinary meaning; hardness of fate or circumstance, severe suffering. How hardship is proposed to be specifically interpreted and applied in this context within Mid Devon is detailed in the attached proposed Cost Recovery Policy.

2.12 Class A and C person(s) are potentially liable for all land that is contaminated and for all impacts to all receptors (i.e. human-health, property, designated ecosystems and controlled waters). Class B persons are only potentially liable for the specific area of land they own/occupy and are excluded from liability for impacts to controlled waters.

2.13 Where a determination notice has been served and the local authority is left with all or part of the liability to remediate contaminated land (as the Class C person) then it can no longer apply for monies under the Defra Contaminated Land Capital Projects Programme. Therefore the Council is potentially liable for the full costs of remediation.

2.14 Under its previous inspection strategy, the Council had identified more than 930 historic sites that have the *potential* to meet the Part 2A definition of contaminated land. These sites have been risk assessed and placed in five categories A – E, with A having the highest risk of significant contamination and E the lowest with greatest weighting given to potential for significant harm to human health. Currently approximately 12% of all sites have been investigated and remediated where required. To date, the vast majority of these sites have been ‘voluntarily’ remediated through redevelopment and the planning process rather than via regulatory intervention using Part 2A and this situation is unlikely to change.

2.15 In 2010, under Part 2A the Council formally determined one high-risk former timber treatment site in Yeoford (redeveloped for housing in the 1970-80s) following an assessment of all category A sites in the area. Cost recovery for the remediation of the land affected, comprising the curtilage of part or all of four properties in total, was subsequently secured in accordance with the Contaminated Land Cost Recovery Policy. Without the policy in place then the recovery of costs would have been made significantly more difficult and open to challenge.

2.16 Despite redevelopment being the main driver in achieving the remediation of land contamination, the Council has previously been able to commence active intrusive investigations of sites under Part 2A following the completion of identification and risk assessment work. Focus was on sites in either category A or B where redevelopment of the land concerned was unlikely in the near future but where there is current residential occupation or other sensitive use (e.g. housing or allotments).

2.17 Following the withdrawal of Defra capital funding (see above) the Council is no longer able to pro-actively target potential sites. The legal duty to investigate land in our district remains and land may come to our attention at any time as result of other triggers e.g. change of ownership and environmental liability queries or a health event arising from a change of use and we will continue to rely on surveillance and notification by Public Health England to alert us to potential issues. As a consequence the Council may still have to formally determine land as contaminated under Part 2A in the future and must therefore have in place an adequate Contaminated Land Cost Recovery Policy.

### **3.0 Policy principles**

3.1 The attached policy has been drawn up against the background given above and is based upon the relevant sections of the primary legislation (Part 2A) and statutory guidance (Defra April 2012). In developing this policy originally, the

Council have also consulted external officers and policies other local authorities who have determined land as contaminated under Part 2A (e.g. South Oxfordshire DC, Mendip DC, Lewes DC, North Hertfordshire DC, LB Camden). We have also been able to identify a small number of new policies adopted by other authorities since the last review but identified no major policy differences.

3.2 Should the Council have need to implement the policy it must continue to have regard to the primary legislation and statutory guidance (as may be updated) in addition to any relevant case law.

3.3 It is important however, that the Council recognises there is a wide variation in the circumstances associated with land contamination and its approach is to apply nationally published guidance in terms of principles and approaches rather than rigid rules. The policy defines how the Council will apply these principles and approaches in a manner that is as transparent, consistent, fair and equitable as possible and in particular seeks to minimise the financial burden on Class B persons and the taxpayer. Overall, where possible the costs of remediating contaminated land are to be borne by the original polluter (Class A person).

3.4 The policy contains a mechanism to conduct an assessment of hardship which includes 'means testing' in order to establish an appropriate person's ability to pay for remediation works and therefore their level of liability. Information gathered in respect of this decision making process will be treated in confidence and in full accordance with data protection legislation. Information received will only be used for the purpose of cost recovery decisions and in making judgements regarding the ability to pay in each individual case.

3.5 Overall, the policy will act as a guide for the decision making process in respect of the recovery of costs.

#### 4.0 **Recommendation**

4.1 That the PDG recommends to Cabinet that the revised Contaminated Land Cost Recovery Policy (as attached in Annex A) be adopted

**Contact for more Information:** Simon Newcombe (Group Manager for Public Health & Regulatory Services) 01884 244615 or [snewcombe@middevon.gov.uk](mailto:snewcombe@middevon.gov.uk).

## **Circulation of the Report:**

Cabinet Member for Community Wellbeing (Cllr Dennis Knowles)  
Members of the Community Policy Development Group  
All Leadership Team  
All Group Managers

## **List of Background Papers:**

1. Environmental Protection Act 1990 – Part 2A, sections 78A-78YC
2. The Contaminated Land (England) Regulations 2006 (Statutory instrument 2006 No.1380)
3. Defra Circular 01/2006
4. Defra Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance (2012)
5. Environment Agency Contaminated Land Report CLR 11 – Model Procedures for the Management of Land Contamination and Land contamination: risk management (LCRM – due to replace CLR11 in 2020)
6. Environment Agency Managing and reducing land contamination: guiding principles (GPLC 2016)
7. Mid Devon District Council Housing Assistance Policy (current version 2019-22)

**Annex A – Contaminated Land Cost Recovery Policy 2020.**

**Mid Devon District Council**

**Public Health and Regulatory Services**

**CONTAMINATED LAND COST RECOVERY POLICY**

**Policy Number:** PH/EP/CL/01/09

Target audience:

Investigating Officers and Decision-Makers, Leadership Team, Legal Services and any person, organisation, company or business affected by regulatory action regarding land legally determined as Contaminated Land under the Provisions of Part 2A of the Environmental Protection Act 1990.

**February 2020**

## Version Control Sheet

*Title: Contaminated Land Cost Recovery Policy PH/EP/CL/01/09*

*Purpose:* The purpose of this policy is to ensure a consistent and transparent approach when seeking to recover costs for remediation of Contaminated Land determined under Part 2A of the Environmental Protection Act 1990

*Owner:* **Group Manager for Public Health and Regulatory Services**  
[snewcombe@middevon.gov.uk](mailto:snewcombe@middevon.gov.uk)

*Date:* **February 2020**

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*Consultation* **This document was produced in consultation with the following:**

Public Health and Regulatory Service team leads  
Group Managers  
Leadership Team  
Legal Services

### Document History

This document obtained the following approvals.

| <b>Title</b>             | <b>Date</b> | <b>Version Approved</b> |
|--------------------------|-------------|-------------------------|
| Cabinet                  | 16/07/09    | 1.0                     |
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## Introduction

The costs of cleaning up contaminated land are not automatically covered by the public purse. The Government's policy is that the polluter (all persons who put the contamination there in the first place) should pay for any contamination they have caused by bearing the financial costs of cleaning it up.

Once a site has been legally determined as Contaminated Land, the Council has a duty to compile a list of **ALL** potential liable parties; this is to include anyone who has owned, occupied or operated on the site and may result in quite a long list. A series of tests is applied to each party (known as exclusion tests) to determine who, if anyone, is the liable party.

The enforcing authority (usually the local authority, therefore Mid Devon District Council in our area) will serve a remediation notice on the polluter to ensure the works are carried out. The remediation notice is a legal document so therefore open to appeal in the courts. Appealing a remediation notice will undoubtedly slow the remediation works.

The legislation (Environmental Protection Act 1990 section 78F) states, however that there are three parties that may become the potential recipients of a remediation notice, only one of which is the polluter. A conflict with the 'polluter pays' principle therefore exists. Potential liable parties are:

- The person(s) who **caused** or **knowingly permitted** the contaminating substances to be in, on or under the land in question (known collectively as the 'polluter' and referred to in the legislation as the Class A appropriate person)
- The **owner** for the time being of the contaminated land (Class B appropriate person)
- The **occupier** for the time being of the contaminated land (Class B appropriate person)

The most obvious person who should be the recipient of the remediation notice is the original polluter of the site (Class A person). If there is more than one polluter of a site, where for example the site has had a long history of different contaminative uses then the enforcing Council has to decide how much each (Class A) person should pay towards remediation works.

Although the primary responsibility for the cost of the remediation rests with the person who caused or knowingly permitted the contamination if they cannot be found after reasonable inquiry by the regulator, responsibility falls upon the current owners and occupiers of the land (Class B persons). The Council will in all cases do its best to ensure a fair and equitable solution can be found should liability fall upon the current owner/occupier.

Class B parties are only liable for remediation of contamination within the boundaries of their property and cannot be held liable for any pollution of controlled waters (underlying groundwater or surface water features including rivers, lakes and streams).

Responsibility for cleaning up Contaminated Land will only fall on the Council when no liable parties can be found for the site in question; so termed Orphan sites (this is only the case when the Council is not regarded as a potential Class A or B party). Should this be the case, the Council could previously apply to Central Government for financial assistance in covering its reasonable costs. However, the previous assistance scheme (Defra Contaminated Land Capital Projects programme) was closed in 2017 and at time of policy writing this had not been reinstated or replaced which may place a financial burden on the Council where it has been required to take action under the Part 2A legislation.

If a remediation notice is served and not complied with or the Council chooses not to serve a remediation notice, the Council will bear the costs of the clean-up themselves (where external funding cannot be found) and seek to recover those costs from the appropriate persons.

Financial circumstances have no bearing on the identification of the appropriate person, the application of the exclusion tests, apportionment or attribution of liability between liable groups involved in shared actions, although it may entitle the appropriate person to a reduction or release of liability under the hardship provisions when the Council are making cost recovery decisions.

Before attempting to recover any costs from an appropriate person, the Council will take into account any hardship that full recovery of costs will cause and adhere to all applicable statutory guidance. Hardship is given no specific meaning under the Contaminated Land regulations, and so carries its *normal* meaning: 'hardness of fate or circumstance, severe suffering or privation'.

### **Purpose of this policy**

The purpose of this policy is to ensure a consistent and transparent approach when seeking to recover costs for remediation of Contaminated Land determined under Part 2A of the Environmental Protection Act 1990. The following documentation should be read in conjunction with the policy:

1. Environmental Protection Act 1990 – Part 2A, sections 78A-78YC
2. The Contaminated Land (England) Regulations 2006 (SI 2006/1380) with some technical amendments to be made by The Environment (Amendment etc) (EU Exit) Regulations 2019 (SI 2019/458)
3. Defra Circular 01/2006\*
4. Defra Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance (2012)
5. Environment Agency Contaminated Land Report CLR 11 – Model Procedures for the Management of Land Contamination and Land contamination: risk management (LCRM – due to replace CLR11 in 2020)
6. Environment Agency Managing and reducing land contamination: guiding principles (GPLC 2016)
7. Mid Devon District Council Housing Assistance Policy (current version)

\*replaced by 4. but as non-statutory guidance it has not been replaced and sets out useful background and commentary

## **POLICY**

### **1. Application**

1.1 This policy will apply in the following instance:

- Where the remediation work has been agreed voluntarily or otherwise as a result of direct implementation of section 78 of the Part 2A of the Environmental Protection Act 1990 ('Part 2A') and all sub-sections therein but excluding all remediation provisions regarding designated 'Special Sites' where the Council is not the regulator (this is the Environment Agency in England). The GPLC guidance (see Purpose of Policy) contains more information on Special Sites.

1.2 The flexible nature of this policy is deemed necessary in order for it to be in keeping with the Government's stated objectives for the Contaminated Land Regime (Part 2A), i.e. the encouragement of voluntary remediation and to seeking that the cost burdens faced by individuals, companies and society as a whole are proportionate, manageable and economically sustainable whilst recognising the present lack of specific Government capital grant funding for remediation works. Ultimately, the Part 2A regime provides a duty (to inspect land where required) and powers to remediate land subsequently determined as being harmful (or highly likely be harmful) to human-health and/or polluting to the environment.

### **2. General Considerations**

2.1 This document sets out Mid Devon District Council's ('the Council') policy considerations in relation to the recovery of costs incurred during the remediation of contaminated land.

2.2 In general terms, the Council will;

- Seek to recover in full its reasonable costs incurred when performing its statutory duties in relation to the remediation of contaminated land. In doing so, only apportion remediation costs where they are legally due. For example Class B appropriate persons are only liable for remediation linked to dealing with contamination that is (or potentially is) harmful to human health within their property boundary and are not liable for remediation of controlled waters.
- Wherever possible, apply the 'polluter pays' principle, whereby the remediation costs are borne by the original polluter.
- Where this is not possible, seek all external sources of finance for remediation.
- Have due regard to avoiding hardship that the recovery of costs may cause.
- Aim for an overall result, which is fair and equitable as possible to all parties (including the Council) who may have to meet the costs of remediation

- 1.3 Accordingly, the Council will consider the degree and nature of responsibility of the appropriate person for the creation, or continued existence, of the circumstances that led to the land in question being identified as contaminated land.
- 1.4 The Council will also consider whether it could recover more of its costs by deferring recovery and securing them by a charge on the land in question under section 78P of the Environmental Protection Act 1990. Such deferral may lead to payment from the appropriate person either in instalments (section 78P(12)) or when the land (premises for the purposes of the act) is next sold within a specified period of no more than 30-years from the date of the Charging Notice. Interest may be payable at the rate determined by the Council under section 78P(4).

### **3. Estimating Remediation Costs**

- 3.1 The following procedure will be followed by the Council to estimate the remediation costs on a site specific basis. The procedure must be completed before any decisions are made on waiver or reduction in liability on any appropriate person (Class A or B).
- 3.2 A basic remediation options appraisal will be undertaken by the Council based upon the principles set out in the Environment Agency guidance documents *CLR11: Model Procedures for the Management of Land Contamination and Land contamination: risk management (LCRM 2020)*. The following principles will apply for this policy:
  - Identification of a minimum of 3 feasible remediation options for each pollutant linkage.
  - Carrying out an evaluation of a minimum of 2 feasible remediation options for each pollutant linkage sufficient to obtain a budget estimate of the cost of remediation.
  - Selection of 1 remediation option for each pollutant linkage proposed for implementation on the site and the production of a remediation method statement to refine costs and finalise a budget estimate.
  - The involvement of an independent environmental consultant to propose and estimate remediation costs.
  - In the event of disagreements between the Council and the Class A or B appropriate person (on the proviso that the policy has been followed appropriately) the Council is not obliged to expend any more resources on the estimation of remediation costs.

### **4. Information for Making Decisions**

- 4.1 The Council will expect that anyone who is seeking a waiver or reduction in the recovery of remediation costs will need to present any financial or related information required to support their request within a reasonable time period.
- 4.2 The Council will also seek to obtain such information as is reasonable, having regard to

- How the information may be obtained
- The cost, for all the parties involved, of obtaining the information; and
- The potential significance of the information for any decision

4.3 The appropriate person will be informed of any cost recovery decisions taken, explaining the reasons for those decisions. There shall be no appeal mechanism against the decision unless it can be demonstrated that:

- Information supplied for an assessment was erroneous; or
- The circumstances of the appropriate person have substantially changed between the time of the selection of the remediation methodology/costs and the completion of works in a way that require an assessment to be repeated

## **5. Threat of Business Closure or Insolvency**

5.1 In the case of a small or medium-sized enterprise<sup>1</sup> which is the appropriate person, the Council will consider:

- Whether recovery of the full cost attributable to that person would mean that the enterprise is likely to become insolvent and thus cease to exist; and if so, the cost to the local community of such a closure
- Where the cost of remediation would force an enterprise to become bankrupt, the Council will consider waiving or reducing its costs recovery to the extent needed to avoid making the enterprise insolvent.

5.2 The Council will not normally waive or reduce its costs recovery where:

- It is clear that an enterprise has deliberately arranged matters so as to avoid responsibility for the costs of remediation
- It appears that the enterprise would be likely to become insolvent whether or not recovery of the full cost takes place; or
- It appears that the enterprise could be kept in, or returned to, business even if it does become insolvent under its current ownership.

<sup>1</sup>A small or medium sized enterprise is considered to be an independent enterprise with fewer than 250 employees, and either a balance sheet total not exceeding £18m or an average business income not exceeding £36 million (based on The Companies, Partnership and Groups (Accounts and Reports) Regulations 2015 implementing the EU Accounting Directive).

## **6. Trusts**

6.1 Where the appropriate persons include persons acting as trustees, the Council will assume that such trustees will exercise all powers which they have, or may reasonably obtain, to make funds available from the trust, or from borrowing that can be made on behalf of the trust, for the purpose of paying for the remediation. The Council will, nevertheless, consider waiving or reducing its costs recovery to the extent that the costs of remediation to be recovered from the trustees would otherwise exceed the amount that can be made available from the trust to cover these costs.

6.2 The Council will not waive or reduce its costs recovery:

- Where it is clear that the trust was formed for the purpose of avoiding paying the costs of remediation; or
- To the extent that trustees have personally benefited, or will personally benefit from the trust.

## **7. Charities**

7.1 The Council will consider the extent to which any recovery of costs from a charity would jeopardise that charity's ability to continue to provide a benefit or amenity, which is in the public interest. Where this is the case, the Council will consider waiving or reducing its costs recovery to the extent needed to avoid such a consequence. This approach applies equally to charitable trusts and to charitable companies.

## **8. Registered Social Landlords (RSLs)**

8.1 The Council will consider waiving or reducing its costs for recovery if:

- The appropriate person is body eligible for registration as a social housing landlord under section 80 of the Housing and Regeneration Act 2008
- Its liability relates to land used for social housing, and full recovery would lead to financial difficulties for the appropriate person, such that the provision or upkeep of the social housing would be jeopardised.

8.2 The extent of the waiver or reduction will normally be sufficient to avoid any financial difficulties.

## **9. Specific Considerations Applying to Class A Persons**

9.1 The Council will not normally waive or reduce its cost recovery where it was in the course of carrying on a business that the Class A person caused or knowingly permitted the presence of the significant pollutants. This is because the appropriate person is likely to have earned profits or assets from the activity, which created or permitted the presence of those pollutants.

## **10. Where Other Potentially Appropriate Persons Have Not Been Found.**

- 10.1 In some cases where a Class A person has been found, it may be possible to identify another person who caused or knowingly permitted the presence of the significant pollutant linkage in question, but who cannot now be found for the purposes of treating them as an appropriate person. For example, this may apply where a company has been dissolved.
- 10.2 The Council will consider waiving or reducing its costs recovery from a Class A person if that person demonstrates to the satisfaction of the Council that:
- (a) Another identified person, who cannot now be found, also caused or knowingly permitted the significant pollutant to be in, on or under the land: and
  - (b) If that other person could be found, the Class A person seeking the waiver or reduction of the Council's costs recovery would either:
    - (i) Be excluded from liability by virtue of one or more of the exclusion tests set out in Defra Circular 01/2006, or
    - (ii) The proportion of the cost of remediation of which the appropriate person has to bear would have been significantly less, by virtue of the guidance on apportionment set out in Defra Circular 01/2006.
- 10.3 Where an appropriate person is making a case for the Council's costs recovery to be waived or reduced by virtue of paragraph 10.2 above, the Council will expect that person to provide evidence that a particular person, who cannot now be found, caused or knowingly permitted the significant pollutant to be in, on or under the land. The Council will not normally regard it as sufficient for the appropriate person concerned merely to state that such a person must have existed.

## **11. Specific Considerations Applying to Class B Persons**

- 11.1 In some cases the cost of remediation may exceed the value of the land in its current use after the required remediation has been carried out. In such circumstances, the Council will consider waiving or reducing its costs recovery from a Class B person if that person demonstrates to the Council that the cost of remediation is likely to exceed the value of the land including any property. In this context, the 'value' should be taken to be the value that the remediated land would have on the open market, at the time the cost recovery decision is made, disregarding any possible blight arising from contamination.
- 11.2 In general, the extent of the waiver or reduction in costs recovery will be sufficient to ensure that the costs of remediation borne by the Class B person do not exceed the value of the land. However, the Council will seek to recover more of its costs to the extent that the remediation would result in an increase in the value of any other land from which the Class B person would benefit.

- 11.3 In determining the value of the land the Council will formally request that the Class B person provides an independent property valuation completed by an appropriately accredited professional. If there is any doubt or disagreement regarding a valuation that has been provided then the Council retains the right, at its own expense, to obtain a separate independent valuation of the property concerned from the District Valuer or other organisation.
- 11.4 For Class B person owners and occupiers, the Council will consider waiving or reducing its costs recovery where that person satisfies the Council that, at the time the person purchased the dwelling, they did not know, and could not reasonably have been expected to have known, that the land was adversely affected by presence of a pollutant (refer to section 12).
- 11.5 Any such waiver or reduction will be to the extent needed to ensure that the Class B person in question bears no more of the cost of remediation than it appears reasonable to impose, having regard to their income, capital and outgoings.
- 11.6 Inherited property will be treated as though the property was purchased.
- 11.7 In accordance with the contaminated land legislation (Part 2A) a Class B person will not be liable for any remediation costs in respect of pollution of controlled waters.
- 11.8 Where the contaminated land in question extends beyond the dwelling and its curtilage, and is owned or occupied by the same appropriate person, the approach described in paragraph 11.4 and 11.5 above will only be applied to each dwelling and its curtilage independently.
- 11.9 In judging the extent of a waiver or reduction in costs recovery from an owner/occupier of a dwelling, the Council will apply a form of means test ('the Means Test') similar to that used for applications for adult Disabled Facilities Grants (DFGs). These grants are assessed on a means-tested basis, as presently set out in the Housing Renewal Grants Regulations 1996 (SI 1996/2890). The DFG test determines how much a person will contribute towards the cost of necessary renovation work for which they are responsible, taking into account income, capital and outgoings, including allowances for those with particular special needs. For this purpose, any upper limits for grants payable under DFGs will be ignored.
- 11.10 In the event that the Means Test indicates that the Class B person is not eligible for any cost reduction the Class B person will be liable for all of the costs of the remediation work unless section 11.12 of this policy applies. Section 15 of this Policy addresses the scenarios that may arise in this event.
- 11.11 In the event that the Means Test indicates that the Class B person is eligible for a reduction of the costs of remediation, the Council will only be able to recover the proportion, as indicated by the Means Test, of the costs incurred in carrying out the remediation work allowing for any waiver or reduction in the event that section 11.12 of this policy applies. Section 14 of this Policy addresses the scenarios that may arise in this event.

11.12 The Council may also consider a waiver or reduction in costs that a Class B person may be liable for in the following circumstances:

- It can be demonstrated that the Council has acted unreasonably in any grant of planning permission, tenancy agreement or building control approval in that it failed to take into account direct evidence provided to the Council of actual or potential significant contamination and/or failed to take all reasonable steps to establish a potential contamination constraint in accordance with its statutory duties (as they applied at the time the permission, agreement or approval was granted).
- In *exceptional* circumstances a Class B person may be eligible for a Healthy Homes Grants or Wessex Home Improvement Loan (or equivalent as set out under the current, adopted Council Housing Assistance Policy) if the contamination present is sufficient for it to be categorised as a Class 1 hazard in accordance with current national Housing Health and Safety Rating System (HHSRS) or any equivalent replacement risk assessment system. In the case of a grant then the Council will consider reducing the amount of liability to a maximum extent of the upper limit of a grant payable under Housing Assistance Policy.

## **12. Precautions Taken Before Acquiring a Freehold or Leasehold Interest**

12.1 In some cases, the appropriate person may have been reckless as to the possibility that land they have acquired may be contaminated, or they may have decided to take a risk that the land was not contaminated. Conversely, precautions may have been taken to ensure that he did not acquire land which is contaminated.

12.2 The Council will consider reducing its cost recovery where a Class B person who is the owner of the land demonstrates to the satisfaction of the Council that:

- (a) They took such steps prior to acquiring the freehold, or accepting the grant of assignment of a leasehold, as would have been reasonable at that time to establish the presence of any pollutants;
- (b) When they acquired the land, or accepted the grant of assignment of the leasehold, they were unaware of the presence of the significant pollutant now identified and could not reasonably have been expected to have been aware of its presence; and
- (c) It would be fair and reasonable, taking into account the interests of national and local tax payers, that they will not bear the whole cost of remediation.

12.3 The Council will bear in mind that the safeguards which might reasonably be expected to be taken will be different in different types of transaction. For example, acquisition of recreational land as compared with commercial land transactions, and as between buyers of different types e.g. private individuals as compared with major commercial undertakings.

12.4 Any acquisition of land made by a Class B person prior to the coming into force of Part 2A of the Environmental Protection 1990 (1 April 2000) will not be required to be accompanied by evidence of reasonable precautions. This is because prior to the introduction of the legislation it can reasonably be argued that the purchaser could not have been aware of their potential liabilities and also enquires made to the Council would not have been made in the same manner as enquires made after the legislation came into force.

### **13. Environmental Insurance**

13.1 A range of commercial and homeowner environmental insurance policies have been available in the UK for a number of years. These include Environmental Impairment Liability Policies, Property Transfer Policies, First-Party Liability Policies, Homeowner Environmental Insurance Policies and other related insurance products.

13.2 A valid environmental insurance policy if held by a Class A or B appropriate person often provides protection against risk of liability under the contaminated land legislation (Part 2A). Such policies, especially for domestic properties, normally only cover pre-existing contamination unknown at the time the property/land was purchased. In this context this may include Part 2A sites where there was no evidence of significant contamination at the time of the property transfer. Some commercial policies do cover pre-existing contamination known to the insurer and insured when the policy is taken out.

13.3 In the event of any liability residing with an appropriate person the Council will enquire if a valid environmental insurance policy is held and the scope of cover it provides. If cover provided by the policy protects the insured against all or part of any liability under Part 2A the Council will take this into account when making any cost-recovery decisions.

### **14. Policy in the Event of Insufficient Means being Proved (Class B Persons)**

14.1 There are two possible scenarios:

(a) The Class B person is proved to have insufficient equity and no means to pay for any proportion of the remediation works. In this situation hardship has been proven and all costs will be waived. The Council will then be liable for the relevant remediation costs as the Class C appropriate person.

(b) The Class B person has sufficient equity but has no other means to pay for all of the remediation works. In this situation hardship has not been fully established but a reduction in liability can be considered. The Council can approve a loan, repayable at the Bank of England base interest rate, to cover all or part of cost of the necessary work that the Class B person cannot afford at the time of the assessment. The Council will require that the grant be registered as a legal charge against the property. This will remain a legal charge on the property until the Class B person decides to repay the loan or the property is sold and the debt is repaid.

## **15. Policy in the Event of Sufficient Means being Proved (Class B Persons)**

15.1 The Class B person will be responsible for all of the costs of the remediation. There are two options available to them:

- (a) The Class B person reaches an agreement, in writing, with the Council to arrange, organise and directly commission the necessary remediation works. In this circumstance the Class B person will be required to repay all of the Council's reasonably incurred costs in completing the necessary remediation work. This is subject to there being sufficient resources available within the Council's capital works or other relevant budget.
- (b) Alternatively, the Class B person may take responsibility for arranging, commissioning and paying for the remediation works directly. In such a situation the role of the Council is to review the work undertaken and ensure it is satisfied that the works have been undertaken to an appropriate standard. This will be done in the same manner as the review of remediation work undertaken by the Council as part of a conditional planning permission.

## **16. Responsibility for Final Decisions regarding Cost-recovery**

16.1 The responsibility for making final decisions in respect of cost recovery on a case by case basis shall be held by Group Manager for Public Health and Regulatory Services in consultation with the Deputy Chief Executive (s151 officer) and the portfolio holder for Community Well-being.

## **17. Policy Review**

17.1 The Council should monitor the application of this policy in order to assess its impact and effectiveness with regard to its duties under contaminated land legislation and in its fulfilment of the Council's objectives.

17.2 Accordingly, this Policy should be reviewed from time to time in order to reflect its performance and take account of any changes to legislation guidance, case law, best-practice and Council objectives etc. In any event, the policy should be formally reviewed every 10 years as a minimum.

## APPENDIX 1: Potential Scenarios and Outcomes

The following example scenarios describe how financial liability could potentially be determined and apportioned under this policy. They are fictional, simplified and for illustrative purposes only.

| <b>Scenario 1</b>   |
|---|
| <p>A residential site built in the 1970s has been determined as Contaminated Land due to unacceptable concentrations of arsenic in the garden soils. Prior to the site being residential it was a saw mill and that timber treatment may have been carried out for a short period during this occupation using arsenic based chemicals to prolong the life of wood. No information was provided (or other evidence available) at the time planning permission was granted that indicated timber treatment had been carried out and there was no national planning policy in place at the time requiring contaminated land to be a material consideration in the planning decision. The site was therefore NOT investigated for arsenic contamination prior being redeveloped for housing. The developer no longer exists in any legal capacity but the company operating the timber works does. Investigations have not found the site to have any other previous uses and the concentrations of arsenic are significantly above average arsenic concentrations compared with 'background' local soils.</p> |
| <b>Potential Outcome</b>  |
| <p>The timber treatment works (or more specifically its legal entity) should be classed as the Class A appropriate person as they are the original polluter of the site. They would be the recipient of the remediation notice and be required to conduct remediation to the appropriate standard.</p> <p>Note: Should the developer of the houses still be in existence than liability may be divided between them and the operator of the Timber treatment works. The developer increased the sensitivity of the site without undertaking any contamination assessment and so may be seen as a 'knowing permitter' (Class A appropriate person) and therefore potentially liable.</p> <p>If the Class A person can demonstrate that it can be excluded from liability by one or more of exclusion tests available under the legislation then liability may fall to the current residential property owners (Class B persons). The policy on cost-recovery will apply with particular attention on assessing hardship.</p>   |

| <b>Scenario 2</b>   |
|---|
| <p>A site is determined Contaminated Land due to presence of oils in the soils. The site is derelict but if left the contamination has the potential to move onto adjoining residential properties. The owner and operator of the site cannot be established.</p> |
| <b>Potential Outcome</b>  |
|   |

Investigations have not been able to determine a Class A appropriate person (polluter) or a Class B appropriate person (current owner/occupier). The site is regarded as an orphan site and the liability for ensuring contamination is cleaned up to prevent it moving offsite falls to the Council. No remediation notice will be served (the Council cannot serve a notice upon itself - instead a remediation statement will be issued outlining what the necessary works will entail).

### Scenario 3

A site has been determined Contaminated Land. No Class A appropriate person (polluter) can be established. The current occupier of the site rents the site from its owner. Neither the owner nor the occupier of the site undertakes any activity that would have caused the contamination of the site.

### Potential Outcome

Class B liability would be considered to be the owner of the property and the policy on cost-recovery will apply with particular attention of assessing hardship. The tenant (occupier) would not be considered to have any liability in this case.

### Scenario 4

A site has been determined as Contaminated Land. A Class A appropriate person (polluter) has been established. A valuation of the polluting company's assets estimates it to be worth £1.2million. An options appraisal has indicated that remediation works are likely to cost £2million.

### Potential Outcome

The company is likely to apply for hardship. The Council must consider whether serving a remediation notice will cause the company hardship. The Council may therefore not serve the remediation notice; it will assess the company's ability to pay and apportion those reasonable costs to the company. The Council will apply for external Central Government funds to cover the remainder of the works (if available).

### Scenario 5

A site has been determined as Contaminated Land; the site has 3 privately owned residential properties. The site has been determined on the basis of arsenic and lead in the garden soils. The site was a lead pipe factory from 1960-1975 and a timber treatment works (using arsenic products) from 1975-1990. The operator of the lead pipe factory no longer exists. The company that built the houses no longer exists. The operator of the timber treatment works still exists.

Property 1 has **lead** and **arsenic** present in the soil

Property 2 has **lead** in the soil  
Property 3 has **arsenic** in the soil

#### **Potential Outcome**

The liable party responsible for remediating property 1 and 3 would be the operator of the timber treatment works as the original polluter of the site (Class A appropriate person). The original polluter for property 2 is no longer in existence and therefore the liability falls upon the current owner/occupier of the property and the policy on cost-recovery will apply with particular attention to assessing hardship.

#### **Scenario 6**

A site was determined Contaminated Land in 2018; the site has 3 privately owned residential properties. The contamination is believed to have migrated onto the site from an adjoining industrial site that was in operation between 1975 and 1980; the original polluter of the site (Class A appropriate person) cannot be established. The residential properties are Victorian and were built in 1880. All of the properties are single homes and worth £335-345,000.

Property 1 was bought in 1950 for £35,000, the property is owned outright.  
Property 2 was bought in 2019 for £340,000, the property is owned outright.  
Property 3 was bought in 2017 for £335,000 with a 95% mortgage.

#### **Potential Outcome**

The owner of property 1 would not be considered as a class B appropriate person on the basis that it was not contaminated when they purchased the property. It is likely that the financial costs of remediation will have to be met by the Council (through external Central Government funding if available).

The owner of property 2 purchased it without a mortgage after it was determined Contaminated Land and failed to undertake adequate due diligence; by owning the property outright they also have full equity to the current value of the property (£340,000). They are unlikely to be considered for hardship.

The owner of property 3 has little or no net equity from their property; hardship may be proven and works funded by the Council (again through external Central Government funding if available).

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## CABINET

3 SEPTEMBER 2020

### REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

#### REVIEW OF DEVELOPMENT MANAGEMENT POLICIES ON PARKING

**Cabinet Member(s):** Cllr Graeme Barnell, Cabinet Member for Planning & Economic Regeneration

**Responsible Officer:** Mrs Jenny Clifford, Head of Planning, Economy and Regeneration

**Reason for Report:** To provide an update and proposed next steps in response to Motion 560 (Review of Development Management Policies on Parking)

**RECOMMENDATION:** That the contents of this report be noted.

**Financial Implications:** There are no financial implications as a direct result of this report.

**Budget and Policy Framework:** None as a direct result of this report.

**Legal Implications:** There are no legal implications as a direct result of this report.

**Risk Assessment:** The risk is deemed to be low. This report provides an overview of the planning policy options available to consider in relation to parking provision and electric vehicle charging points in new development. Further evidence and analysis will be required to inform any future changes to the Council's planning policies.

**Equality Impact Assessment:** No equality issues anticipated. A full Equality Impact Assessment has been prepared as part of the Local Plan Review evidence base.

**Impact on Climate Change:** No impacts at this stage, although any future changes to the Council's planning policies on parking provision and electric vehicles will have an impact on transportation emissions in Mid Devon. On-road transportation emissions currently account for approximately 30% of overall emissions in Mid Devon.

**Relationship to Corporate Plan:** Priority 4: Environment Aim 2.

#### 1.0 INTRODUCTION

1.1 Policy DM5 of the Local Plan Review addresses parking requirements and states that:

*'Development must provide an appropriate level of parking, taking into account:*

- a) The accessibility of the site, including the availability of public transport; and*
- b) The type, mix and use of development.*

*Design must enable and encourage the maximum use of sustainable modes of transport, including provision for cyclists and low-emission vehicles. Within the towns of Tiverton, Cullompton and Crediton, infrastructure for electric vehicles should be built into development. The Council will seek parking provision and electric vehicle infrastructure according to the following standards, the variation of which must be justified on a case-by-case basis.'*

This text in the policy is followed by a table setting out standards by use type.

1.2 Full Council at its meeting on 8 January 2020 agreed Motion 560 that:

*'...officers start work on undertaking a review of Mid Devon's development management policies regarding parking on new estates. These should include the number of parking spaces per property as well as how development management can help ease the transition to electric or hybrid vehicles in the future.'*

1.3 This paper highlights some of the possible changes members might wish to consider and the most appropriate mechanisms to bring these forward. Each issue raised in the above motion is addressed in turn below.

## 2.0 NUMBER OF PARKING SPACES PER PROPERTY

2.1 Establishing appropriate parking standards is an important issue for new development. The Council's adopted Local Plan policy DM5 applies a minimum residential parking standard of 1.7 spaces per dwelling based on car ownership levels in Mid Devon. This figure is used to calculate the minimum number of parking spaces for the whole development site, with a minimum of one parking space to be allocated for the sole use of each property. The remaining provision (and more if preferred) should be distributed appropriately throughout the development, in accordance with principles set out in the Council's Supplementary Planning Document on the provision of parking in new development.

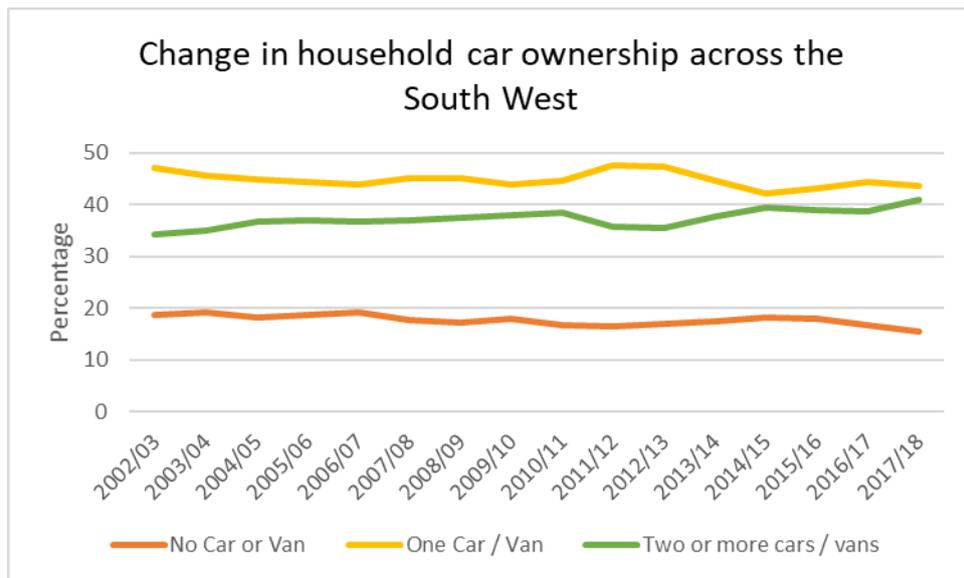
2.2 The standard takes into consideration data from the 2011 Census (car ownership per household) and data recorded in the Mid Devon Annual Monitoring Reports since 2006 for bus provision to 55 villages in the district. The methodology for calculating the provision was based on guidance set out in DCLG Residential Car Parking Research (May 2007)<sup>1</sup>. The findings are summarised below:

| Number of cars per household | Percentage breakdown of total car ownership | Additional demand if one space allocated | Total allocation (1 allocated space + additional demand + 0.1 visitor spaces) |
|------------------------------|---|--|---|
| 0                            | 14.3%                                       | 0  |   |
| 1                            | 41.9%                                       | 0  |   |

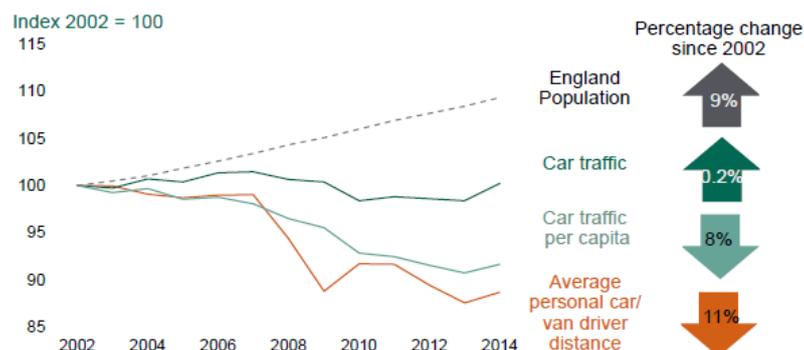
<sup>1</sup>[https://webarchive.nationalarchives.gov.uk/20070605052804/http://www.communities.gov.uk/pub/295/ResidentialCarParkingResearch\\_id1510295.pdf](https://webarchive.nationalarchives.gov.uk/20070605052804/http://www.communities.gov.uk/pub/295/ResidentialCarParkingResearch_id1510295.pdf)

|           |       |       |              |
|-----------|-------|-------|--------------|
| 2         | 31.9% | 0.319 |              |
| 3         | 8.2%  | 0.164 |              |
| 4 or more | 3.7%  | 0.111 |              |
| Total     | 100%  | 0.594 | <b>1.694</b> |

2.3 As stated, these data are derived from the 2011 Census and therefore there is no up-to-date comparable dataset which can be used to reassess parking provision. However, data from the National Travel Survey indicates that the number of cars / vans per household has remained relatively constant across the South West as a whole from 2002/03 to 2017/18. There is also very little change in household car ownership as shown in the graph below:



2.4 However, although car ownership has seen little change in recent years, the number of journeys being made by each car is falling<sup>2</sup>.

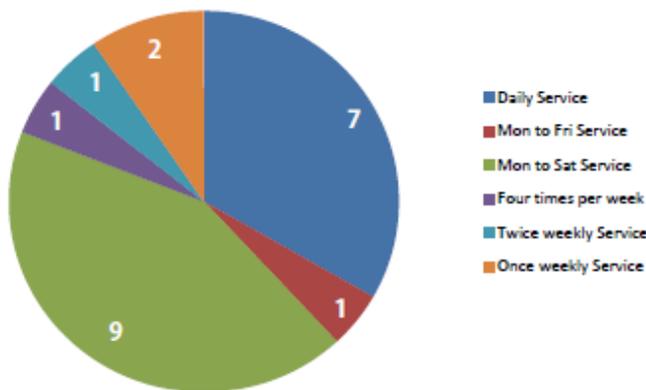


<sup>2</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/514912/road-use-statistics.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/514912/road-use-statistics.pdf)

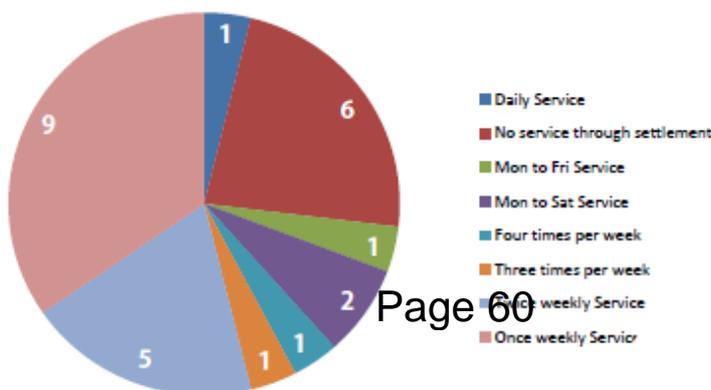
<sup>3</sup> <https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

- 2.5 The data shows reductions in the number of trips made by car for commuting, shopping and visiting friends. This may be for a number of reasons, for example due to increases in online shopping or use of social media. Members are asked to note that this data does not yet take account of the reduction in of traffic levels and trip frequency during the COVID-19 pandemic lockdown and its subsequent easing. Department for Transport data on transport modes for the whole country<sup>3</sup> indicate a reduction in car usage on 31<sup>st</sup> March 2020 to a low point of 33% of equivalent daily levels, with subsequent increase to 88% (as at 17<sup>th</sup> August 2020). Whilst this data is countrywide, it suggests significant recovery in car usage post lockdown.
- 2.6 The National Planning Policy Framework makes clear that planning policies should ‘...minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.’ and ‘...widen transport choice’. With regards to local parking standards, the NPPF stipulates that policies should take into account:
- The accessibility of the development;
  - The type, mix and use of development;
  - The availability of and opportunities for public transport;
  - Local car ownership levels; and
  - The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 2.7 It is important to recognise that Mid Devon is a rural area and therefore many areas have limited transport choices. For example, bus service provision

**Bus service from designated villages to market town or bigger settlement**



**Bus service from non-designated villages/hamlets to market town or bigger settlement**



Note: three of the designated villages (Lapford, Coplestone and Yeoford) are also served by a rail link to either Crediton or Exeter, Monday to Sunday.

varies significantly across the district with some villages benefitting from a daily service and others having no service at all (see below). This in turn creates a reliance on private car use. In contrast however, there is a need to bear in mind that any changes to the Council's parking standards may have wider implications for development. For example, there is evidence to suggest that minimum parking standards are inadequate in understanding the demand for parking, contribute to over-supply, encourage car use, increase the cost of projects and make it more challenging to deliver affordable housing.

- 2.8 There is also a need to have regard to the Council's climate declaration and commitment to become net-zero by 2030. On-road transportation emissions account for approximately 30% of Mid Devon's overall emissions. Additionally, per capita emissions are significantly higher in Mid Devon compared to East Devon, Teignbridge and Exeter City authorities, which is in part due to higher transport emissions (longer distances to travel and fewer sustainable options). Establishing an appropriate parking standard is therefore a difficult balancing act given that parking supply can significantly determine household car ownership decisions which in turn is the strongest predictor of car use.
- 2.9 It is acknowledged that as electric vehicle (EV) take up continues to increase, on-road transportation emissions will fall and therefore, car usage and ownership will become a less significant issue over time (in terms of emissions). However, currently electric vehicles make up only a very small proportion of all vehicles (approximately 0.5%) in Mid Devon so any planning policies in the short – medium term will need to respond to this proportion, whilst providing an aspirational and forward looking strategy for the future.
- 2.10 Therefore, on the basis of current levels of car ownership and car usage, together with the need to reduce overall transport emissions in Mid Devon, it is considered that the current minimum parking standards are still justified and appropriate at this time.

### 3.0 DESIGN OF RESIDENTIAL PARKING

- 3.1 In addition to the quantum of parking spaces provided, it is equally important to consider design of residential parking. Under-provision or poorly-designed parking places can lead to inappropriate and anti-social parking, causing inconvenience to other road users and pedestrians. The Council's adopted Parking Supplementary Planning Document provides guidance to ensure:
- The design of car parking operates functionally, whilst not dominating the character of the development
  - Surfaces of parking areas are permeable where appropriate and measures to control pollution in run-off water are included
  - Provision is provided in as close proximity to the dwelling as possible
  - Appropriate internal dimensions of garages and car ports
  - Appropriate security provisions for vehicles
  - Provision of visitor spaces
  - Appropriate parking provision for flats
  - Appropriate level of parking provision in town centres
  - Appropriate design of EV charging points
  - Adequate cycle parking /mobility scooter storage

- Motorcycle parking
- Appropriate disabled parking provision and design
- Provision of non-residential parking provision

3.2 Notwithstanding the above findings, any change to the Council’s parking standards would necessitate a change to development plan policy. The Council has already committed to a further Local Plan Review which at present (and subject to the requirements of Government review) is proposed to progress in accordance with the following timescale:

|                                   |               |
|-----------------------------------|---------------|
| Issues Consultation               | November 2020 |
| Draft Plan Consultation           | November 2021 |
| Publication (Proposed Submission) | November 2022 |
| Submission                        | February 2023 |
| Hearings                          | August 2023   |
| Adoption                          | February 2024 |

3.3 As part of this process, officers will keep parking standards evidence under review. If there is no robust up-to-date evidence available nationally, the Council may wish to produce a technical study to understand car ownership and car usage at the local level and understand travel behaviours in greater detail. This may result in an increase or decrease in provision being taken forward through the planning policy process and indeed, changes to the Council’s guidance on the design of residential parking.

#### 4.0 **HOW DEVELOPMENT MANAGEMENT CAN HELP EASE THE TRANSITION TO ELECTRIC OR HYBRID VEHICLES IN THE FUTURE**

4.1 The Government has recently announced a ban on the sale of new petrol, diesel and hybrid cars from 2035, five years earlier than previously planned. This ban is being expanded to hybrid and plug-in hybrids which had not been included under the original proposals. It is therefore important that planning policy facilitates the transition to electric vehicles in Mid Devon.

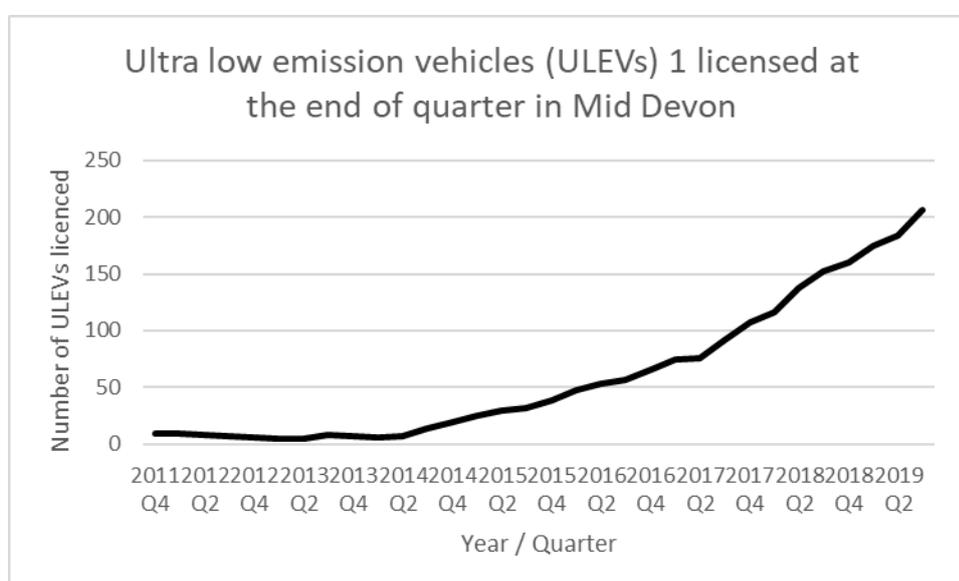
4.2 The Local Plan includes minimum standards for the provision of electric vehicle charging infrastructure (as set out in the table below). These standards were recommended by the Local Emissions Strategy Partnership, and set out the necessary infrastructure for single 3-phase or accelerated electricity supply. The necessary infrastructure ultimately depends on the prevailing vehicle technology requirements, but capacity should be built into new development to allow for upgrading and advances in technology. The policy supporting text also stipulates that cabling to 40/50% of parking spaces is recommended to allow for future requirements. The Council currently seeks provision and infrastructure for electric vehicles according to the following standards, the variation of which must be justified on a case-by-case basis.

| Use Class   | Electric Vehicle Infrastructure (Tiverton, Cullompton and Crediton) |
|-------------|---|
| Residential |   |

|                                     |  |
|-------------------------------------|--|
| C3,C4 Dwellings                     | 1 charging point per 10 units                                |
| <b>Non-residential</b>              |  |
| A1 Non-food retail                  | 2 charging points per 200 sqm (gross)                        |
| A1 Food retail                      | 2 charging points per 200 sqm (gross)                        |
| A2 Financial and professional       | 2 charging points per 200 sqm (gross)                        |
| A3 Restaurants                      | 2 charging points per 200 sqm (gross)                        |
| A4 Public houses                    | 2 charging points per 200 sqm (gross)                        |
| B1,B2 Business and general industry | 2 charging points per 200 sqm (gross)                        |
| B8 Warehousing and distribution     | 2 charging points per 10 parking spaces (employees/visitors) |
| C1 Tourist accommodation            | 2 charging points per 30 rooms or per 10 parking spaces      |
| C2 Residential institutions         | 2 charging points per 30 rooms or per 10 parking spaces      |
| D1 Non-residential institutions     | 2 charging points per 200 sqm (gross)                        |
| D2 Indoor and outdoor sports        | 2 charging points per 200 sqm (gross)                        |
| Indoor entertainment                | 2 charging points per 200 sqm (gross)                        |

4.3 A report prepared for the Environment Policy Development Group (June 2019) set out options for requiring that developers install electric car charging points in all new build properties constructed in the district. This report concluded that the most suitable option in terms of expediency and efficacy is to explore electric vehicle charging infrastructure policy through the next development plan.

4.4 In terms of possible changes that Members might wish to consider, evidence indicates that the number of ultra-low emission vehicles (ULEMs) is rising rapidly (see below). It is therefore considered that a planning policy which required a higher proportion EV charging points (not just EV ready) within new housing and commercial developments could be justified and positively prepared, subject to assessing the effect of the policy on development viability.



- 4.5 Notwithstanding the provisions of local planning policy, the Government has recently consulted on amendments to the Building Regulations in respect of electric vehicle charging in residential and non-residential buildings. The proposed changes are intended to ensure that all new homes are electric vehicle (EV) ready. In summary, the Government's proposed policy positions are as follows:

**Policy Position: Residential Buildings**

The government proposes every new residential building with an associated car parking space to have a chargepoint. We proposed this requirement applies to buildings undergoing a material change of use to create a dwelling. The government proposes requiring every residential building undergoing major renovation with more than 10 car parking spaces to have cable routes for electric vehicle chargepoints in every car parking space.

**Policy Position: New Non-Residential Buildings**

The government proposes every new non-residential building and every non-residential building undergoing a major renovation with more than 10 car parking spaces to have one chargepoint and cable routes for an electric vehicle chargepoint for one in five spaces.

**Policy Position: Existing Non-Residential Buildings**

The government proposes a requirement of at least one chargepoint in existing non-residential buildings with more than 20 car parking spaces, applicable from 2025.

- 4.6 Another key issue associated with increasing the number of electric vehicles is that this will add significantly to electricity demand and place pressure on the UK's grid network. An electric vehicle uses, on average, the same volume of electricity as a domestic house<sup>4</sup>. It is therefore crucial that planning policy supports decarbonisation of electricity. Future development plans should therefore support renewable energy generation and energy storage and management infrastructure.

4.7 Finally, planning policy could also support the uptake of fast electric charging at accessible locations. For example, supporting fast charging infrastructure at petrol filling stations.

## 5.0 CONCLUSIONS

5.1 This report reviews the evidence in relation to parking standards and electric vehicle charging points and identifies policy issues which may need to be revised through the development plan process. Any proposed changes to the Council's parking and EV policies will need to be facilitated through the development plan process, which must be underpinned by proportionate and robust evidence which takes into account relevant market signals.

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Tristan Peat, Forward Planning Team Leader –  
[tpeat@middevon.gov.uk](mailto:tpeat@middevon.gov.uk)

**Circulation of the Report:** Councillor Graeme Barnell

**List of Background Papers:** Council 8<sup>th</sup> January 2020  
Local Plan Review 2013-2033

Department of Communities and Local Government –  
Residential car parking research  
[https://webarchive.nationalarchives.gov.uk/20070605052804/http://www.communities.gov.uk/pub/295/ResidentialCarParkingResearch\\_id1510295.pdf](https://webarchive.nationalarchives.gov.uk/20070605052804/http://www.communities.gov.uk/pub/295/ResidentialCarParkingResearch_id1510295.pdf)

Department for Transport Road Use Statistics  
[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/514912/road-use-statistics.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/514912/road-use-statistics.pdf)

Department for Transport Statistics- Road use during  
COVID-19 pandemic  
<https://www.gov.uk/government/statistics/transport-use-during-the-coronavirus-covid-19-pandemic>

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no cost to MDDC budget. A budget of up to £143,000 was set and included such studies and reports as needed to update the evidence base as well as the Draft Masterplan SPD itself.

**Budget and Policy Framework:** The budget for the production of the Draft Masterplan SPD was agreed at Cabinet 30<sup>th</sup> May 2019 and utilises capacity funding. The Policy Framework consists of both statutory documents that have to be adopted or approved by the Council as well as locally determined policies and strategies that form an integral part of the decision making process. Once adopted, the Masterplan would have Supplementary Planning Document status and will be a material consideration for planning decision making purposes.

**Legal Implications:** The process for preparing and adopting the Draft Masterplan SPD has been in compliance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement. Planning policy requires the adoption of a masterplan ahead of the submission of planning applications. Whilst the Adopted Masterplan SPD will not form part of the Development Plan, once adopted it will be a material consideration in the determination of planning applications relating to the area.

**Risk Assessment:** Policy sets out that masterplanning should take place before applications are submitted. Delay in adoption of the Draft Masterplan SPD could in turn delay the delivery of housing on this part of the site as well as affect the confidence of land owners to promote their land. Adoption of the masterplan will provide greater planning certainty and assist the site coming forward for delivery. The site is dependent upon the HIF funded phase 2 junction to the A361 in order to come forward.

**Equality Impact Assessment:** The masterplan reflects the policy requirement for pitch provision for the gypsy and traveller community which will result in a more positive outcome for that community. No other equality issues are identified for this report, but it is noted that design should have regard to the needs of different groups in community including by age and disability.

**Impact on Climate Change:** A core principle within the Draft Masterplan SPD is to support the Council's commitment to achieving net zero carbon emissions by 2030 through design and timely delivery of infrastructure, dwellings and employment. The Draft Masterplan SPD has regard throughout to climate change and within the confines of adopted planning policy seeks to promote development that responds positively to climate change.

**Relationship to Corporate Plan:** The Draft Masterplan SPD will provide guidance on the planning and delivery of a strategic site for Mid Devon. It will form an addendum to the Adopted Tiverton Eastern Urban Extension Masterplan SPD (2018). The Draft Masterplan SPD directly relates to all four Corporate Plan 2020-24 priorities including:

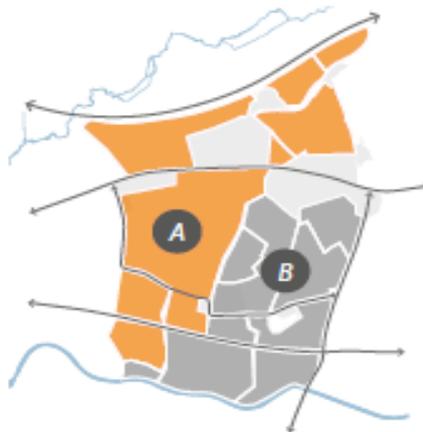
Homes: use new developments as opportunities to help communities to become increasingly sustainable and self-sustaining

Environment: to encourage new housing and commercial developers to be 'exemplar' in terms of increasing biodiversity and decreasing carbon use;

Economy: to identify strategic and tactical interventions to create economic and community confidence and pride in the places we live; and  
Community: to promote new and more integrated approaches to better health and living.

## 1.0 INTRODUCTION: BACKGROUND

- 1.1 The Council has resolved to develop a Masterplan for Area B of the Tiverton Eastern Urban Extension (EUE) as a Supplementary Planning Document.
- 1.2 The existing Tiverton EUE Masterplan was adopted as a Supplementary Planning Document in April 2014 and updated in June 2018. Whilst covering the whole of the development allocation site, it was not able to address all of the site to the same degree of detail. This was largely due to the absence of some site-wide survey work in Area B. As a consequence the Adopted Masterplan SPD did not fully resolve the land use issues across the whole allocation. It makes reference to the fully surveyed land as Area A and the area requiring a further degree of masterplanning, to the south east of the allocation, as Area B.



- 1.3 Following Cabinet approval (2<sup>nd</sup> February 2017) masterplanning of the whole of Tiverton EUE was consulted upon as the first of a two stage process. Stage 1 scoped out the content and key issues to be considered within the Draft Masterplan SPD. The Stage 1 public consultation took place over a 4 week period from the 13<sup>th</sup> June to 11<sup>th</sup> July 2017. A series of key masterplan issues formed the basis of the public consultation event. At this stage, the consultation did not seek to resolve these issues but to invite comment and feedback on them:
  - Means of access.
  - Phasing of development.
  - The extent of the developable area and amount of development.
  - The uses within the green infrastructure (GI) area, where these different GI uses are to be located and their management.

In accordance with Mid Devon's Statement of Community Involvement, the Draft Masterplan SPD is required to undergo two stages of public consultation; Stage 1 to scope out the proposed contents of the masterplan and present the options that might be included in it and Stage 2 to present the draft masterplan itself.

- 1.4 A report was considered at Cabinet on 16<sup>th</sup> January 2020 where upon the Draft Masterplan SPD for Area B was approved for Stage 2 public consultation. Stage 2 public consultation was scheduled between 27<sup>th</sup> February and 9<sup>th</sup> April 2020 with 4 staffed events planned. The consultation included a letter drop to 2060 homes and businesses, in addition to the posting of public notices in and around the site. There was also a press release and social media announcements. Permanent exhibitions were made available at Phoenix House, Tiverton and at Tiverton Town Hall (with a comments box to receive any returned questionnaires/observations). All the associated documentation (including a copy of the draft masterplan, exhibition boards, background documentation and online questionnaire) were also placed on the Council's website for viewing and downloading.

Four staffed events were scheduled to take place through the consultation period, where Officers would be present to answer any questions. The first two of these events took place on:

- Monday 2<sup>nd</sup> March (5pm - 8pm)
- Saturday 14<sup>th</sup> March (9am -12pm)

Unfortunately, as the COVID19 pandemic unfolded it was clear that in the interests of public and staff safety the final two public consultation events scheduled for 18<sup>th</sup> March and 27<sup>th</sup> March should not be held. The cancellation of the final two events were announced on the 16<sup>th</sup> March through a press release and also through social media (facebook and twitter). Whilst informing the public that the final two events had been cancelled, dates and times of dedicated Officer time for members of the public to phone in and talk through any concerns with the lead Officer were also offered. The project officer was also available throughout the consultation period by email to answer queries. As a further measure, the consultation period was also extended by a further two weeks to the 23<sup>rd</sup> April 2020. This was announced in a further press release and social media announcements. It was included in the Tiverton Gazette newspaper on 14<sup>th</sup> April 2020. The lead Officer has been available during normal office hours throughout the whole period to provide support, assistance and respond to queries. Whilst the latter part of the consultation period was affected by the coronavirus pandemic, efforts were therefore made to offer alternative means of engagement and consultation over a longer period.

## **2.0 SUMMARY OF AREA B MASTERPLAN**

- 2.1 The Area B Masterplan once adopted will not in itself form part of the Development Plan for planning purposes, but will nevertheless be a material

consideration in the determination of planning applications. The Draft Masterplan is attached at **Appendix 2**.

2.2 As means of a 'key points' summary the Draft Masterplan proposes the following:

Number of units (Area B): 684 dwellings (35dph)  
Number of Units (EUE in total): 1,619 dwellings

Employment (Area B): 2,050 sqm (0.41ha)  
Employment (EUE in total): 29,550sqm (5.91ha)

Formal Sports (Area B): 1.95ha  
Formal Sports (EUE in total): 1.95ha

Allotments (Area B): 0.38ha  
Allotments (EUE in total): 2.63ha

Country Park (Area B): 26ha towards the southern part of Area B and lying adjacent to the Grand Western Canal to the south and separated from the developable area to the north by West Manley Lane. The Country Park is in planning terms the majority of the green infrastructure area associated with the development.

Public open space including children's play (Area B): 29.96ha  
Public open space including children's play (EUE in total): 57.07ha

Principal point of highway access: from Area A. This was established at the initial and earlier masterplanning stage. The previous Cabinet resolution (26<sup>th</sup> October 2017) was that the consideration of any alternative means of access should not include Mayfair and/or Manley Lane /Post Hill junction. It is therefore still not intended that vehicular access for residents or commercial development will be gained for Area B directly from either West Manley Lane, Manley Lane or Mayfair. The only exception is for emergency access.

### **3.0 SUMMARY OF PUBLIC CONSULTATION FEEDBACK**

3.1 The Stage 2 public consultation asked for feedback on exhibition boards that were made available through different channels. Feedback was invited on eight themes including:

- The vision for the new garden neighbourhood;
- The key development objectives for the new garden neighbourhood;
- The principles that will shape the form of development;
- Key land use principles and amount of development;

- The principles informing the road, lanes, cycles and footpath network;
- The provision of landscape, open space and recreation;
- The built character; and
- The delivery and phasing of development.

3.2 In total, 121 responses were received with an additional 9 post closure of the public consultation deadline. A detailed record of the consultation responses is provided at **Appendix 1**.

#### 4.0 ANALYSIS OF THE CONSULTATION RESPONSES

4.1 The analysis of the consultation responses seeks to report the level of response under each of the eight themes identified at paragraph 3.1 and particular areas of concern. (For detailed analysis and responses please refer directly to **Appendix 1** and the columns ‘suggested response’ and ‘section amendments’). The vision for the new garden neighbourhood received the following responses:

| <b>The vision for the new garden neighbourhood</b> |                        |               |                |                |                         |
|--|------------------------|---------------|----------------|----------------|-------------------------|
|  | <b>Strongly Object</b> | <b>Object</b> | <b>Neutral</b> | <b>Support</b> | <b>Strongly Support</b> |
|  | 7                      | 5             | 17             | 10             | 3                       |

4.2 The Draft Masterplan SPD provided a vision statement that sought to capture aspects of the opportunity to establish a garden neighbourhood and a development set within a rural location yet facilitating a modern lifestyle close to town centre services and facilities. Responses to the vision tended to be neutral or support as represented in the table above. An emerging area of concern within the responses related to:

- **Traffic.** The vehicular impact of the proposed Country Park car park at Follett Road.

Response: The Country Park car park at Follett Road has been removed. (Page 100, Appendix 2, shows the car park at Follett Road removed and the existing pasture retained).

In response to the Stage 2 public consultation and the removal of the Country Park car park from Follett Road, Planning Policy Advisory Group (PPAG) at their meeting (27<sup>th</sup> July 2020) were asked their initial thoughts on an alternative location for the Country Park car park as it is no longer proposed to be located off Follett Road. PPAG were asked to give particular consideration to:

- i) A Country Park car park located at the site of the formal sports pitches. It would serve both the formal sports pitches and the Country Park.

This option whilst ensuring the car park would be accessed from within the development area would be located at greater distance from the proposed country park; and

- ii) A car park located off and served from Manley Lane, this being located closer to the Country Park.

PPAG requested site locations to be considered further, but expressed a preference for a location for the Country Park car park at Manley Lane (for reasons of proximity to the Country Park). Subsequent discussions with DCC Highway Authority, the consultants engaged in the delivery of the Masterplan SPD (and their highway specialists) indicate that a car park could be achievable mid-point between the canal bridge and the former railway line bridge. In such a location, visibility would likely be achievable with the wider verge and alignment of Manley Lane aiding its suitability. The Draft Masterplan accordingly incorporates changes (Page 99, final paragraph; Page 102, Figure 63, **Appendix 2**) to make provision for either enhanced provision at the formal sports area or provision in closer proximity to the Country Park whilst making it clear that the specific detail would be required at planning application stage.

The public consultation flagged reports of some antisocial behaviour issues at the existing canal car park – consideration that will require specific thought at the planning application / design stage of the Country Park car park. However, highway advice indicates that the provision of additional car parking spaces at this location would not present any material issues around additional vehicle traffic along Manley Lane. Should further spaces be needed there could also be opportunity to get one or two extra spaces in the existing Grand Western Canal car park at Manley Lane with some sensitive demarcation that would make best use of the space.

4.3 The key development objectives for the new garden neighbourhood received the following responses:

| <b>The key development objectives for the new garden neighbourhood</b> |                        |               |                |                |                         |
|--|------------------------|---------------|----------------|----------------|-------------------------|
|  | <b>Strongly Object</b> | <b>Object</b> | <b>Neutral</b> | <b>Support</b> | <b>Strongly Support</b> |
| <b>Character</b>   | 11                     | 2             | 16             | 18             | 2                       |
| <b>Urban design and placemaking</b>                                    | 11                     | 3             | 18             | 16             | 1                       |
| <b>Movement, transport, connectivity</b>                               | 18                     | 8             | 14             | 10             | 1                       |
| <b>Landscape, open space and recreation</b>                            | 12                     | 4             | 11             | 13             | 10                      |

|                                       |    |   |    |    |   |
|---------------------------------------|----|---|----|----|---|
| <b>Housing mix</b>                    | 16 | 8 | 15 | 8  | 1 |
| <b>Employment facilities (area B)</b> | 13 | 8 | 14 | 11 | 4 |
| <b>Energy and resource efficiency</b> | 8  | 0 | 21 | 12 | 6 |

4.4 The Draft Masterplan SPD offered a number of key development objectives for the new garden neighbourhood. These were organised under the seven headings included in the table above. Each of the seven headings tended to receive a neutral / general support or a strong objection. Particular areas of concern tended to relate to:

- **Traffic.** The vehicular impact of the proposed car park at Follett Road.  
Response: Car park at Follett Road removed (Page 100, Appendix 2, shows the car park at Follett Road removed and the existing pasture retained).
- **Employment.** Concern that its contribution is so minimal that it is almost worthless.  
Response: The employment provision is aligned with the Local Plan requirement. The existing adopted masterplan seeks to provide the majority of the employment floorspace within Area A in the northwestern part of the EUE allocation close to the A361. Whilst the employment floorspace proposed in Area B is significantly less, it still supports the wider provision identified above and provides opportunity for a different employment floorspace offer to that in Area A. (See Page 71, text amendments, Appendix 2).
- **Access.** Lack of clarity regarding access to Area B from the east (through Hartnoll Farm).  
Response: Plans confirm that it is intended that there be no direct access to the development from Manley Lane (See Figure 29, Page 60, Appendix 2). In accordance with the Cabinet resolution of 26<sup>th</sup> October 2017, consideration of alternative means of access is within the scope of this masterplan. Access from the east, from the Hartnoll Farm direction is not discounted, but would require third party land.
- **Housing Mix:** the identification of Gypsy and Traveller pitches – the ability to secure mortgage agreements, loss of property value and the advice of the Planning Inspector to ‘de-couple’ pitch provision from planned urban extensions.  
Response: Policies DM7 and TIV1 of the Local Plan Review 2013-2033 relate to traveller pitch provision giving consideration to pitch location. The Local Plan Inspector has found the Local Plan Review to be sound, legally compliant and suitable for adoption with revisions to policy DM7 through a main modification. Requirement for the provision of at least 5 pitches on the eastern urban extension is retained. Amendments to policy DM7 refer to pitch provision on allocated sites such as this and that they should be provided on site unless it is demonstrated that off-site provision will achieve an acceptable outcome for gypsies and travellers. The inclusion of pitches is in accordance with policy. No change is proposed.
- **Energy Efficiency:** highest possible standards of energy efficiency should be sought rather than minimal standards.  
Response: The masterplan cannot go beyond the requirements of the Local Plan, but the emphasis of sustainability and energy efficiency has been

strengthened with reference to connection to an energy heat network should it become available and encouraging the incorporation of design innovation including zero carbon homes (See text amendments Page 57 and Page 119,Appendix 2).

4.5 The principles that will shape the form of development received the following responses:

| <b>The principles that will shape the form of development</b> |                        |               |                |                |                         |
|---|------------------------|---------------|----------------|----------------|-------------------------|
|   | <b>Strongly Object</b> | <b>Object</b> | <b>Neutral</b> | <b>Support</b> | <b>Strongly Support</b> |
| Responding to surrounding area                                | 7                      | 4             | 11             | 13             | 13                      |
| Working with landscape features                               | 5                      | 0             | 6              | 13             | 25                      |
| Establishing a country park                                   | 12                     | 1             | 6              | 10             | 22                      |
| Connected & permeable lanes and streets                       | 9                      | 2             | 12             | 16             | 10                      |
| A collection of neighbourhoods and places                     | 10                     | 2             | 16             | 14             | 6                       |
| A network of open spaces                                      | 7                      | 2             | 7              | 13             | 20                      |
| A sustainable settlement                                      | 8                      | 0             | 10             | 14             | 17                      |

4.6 The Draft Masterplan SPD includes a number of key principles to shape the form of development that were organised under the seven headings included in the table above. Respondents tended to support or strongly support the principle that the development should respond to its surroundings, seeking to retain existing landscape features, have a network of linked open spaces and be a sustainable form of development. Whilst the inclusion of a country park was generally supported / strongly supported there were a number of replies that strongly objected. A review of **Appendix 1** would indicate that the concern focused towards the country park was as a result of a proposed car park at Follett Road and the long term maintenance / management of the country park. Revisions to the Draft Masterplan SPD associated with the car park have been made, as outlined at Para. 4.2 above. Commentary on long term maintenance and management of the proposed country park is provided at Page 118 of the Draft Masterplan SPD. Additional detail or text amendments are not considered necessary.

4.7 Whilst the principle of a collection of neighbourhoods that will give the development an identity and a sense of place was generally accepted or supported, there were also a number of respondents that strongly objected. Concerns appear to relate to issues of amenity for existing residents at Mayfair, Post Hill and Manley Lane. The Draft Masterplan SPD includes a number of references to ensure that the quality of amenity is retained for existing residents. Examples include:

- Cabinet resolution (26 October 2017) that the consideration of any alternative means of access should not include Mayfair and/or Manley Lane / Post Hill junction (Page 31, Access, Appendix 2)
- In seeking to protect local character and amenity, it is not intended that vehicular access for residents or commercial development will be gained for Area B directly from either West Manley Lane, Manley Lane or Mayfair (Page 39, The New Garden Neighbourhood for Area B, Appendix 2)
- With the exception of emergency access, no direct vehicular access to serve the residential and employment developments areas shall be provided by Manley Lane, West Manley Lane or Mayfair (Page 62, A permeable and Connected Network of Streets and Lanes, Appendix 2); and
- Additional text has been introduced at Page 82 confirming that 'large gardens will help to provide a buffer to existing dwellings and reduce the impact on amenity'. (Note- text update required as the masterplan currently refers to reducing impact upon views rather than amenity).

4.8 The key land use principles and amount of development received the following responses:

| <b>Key land use principles and amount of development</b> |                        |        |         |         |                  |
|--|------------------------|--------|---------|---------|------------------|
|  | <b>Strongly Object</b> | Object | Neutral | Support | Strongly Support |
| <b>Residential-led land use</b>                          | 11                     | 1      | 16      | 14      | 8                |
| <b>Built development only north of West Manley Lane</b>  | 8                      | 2      | 8       | 13      | 19               |
| <b>Inclusion of small clusters of employment use</b>     | 11                     | 6      | 15      | 13      | 5                |
| <b>Centrally located open space</b>                      | 5                      | 0      | 10      | 19      | 15               |
| <b>Accessible allotments</b>                             | 6                      | 0      | 9       | 18      | 16               |
| <b>Location/provision of sports pitches</b>              | 6                      | 1      | 12      | 14      | 16               |

4.9 The Draft Masterplan SPD includes a number of key land use principles that were organised under the six headings included in the table above. Respondents tended to be in general support for the approach of the masterplan with either neutral, support or strong support. Areas of particular concern tended to relate to:

- **No development south of West Manley Lane:** To protect the Country Park as envisioned in the Draft Masterplan SPD, confirmation is required that West Manley Lane forms the southern boundary with no housing development to the south of it.  
Response: adoption of the Draft Masterplan SPD will establish it as a material consideration in any planning decision. In so doing, it will establish West Manley Lane as the southern boundary for built development. Any future

speculative applications beyond this boundary will be subject to the development management process.

- **Employment use:** The view was expressed that to ensure town centre vitality following the loss of traditional retail uses there, employment uses should be directed towards the town centre. Residential friendly employment uses should be excluded from the EUE in order to protect the town.

Response: the principle and amount of the mix of employment / residential uses has been established in Local Plan policy. Removal of employment would be contrary to the Local Plan Review requirement for the Eastern Urban Extension. The response refers to retail use. A neighbourhood centre is proposed within Area A of the urban extension. Whilst this will include a proportion of retail, it will complement, not compete with the town centre.

4.10 The key principles informing the road, cycle and footpath networks received the following responses:

| <b>The principles informing the road, lanes, cycles and footpath network</b>      |                        |               |                |                |                         |
|---|------------------------|---------------|----------------|----------------|-------------------------|
|   | <b>Strongly Object</b> | <b>Object</b> | <b>Neutral</b> | <b>Support</b> | <b>Strongly Support</b> |
| <b>No vehicular access from West Manley Lane, Manley Lane or Mayfair</b>          | 5                      | 1             | 5              | 8              | 31                      |
| <b>Main street will transverse the site east-west, providing access to area A</b> | 9                      | 1             | 10             | 17             | 13                      |
| <b>Network of green routes</b>  | 9                      | 0             | 8              | 16             | 17                      |
| <b>Loop street will provide connections between neighbourhoods</b>                | 7                      | 1             | 12             | 21             | 5                       |
| <b>Local streets provide access to individual properties</b>                      | 7                      | 1             | 9              | 22             | 6                       |
| <b>Retain existing trees / hedgerows (ecology)</b>                                | 4                      | 0             | 1              | 5              | 40                      |

4.11 The Draft SPD includes a number of key principles informing the movement network that were organised under the six headings included in the table above. Respondents tended to be in general support for the approach of the Draft Masterplan SPD being in either neutral, support or strong support. Areas of particular concern tended to relate to:

- **Ecology:** the loss of agricultural land and wildlife.  
Response: the principle of development is established in Local Plan policy. The achievement of biodiversity enhancement and ‘net gain’ is an expectation of planning policy during the determination of planning applications. Text changes have accordingly been made (Page 50, D2; Page 63, bullet point 8; Page 108, third column, bullet point 5).  
**Shared Lane:** Give consideration to West Manley Lane as an official shared lane.

Response: West Manley Lane by its nature is a shared facility highway with low vehicle speeds due to its geometry. Additional text has been added at Page 69 offering options such as a Traffic Regulation Order (access only) and interventions such as 'gateway features' to clarify 'shared lane' status.

- **Settlement Limit:** The protection of the settlement limit along Manley Lane appears to be an obstacle to bringing in a vehicular route from the east (through Hartnoll Farm land). Should Hartnoll Farm now be brought within a redefined settlement limit?

Response: It is not for an SPD to redefine settlement boundaries, this being achieved through a Local Plan. No change required.

- **Highway provision:** The main route must be big enough for buses; off road parking must be realistic and visitors need off road parking.

Response: Figure 33 Movement confirms a loop road will be designed to support bus traffic while page 83 provides guidance on parking design and layout that would be acceptable at planning application stage. No further changes required.

- **There should not be paths and board walks through the area of land between West Manley Lane and the Canal or additional points of access on to the canal.**

Response: 47 hectares of strategic green infrastructure is a Local Plan policy requirement. Delivered through this SPD as a country park, it will create a community asset for the future community providing health benefits, enhanced cycle / pedestrian connectivity and access to nature. Public access routes and points of access will require careful balance and management, but will be required to fulfil broader requirements in terms of the function of this area as green infrastructure and recreation needs of the development. No change required.

4.12 The key principles relating the provision of landscape, open space and recreation received the following responses:

| <b>The provision of landscape, open space and recreation</b>  |                 |        |         |         |                  |
|---|-----------------|--------|---------|---------|------------------|
|   | Strongly Object | Object | Neutral | Support | Strongly Support |
| <b>Streets and open space will need to respect existing landscaping</b>   | 3               | 0      | 4       | 8       | 35               |
| <b>A network of new open space to connect houses and neighbourhoods</b>   | 8               | 1      | 8       | 16      | 17               |
| <b>Different spaces should incorporate play space, allotments, sports and Country Park</b>                                    | 10              | 1      | 6       | 14      | 19               |
| <b>Country park will be a community resource for the eastern urban extension and will benefit from agreed management plan</b> | 13              | 0      | 6       | 11      | 20               |

4.13 The Draft Masterplan SPD includes a number of key principles for landscape, open space and recreation that were organised under the four headings included in the table above. Respondents tended to support or strongly support the approach of the masterplan. The areas of concern expressed within this part of the public consultation (parking and access, Follett Road car park and the country park) have been addressed above.

4.14 The key principles relating the built character received the following responses:

| <b>The built character</b> |                 |        |         |         |                  |
|----------------------------|-----------------|--------|---------|---------|------------------|
|                            | Strongly Object | Object | Neutral | Support | Strongly Support |
|                            | 13              | 4      | 24      | 7       | 1                |

4.15 The Draft Masterplan SPD key principles on built character are illustrated through indicative plans of low, medium and high density residential neighbourhoods with an illustrative residential density plan. Respondents tended to have a neutral or strong objection to the principles offered. The areas of concern related to:

- **Carbon Neutral Construction:** consider greater variety in built form, more innovative design and planning incentives to encourage zero carbon homes.  
Response: reference is introduced to zero carbon homes including an additional text insert at section 3.3.7. Whilst the SPD can encourage higher standards, it can not go beyond existing policy requirements.
- **Building Heights:** should be restricted to 2 storeys to protect the amenity and outlook of existing residents and the character of the country lanes.  
Response: Loss of a view is not a material consideration. However, edits have been made at Pages 72, 79 and 82 making reference to large gardens acting as a buffer to existing dwellings and reducing the impact on amenity. The approach of the masterplan to storey height is consistent with the previously adopted design guide.

4.16 The key principles relating the delivery and phasing of the development received the following responses:

| <b>The delivery and phasing of development</b> |        |         |         |                  |
|--|--------|---------|---------|------------------|
| Strongly Object                                | Object | Neutral | Support | Strongly Support |
| 10   | 4      | 24      | 5       | 4                |

Respondents tended to have a neutral or strong objection to the principles offered. The areas of concern related to:

- **Education:** There should be a provision for secondary education as well as primary.  
Response: There is no on site requirement for secondary provision in the Local Plan but contributions towards off site secondary education provision will be sought via planning obligations and will be determined at the planning application stage. No change required.

- **Phasing:** The country park should be begun well before the Area A and Area B houses are completed.

Response: the Phasing Plan at Fig 68 aligns delivery of the Country Park with the delivery of homes on Area B. No change required.

- **Phasing:** the development of Area B should not coincide with Area A as this will lead to piecemeal and opportunist development.

Response: Policy TIV1 of the Local Plan Review requires the completion of an Area B Materplan SPD. It will act as a sister document to the Adopted Tiverton EUE Masterplan SPD, with both documents ensuring a comprehensive approach to development and its delivery. Should an alternative means of access become available, that is not reliant on access from Area A, development may be delivered in tandem with Area A (page 113, Appendix 2). No change required.

4.17 Respondents were also invited to comment on any additional areas of concern. The following comments were made:

- **Primary Health Care Provision.** There does not appear to be any.

Response: The Tiverton Eastern Urban Extension is an allocated site having gone through a lengthy process of local plan formulation, consultation and public examination. NHS England will be aware of the expected increase in population and will accordingly seek contributions at the planning application stage.

- **Flooding.** West Manley Lane is prone to flooding.

Response: A drainage strategy and betterment of existing run off rates to take account of the impact of climate change will be required at planning application stage.

- **Biodiversity Net Gain:** Specific reference should be made to the need for net gain in biodiversity.

Response: text amendments have been made (Page 50, D2; Page 63, bullet point 8; Page 108, third column, bullet point 5) to reflect the NPPF and policy in the Local Plan Review (DM26a). The 'GI Strategy' at planning application stage will further confirm minimum targets for quality and quantity of specific elements.

- **Archaeology:** More detailed examination of the significance and extent of any heritage assets with archaeological interest across the proposed development site is required within the masterplan.

Response: A geophysical survey has been undertaken for the majority of the site. Whilst it is acknowledged additional work is required this will be completed through the planning application stage. The need for an archaeological assessment is listed within the planning application requirements at (Page 77, 95 & 120, Appendix 2).

- **Consultation.** The consultation period has occurred throughout the COVID-19 lock-down making it especially difficult for those without internet access to engage in the consultation process.

Response: Details are provided at para 1.4 of this report confirming that in response to the COVID-19 position the consultation period was extended and alternative means of engagement was offered. The public consultation met all requirements, including those through the MDDC Statement of Community Involvement.

- 4.18 Following PPAG and a further review of the Draft Masterplan, clarity to the Land Use Budget Table has also been introduced. This is in the form of an amended figure for the residential site area. The draft masterplan presented at public consultation indicated a residential developable area of 14.26ha for Area B. This did not include the areas of infrastructure to accommodate minor roads, foot/cycle ways across the development site. The approach to how the residential site area was calculated was not consistent with that for Area A within the earlier masterplan exercise and could have caused confusion. Officers have therefore updated the residential developable area as shown in the land use budget table to align with the approach at Area A by including the area of 5.35ha of infrastructure/minor roads. This provides an amended site area of 19.55ha (Page 66, Appendix 2). In this way, only the major road through the development is excluded from the residential density calculation. The figure titled 'Infrastructure' has been accordingly amended to remove the 5.35ha of infrastructure/minor roads to prevent double counting. This approach is both in conformity with the Adopted TIV EUE Masterplan SPD (2018) and prevents possible confusion with the figures within the table.
- 4.19 **Appendix 1** summaries the comments received through the consultation, the response to them and amendments to the draft masterplan as a result. **Appendix 2** incorporates the changes as identified by text in red.

## **5.0 Planning Policy Advisory Group**

- 5.1 Planning Policy Advisory Group considered the contents of this report and the outcomes of the Stage 2 public consultation on 27<sup>th</sup> July 2020. Members of PPAG discussed the following:
1. An alternative location for the Country Park car park that does not include Follett Road
  2. Opportunities for alternative means of access that do not include Area A
  3. Assurance that there is no vehicular access (other than emergency) through Mayfair
  4. Comments from Natural England relating to their representation with specific reference to Appropriate Assessment and the HRA

## **6.0 Strategic Environmental Assessment / Habitats Regulation Assessment Screening**

- 6.1 A Habitat Regulations Assessment (HRA) and Strategic Environmental Assessment (SEA) is required in accordance with Regulations and Directives on any plan or programme prepared for town and country planning or land use purposes and which sets the framework for future development consent of certain projects. An HRA and SEA formed part of the Stage 2 public consultation material. The screening reports indicated that the Draft Masterplan SPD is 'unlikely to have significant effects on the environment'.
- 6.2 Comments received from Natural England as part of the consultation refer to the Habitats Regulations Assessment undertaken for the Mid Devon Local Plan Review, in respect of policies TIV1 – TIV5 (allocations at Tiverton) and

conclude, that the effects remain uncertain and that Appropriate Assessment for the masterplan is required. Natural England acknowledge that whilst the Masterplan provides guidance for a future planning application, the draft masterplan is site specific and relates to a specific geographic area rather than being general design guidance.

- 6.3 Officers have had further discussions with Natural England and as a result provide a revised HRA (attached as **Appendix 3**) to include a screening stage and Appropriate Assessment stage. The key changes occur at page 10 with regard to the screening and Appropriate Assessment. Other changes in the document have also been made to reflect the adoption of the Local Plan Review 2013-2033 on the 29<sup>th</sup> July 2020. Confirmation has now been received from Natural England that they concur with the conclusions in Section 7 of the HRA (**Appendix 4**) and that the proposals will not have an adverse effect on the integrity of European sites.

## 7.0 Conclusion

- 7.1 A thorough analysis of the consultation responses has been undertaken and amendments accordingly made to the Draft Masterplan SPD. The Draft Masterplan SPD once adopted will provide a comprehensive framework to guide development in a coordinated and comprehensive manner. Once adopted it will achieve full weight in decision making as a material planning consideration.

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**Background Papers:** The policies relating to the Tiverton Eastern Urban Extension may be viewed in the Local Plan Review 2013-2033 at  
<https://www.middevon.gov.uk/inspector-s-report-confirms-soundness-of-local-plan-review-with-main-modifications/>

The Adopted Tiverton EUE Masterplan and Area B Stage 2 Public Consultation material may be viewed at  
<https://www.middevon.gov.uk/residents/planning-policy/masterplanning/>

Cabinet 16<sup>th</sup> January 2020

Cabinet 30<sup>th</sup> May 2019

Cabinet 26 October 2017

Cabinet 2<sup>nd</sup> February 2017

**Circulation of the Report:** Cabinet

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## Tiverton EUE Area B Stage 2 Public Consultation Summary: Questionnaire, Letter and Email Responses

Questionnaire responses are summarised within Qs 1-9 below. Any non-questionnaire responses (i.e. letters/emails) are provided within the summary response to Q9 (which also includes general comments that were invited on the questionnaire at Q9).

### Total Responses: 121 + 9 Post Deadline Closure

#### Question 1 – The Vision (Board 1 / Section 3/ 3A of the SPD)

(1a) How strongly do you agree with the vision for the new garden neighbourhood (count below)?

| Strongly Object | Object | Neutral | Support | Strongly Support |
|-----------------|--------|---------|---------|------------------|
| 7               | 5      | 17      | 10      | 3                |

(1b) If there is anything else missing from the above vision, please state:

| No. | Key Theme(s)   | Comment   | Suggested response (n/c = no change)  | SPD Section Amendments |
|-----|--|---|---|------------------------|
| 1   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | Continuous, uninterrupted, <b>traffic free cycleways</b> , from proposed area to Tiverton Centre.   | n/c – Linkages already in Local Plan infrastructure requirements and upgrades associated with Area A. | -                      |
| 2   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | The proposed site would bring unacceptable and potentially dangerous levels of <b>traffic</b> through Tidcombe lane. The road is already overburdened with narrow pinch points at Tidcombe bridge and the entry / exit at Blundells school. Not to mention busy periods such as school start / finish at Tidcombe school. | n/c (Development Management issue for Transport Assessment - Already in P119.                         | -                      |

|    |  |  |  |   |
|----|--|--|--|---|
| 3  | <ul style="list-style-type: none"> <li>Design/character</li> </ul>   | Ridiculous how you can call a housing development as a garden neighbourhood - nothing further from the truth. The area should <b>be a protected conservation area</b> as part of the Grand Western Canal | n/c – Principle of development already established in Local Plan.  | -   |
| 4  | <ul style="list-style-type: none"> <li>Transport / highways</li> <li>Green infrastructure</li> </ul>                 | The impact assessment of vehicular access from <b>Follett Road</b> /Glebelands onto the new proposed country park  | Remove car park at Follett Rd  | P76, 92,99,100-105  |
| 5  | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul>   | It is not clear regarding access via <b>Follett Road</b> , Glebelands is not fit for an increase in vehicles - this is a major lack of oversight in failing to address this at this stage.               | Remove car park at Follett Rd  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 6  | <ul style="list-style-type: none"> <li>Design</li> <li>Transport / highways</li> <li>Green infrastructure</li> </ul> | <b>Too many houses</b> with very little design appeal. not enough green spaces or cycle paths.   | n/c – Final house no.s and house types will be determined at development management stage  | -   |
| 7  | <ul style="list-style-type: none"> <li>Community facilities</li> </ul>   | <b>Open children's play areas near houses. Access open</b> at all times.   | n/c - will be determined at development management stage   | -   |
| 8  | <ul style="list-style-type: none"> <li>Ecology</li> </ul>  | The <b>horses</b>  | n/c (unless barge horses?) – see car park change   | -   |
| 9  | <ul style="list-style-type: none"> <li>Land-use</li> </ul>   | Number of <b>houses should be cut by 1/3</b>   | n/c - Local Plan already establishes no. but final house no.s and house types will be determined at development management stage             | -   |
| 10 | <ul style="list-style-type: none"> <li>Housing tenure</li> </ul>   | Where is the provision for <b>affordable housing</b> ?   | Further clarification on tenure blind?   | Text added p71  |
| 11 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>   | Concern for how the <b>green infrastructure will be maintained and managed</b>   | n/c – refer to section 6.5   | -   |
| 12 | <ul style="list-style-type: none"> <li>Land-use</li> </ul>   | Location of <b>Gypsy and Travellers</b> site is not indicated  | Further clarification on G&T site location? Wording needs to clarify requirement and location, and also note a DM matter for final location. | Edits P 70 71   |
| 13 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>   | Protection of <b>existing hedgerows and trees</b> which should be immediately identified with TPOs to avoid any further damage by  | n/c – Refer to section 6 (inc 6.5) – full management details to be agreed  | -   |

|    |   |   |  |   |
|----|---|---|--|---|
|    |   | landowners. Management of the proposed Country Park going forward is unclear.   | at development management stage.   |   |
| 14 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>                      | Larger <b>open space</b> with buffer zones  | n/c – Local plan policy requirements met and country park exceeds usual requirements                           | -   |
| 15 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul>                      | <b>Road infrastructure</b> conservation and more importantly over intensification   | n/c – Believe SPD strikes the balance  | -   |
| 16 | <ul style="list-style-type: none"> <li>General</li> </ul>                                   | It suggests there will be a <b>link to the Tidcombe Lane SSI</b> but does not explain this in any detail  | Check link reference   | P101 clarification of ecological links        |
| 17 | <ul style="list-style-type: none"> <li>General</li> </ul>                                   | The board makes constant reference to "iving in the garden neighbourhood at Post Hill". This development is <b>NOT at Post Hill</b> . It is Area B, accessed from Area A. It has no boundary to Post Hill and should not be sold as such. | MDDC agree leave as referenced.  | -   |
| 18 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>                      | Lots more <b>green space</b> , extra tree planting  | n/c – Significant green infrastructure provided  | -   |
| 19 | <ul style="list-style-type: none"> <li>Housing need</li> </ul>                              | Are these <b>houses actually needed</b> ? Will it address housing needs of mostly lower income local people?  | n/c – Principle of development accepted in Local Plan. Development will include mix of unit sizes and tenures. | -   |
| 20 | <ul style="list-style-type: none"> <li>Amenity</li> </ul>                                   | The <b>height of the buildings closest to Mayfair</b> – view blocked?   | AAM Check wording for amenity considerations. Check buffer zone (as per Area A).                               | P72 and 79-added ref to buffer, p82 for views |
| 21 | <ul style="list-style-type: none"> <li>Town centre</li> </ul>                               | I am concerned that this development will diminish the role of the <b>town centre</b> as a focal point for retail and business  | n/c (Area A DC requirement)  | -   |
| 22 | <ul style="list-style-type: none"> <li>Town centre</li> <li>Transport / Highways</li> </ul> | Concerned about the <b>survival of the town centre, also the extra traffic</b> down Blundells Road from this estate.  | n/c (as above)   | -   |
| 23 | <ul style="list-style-type: none"> <li>Ecology</li> <li>Character</li> </ul>                | The vision should be to <b>keep as much of the canal area and area between rhe disused railway as it is</b> . The wildlife and beauty will be destroyed if we are allowing encroachment of people into all the fields.                    | n/c – The SPD seeks the establishment of the Country Park  | -   |

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|----|--|--|---|--|
| 24 | <ul style="list-style-type: none"> <li>General</li> </ul>  | <p>As a home owner in Post Hill the whole Tiverton EUE will have a life long massively negative impact on mine and my families quality of life so as a comment on the development in principle I strongly <b>oppose the whole scheme</b>. Taken out of the context of it ruining my life, the principles of the new garden neighbourhood are supportable, hence the 3 grade given. However its application in relation to the existing dwellings in Post hill is poor and shows little to no consideration for properties at the Manley lane end of the EUE.</p> | <p>Check amenity relationship point i.e. Development Managementstage consideration</p>  | <p>P72 and 79-added ref to buffer, p82 for views</p> |
| 25 | <ul style="list-style-type: none"> <li>Land use</li> </ul> | <p>I <b>disagree strongly to the country park as part of this</b>. People have bought properties in a quiet area and now this will attract people and more youths and I don't like this in an elderly estate.</p>  | <p>n/c – SPD seeks to establish country park as valuable community asset in line with Local Plan requirement. Future management to be determined at development management stage.</p> | -  |

## Question 2- Development Concept (Board 2 / part 3.2 of the SPD)

(2a) Do you support the key development objectives as listed below?

|                                   | Strongly Object | Object | Neutral | Support | Strongly Support |
|-----------------------------------|-----------------|--------|---------|---------|------------------|
| Character                         | 11              | 2      | 16      | 18      | 2                |
| Urban design and placemaking      | 11              | 3      | 18      | 16      | 1                |
| Movement, transport, connectivity | 18              | 8      | 14      | 10      | 1                |

|                                      |    |   |    |    |    |
|--------------------------------------|----|---|----|----|----|
| Landscape, open space and recreation | 12 | 4 | 11 | 13 | 10 |
| Housing mix                          | 16 | 8 | 15 | 8  | 1  |
| Employment facilities (area B)       | 13 | 8 | 14 | 11 | 4  |
| Energy and resource efficiency       | 8  | 0 | 21 | 12 | 6  |

**(2b) If there is anything else missing from the above objectives, please state:**

| No. | Key Theme(s)  | Comment   | Suggested Response  | SPD Section Amendments  |
|-----|---|---|---|---|
| 1   | <ul style="list-style-type: none"> <li>Land-use</li> </ul>                      | <b>Live-work accommodation.</b>   | Check refs as LW should be encouraged in principle  | Ref added P71 (see also 82)   |
| 2   | <ul style="list-style-type: none"> <li>Housing</li> </ul>                       | <b>Gypsy pitches</b> close to existing housing will make these properties unfit for mortgages are intending compensating the property owners for the 40% loss in value. In addition to this time and time again you have been asked to decouple G&T pitches from housing when will you listen to the Inspectorate and your community on this issue! | n/c – value is not a material planning consideration  | -   |
| 3   | <ul style="list-style-type: none"> <li>Transport</li> </ul>                     | How the impact of <b>traffic</b> from area a to area b is misleading in my opinion. Where it implies there is no road link between area b and the country park and now this link will come from Follett Road there is no mention of this it seems to be hidden and feels somewhat underhand   | Remove Follett Rd Car Park  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 4   | <ul style="list-style-type: none"> <li>Employment</li> <li>Energy</li> </ul>    | <b>Employment facilities</b> are so minimal they are hardly worth mentioning. As far as the last question about energy efficiency it depends on how far energy efficient principles are incorporated into each house.   | The employment provision is aligned with the Local Plan requirement and will provide a meaningful contribution. | P71 clarification   |
| 5   | <ul style="list-style-type: none"> <li>Construction</li> <li>Ecology</li> </ul> | Concerns about <b>construction and noise</b> impact on wildlife.  | n/c – Construction management for development management stage  | -   |
| 6   | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul>          | If the <b>link from Blundells Rd</b> to the link road is not implemented before the building, the existing residents will have suffered 5 – 10 years of builders, 20 tonne lorries go up and down Blundells Road through the School   | n/c –Area A issue   | -   |
| 7   | <ul style="list-style-type: none"> <li>Phasing</li> <li>Layout</li> </ul>       | <b>Links for Area A</b> should be in place before start of Area B. Fully support PV wherever possible. Traveller sites may be better placed nearer the Link Road for ease of access.  | n/c - Area A issue  | -   |

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|----|--|--|--|---|
| 8  | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul>                         | <p>The SPD seems to be leaving an option open to <b>access Manley Lane through Hartnoll Farm</b>. This option would cause further unnecessary traffic issues at Post Hill, Manley Lane and potentially West Manley Lane. Certainty is required and access from Area B to Manley Lane should be ruled out with perhaps the exception of emergency vehicle access.</p>   | <p>n/c – Clarification provided on plans to confirm no access via Manley Lane but potential indicative access through to Hartnoll Farm shown (see 2.4).</p>  | - |
| 9  | <ul style="list-style-type: none"> <li>Implementation</li> <li>Transport / Highways</li> </ul> | <p>The key development objectives hinge on <b>collaboration from all landowners</b> in this complex landownership coming to an agreement. Will MDDC ultimately have to insist on <b>compulsory purchase of land</b> to fulfil their vision for the TUEU?<br/>One <b>access route for Area B still under consideration is via Manley Lane</b>. This surely will have a detrimental affect on the vision for a safe walking, cycling and running route linking West Manley Lane and the proposed Country Park, Railway Walk and Canal.</p> | <p>n/c (see P118 re landowners and above for access)</p>   | - |
| 10 | <ul style="list-style-type: none"> <li>Sustainability / Infrastructure</li> </ul>              | <p>Will all the housing be able to <b>plug in an electric car, will they all be given solar panels</b> to prepare for the ending of the gas supply and to be sustainable.....</p>  | <p>n/c – See P57, and for formal consideration at development management stage</p>   | - |
| 11 | <ul style="list-style-type: none"> <li>General</li> </ul>                                      | <p>The <b>Country Park</b> is much touted, but it is quite difficult to find any real details of what is being offered here, that we do not already have?</p>  | <p>n/c – Refer to 4.5 but final details at development management stage</p>  | - |
| 12 | <ul style="list-style-type: none"> <li>Sustainability / infrastructure</li> </ul>              | <p>All houses should have <b>rainwater harvesting as standard Plus solar panels and ground source heating</b></p>  | <p>Check ref/emphasis to sustainability – see P57 and P119 requirement for sustainability and energy statement at development management stage</p>   | - |
| 13 | <ul style="list-style-type: none"> <li>Sustainability</li> <li>Design</li> </ul>               | <p>Can we ensure the highest possible standards of <b>energy efficiency</b>, rather than minimum requirements? How can we know that the house designs won't be unnecessarily ugly ? Details make a huge difference, e.g. roof overhangs, window design &amp; finish.</p>   | <p>As 12 above for energy. The SPD is not intended as a design code but MDDC has an adopted Design Guide for the EUE and is consulting on a new Design Guide so there will be design considerations at development management stage.</p> | - |

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|----|---|--|--|--------------------------|
| 14 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul>  | <b>Width of roads, off road parking</b> – needs to be adequate to prevent congestion   | n/c – Development management stage   | -                        |
| 15 | <ul style="list-style-type: none"> <li>Land use</li> </ul>  | I am profoundly against the inclusion of any <b>gypsy</b> element within the scheme  | n/c – Requirement in Local Plan  | -                        |
| 16 | <ul style="list-style-type: none"> <li>Land use</li> </ul>  | Concerned about how the <b>employment land</b> will be used  | n/c – clarified that B1 use  | P54, 71                  |
| 17 | <ul style="list-style-type: none"> <li>Housing demand</li> </ul>  | Objective should be to ascertain <b>what housing is needed</b> after all properties in part a have been sold not before  | n/c – not material planning issue  | -                        |
| 18 | <ul style="list-style-type: none"> <li>Transport / Highways</li> <li>Land use</li> <li>Employment land</li> </ul> | <p>The master planning in this latest area B detail when compared to previous documentation has fundamentally changed in relation to <b>location and scale of light industrial, Gypsy pitches and the now ambiguous commentary around forming new access to area B from Manley lane.</b></p> <p>To state the existing Mayfair, West Manley and Manley lanes will be protected from additional traffic but then to go on to say that additional access points would be beneficial if 3rd party land can be developed to facilitate it is alarming. We would <b>oppose in the strongest terms any developments that allowed any vehicle traffic into the T-EUE from Manley Lane, West Manley Lane and Mayfair.</b></p> <p>The <b>light industrial area</b> in area B phase 4 has increased in size and now directly abuts the last existing private dwelling on Manley Lane. It is also adjacent to the ambiguous additional Manley lane road access point described as 'illustrative'. To my mind having light industrial in this location will draw commercial traffic through the whole of phase B and past residential areas. This surely can't meet the development environmental aspirations for the ambience of the residential areas and so can only truly work if additional access is formed from Manley lane. Any adaptations to access for vehicles from Manley lane must be prohibited and strongly worded in this way in this and any future T-EUE.</p> <p>As strongly as I disagree with the phase 4 light industrial location I am also shocked and saddened that Gypsy pitches have also been located in this area.</p> <p>Again I disagree in the strongest terms that these pitches have been sighted in area B. To sight them so close to existing</p> | check ref to industrial is clear re office intentions and any further commentary on G&T location | B1 uses clarified P54,71 |

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|    |  | <p>dwellings further destroys existing residents quality of life and the residual value of their properties.</p> <p>These 3 pitches must be moved away from existing dwellings.</p>   |  |  |
| 19 | <ul style="list-style-type: none"> <li>Land use</li> </ul>                       | <p>on the original consultation the <b>traveller pitches</b> were in part a but they have now moved and I don't feel it is appropriate so I object to them being here.</p>  | n/c as above   |  |
|    | <ul style="list-style-type: none"> <li>Transport / Highways</li> <li></li> </ul> | <p>The document <b>contradicts itself stating that no vehicular access (other than emergency vehicles) will be allowed access to Area B via Manley Lane/Post Hill junction and yet has plans for a main through road up to Manley Lane</b> and access should land purchase/submission be made by the landowner. The main through road is labelled in many figures as an additional main access to the site. Manley lane needs to be protected by ensuring at least 20metres from Manley Lane is a 'local street' with bollards to ensure it is only an emergency access as mentioned for Mayfair etc. Allowing a main thoroughfare access to Manley Lane will encourage the single track lane to be used as a very dangerous rat run and will work against the vision of the site making the lane unusable for pedestrians/cyclists due to danger from traffic. There are also a <b>disproportionate number of pedestrian/cycle access points to the north/Manley Lane corner of the site</b> when access should be encouraged lower down the lane so that quick access can be gained to the new and existing country park/cycle routes/canal paths/town access routes. The top part of the lane should have just one pedestrian/cycle access place and should be instead encouraged for use by those to the north of Post Hill Road not Area B as a safe access path to the forementioned routes. <b>More pedestrian/cycle access from Manley Lane to the new Country park and sports fields would instead be more beneficial.</b></p> | <p>Check scope / response for pedest/cycle routes links.<br/>Check arrow to Hartnoll Fm and making sure clear.</p> | <p>We want to make sure that there is a permeable network of routes for pedestrians and cyclists so we have not reduced the number of access points.</p> <p>P60 and p68 – edits to key/colours to help clarity on Manley Lane/Hartnoll Farm access</p> |

### Question 3- The Masterplan (Board 3 / Section 4 of the SPD)

(3a) The masterplan provides guidance on a number of principles. Do you agree that these principles should take priority in future decision making as the development comes forward?

|   | Strongly Object | Object | Neutral | Support | Strongly Support |
|---|-----------------|--------|---------|---------|------------------|
| Responding to surrounding area            | 7               | 4      | 11      | 13      | 13               |
| Working with landscape features           | 5               | 0      | 6       | 13      | 25               |
| Establishing a country park               | 12              | 1      | 6       | 10      | 22               |
| Connected & permeable lanes and streets   | 9               | 2      | 12      | 16      | 10               |
| A collection of neighbourhoods and places | 10              | 2      | 16      | 14      | 6                |
| A network of open spaces                  | 7               | 2      | 7       | 13      | 20               |
| A sustainable settlement                  | 8               | 0      | 10      | 14      | 17               |

(3b) Do you feel that anything is missing from the above elements?

| No. | Key Theme(s)  | Comment  | Suggested Response  | SPD Section Amendments  |
|-----|---|--|---|---|
|     | <ul style="list-style-type: none"> <li>Energy</li> </ul>  | Centralised <b>energy</b> system, CHP, heat grids etc.   | n/c – see sustainability and energy requirements in SPD. Final details for development management stage. Centralised energy not being provided in area A so unlikely for B. | -   |
| 2   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul>                              | Yes the <b>car park</b> , do not agree with where it is located and the negative impact this will have on our lovely neighbourhood. It's not just the passing of cars through our road it's all the overflow parking which will inevitably occur and we will have cars parked all along our street, making it more dangerous for walkers, cyclists and children who actually live here | Assume Follett Rd CP – remove CP  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 3   | <ul style="list-style-type: none"> <li>Transport highways</li> <li>Character / landscape</li> </ul> | Yes the <b>car park</b> and the effects it will have on the Glebelands area and the canal.   | Remove Follett Rd CP  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

|    |  |  |  |  |
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| 4  | <ul style="list-style-type: none"> <li>Connectivity</li> </ul>         | Better <b>connection walk/cycle</b> to Tiverton and to Halberton to connect other local built up areas. People want to travel out, not just within the development.  | n/c – wider strategy with Area A   | -  |
| 5  | <ul style="list-style-type: none"> <li>Land use</li> </ul>             | The <b>extent and size</b> of the development  | n/c – already established in Local Plan  | -  |
| 6  | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | Easy <b>pedestrian/cycle access</b> to the school to avoid use of cars   | n/c – as above   | -  |
| 7  | <ul style="list-style-type: none"> <li>Maintenance</li> </ul>          | It is unclear who would be responsible for the creating of the <b>Country Park</b> and it's subsequent upkeep. To protect the Country Park and the vision for recreation, the <b>MDDC should reconfirm their position that West Manley Lane becomes the southern boundary</b> with no housing development south of West Manley Lane. | n/c – See commentary in section 6 on management and future development management issue. WML boundary already established. | -  |
| 8  | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | How will these people travel to work and connect to rail and bus services - is there planning for an <b>off road cycle way to Tiverton Parkway</b> . How will the scheme ensure that in concreting over large quantities of land, <b>water run off</b> into local streams does not lead to flooding of areas downstream.             | n/c – wider transport linkages for Local Plan / Transport Plan. Flood and drainage details at development management stage | -  |
|    | <ul style="list-style-type: none"> <li>General</li> </ul>              | Board 3 is ambiguous. The asterisk at <b>Manley Lane is of concern. How does this red dot differ from all the other "no vehicular access" red dots? What is meant by "illustrative". Access to Area B is via Area A.</b> It was agreed many years ago.   | n/c (check clarity)  | P60 and p68 – edits to key/colours to help clarity on Manley Lane/Hartnoll Farm access |
| 10 | <ul style="list-style-type: none"> <li>Sustainability</li> </ul>       | <b>Green technology</b> for heating and water usage as standard, plus solar power generation and storage mandatory on every house  | n/c – see above references to sustainability (also note SPD cannot create new policy requirements beyond Local Plan).      | -  |
| 11 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul> | Large <b>trees &amp; hedgerows</b> MUST be kept, not only if convenient. Trees need a very large protected area for roots. Old hedgerows may need proper restoration, and new hedgerows planted between housing blocks.  | n/c- green infrastructure is key to the proposed SPD.  | -  |
| 12 | <ul style="list-style-type: none"> <li>Phasing</li> </ul>              | <b>Timing</b> – will Area A be completed before developing Area B?   | n/c – unknown but not for SPD to address   | -  |
| 13 | <ul style="list-style-type: none"> <li>Land use</li> </ul>             | There is no need for a <b>country park</b> - the fields and areas that are to be developed into this country park should be  | n/c- country park is a Local Plan requirement and will create a  | -  |

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|----|--|--|--|--|
|    |  | left as fields and not have walkways for people to traipse across areas that are currently inaccessible - this current inaccessibility is what allows the wildlife to thrive. Build the houses but please do not make pathways and cycle paths for the owners of these houses to have access to the canal across the few fields that will be left  | community asset for existing and future community  |  |
| 14 | <ul style="list-style-type: none"> <li>Ecology</li> </ul>              | the <b>country park</b> plan looks like it will allow people to walk all over the land between the housing estate and the canal, disturbing all the wildlife   | n/c – management regime to be agreed   | -  |
|    | <ul style="list-style-type: none"> <li></li> </ul>                     | I fundamentally agree that any master planning should be fully considerate and protect the lives, homes and environment of existing residents. This however has not been applied to the <b>residents of Mayfair, post hill and particularly Manley Lane</b> . For the points raise on the earlier questions I feel the planning has fundamentally failed in this respect.  | n/c – further clarification on amenity with existing residential properties has been added as per Area A approach. | -  |
|    | <ul style="list-style-type: none"> <li>Land use</li> </ul>             | I am strongly against the <b>country park</b> , I don't think this is needed as we have the canal. The fields are all going to become a country park and cause further traffic. The poor animals, insects and creatures should be entitled to their home and should not be disrupted for a country park for people. Parks for children are acceptable and football pitches further up but I do not agree with a country park. The disused railway to the canal is a lovely place and should not be accessed. | n/c- country park is a Local Plan requirement and will create a community asset for existing and future community  | -  |
|    | <ul style="list-style-type: none"> <li>Highways / Transport</li> </ul> | Again <b>why does board 3 contradict itself again by saying Manley Lane will not be used for access but illustrating it having main road access</b> . Why has it not been removed from the illustrations if it will not go ahead?  | n/c (check clarity)  | P60 and p68 – edits to key/colours to help clarity on Manley Lane/Hartnoll Farm access |

## Question 4 – Land Use and the Amount of Development (Board 4 / Section 4.2 of the SPD)

(4a) Do you agree with the key land use principles underpinning the masterplan?

|  | Strongly Object | Object | Neutral | Support | Strongly Support |
|--|-----------------|--------|---------|---------|------------------|
| Residential-led land use                         | 11              | 1      | 16      | 14      | 8                |
| Built development only north of West Manley Lane | 8               | 2      | 8       | 13      | 19               |
| Inclusion of small clusters of employment use    | 11              | 6      | 15      | 13      | 5                |
| Centrally located open space                     | 5               | 0      | 10      | 19      | 15               |
| Accessible allotments                            | 6               | 0      | 9       | 18      | 16               |
| Location/provision of sports pitches             | 6               | 1      | 12      | 14      | 16               |

(4b) Are there any other land use principles which you feel should be included?

Are there principles which you feel should be excluded?

| No. | Key Theme(s)   | Comment   | Suggested Response                                       | SPD Section Amendments |
|-----|--|---|--|------------------------|
| 1   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | <b>Traffic free cycleways</b> that take priority over roads. <b>EV charging</b> infrastructure.   | n/c – as above   | -                      |
| 2   | <ul style="list-style-type: none"> <li>Tourism</li> </ul>              | <b>Grand Western Canal visitors and that conservation area will plummet</b> if this development goes ahead  | n/c – as above   | -                      |
| 3   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | Again <b>car parking</b> , not a lot and this will result in overspill parking on roads, around Follett road and also on the new roads in Area B  | n/c – car park now removed                               | See references above   |
| 4   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | Car parking - really should have really been thought through - <b>we should be encouraging people not to use vehicles</b> and to walk/cycle - also the <b>impact on the surrounding area</b> doesn't appear to have even been considered                              | n/c – as above   | -                      |
| 5   | <ul style="list-style-type: none"> <li>Land use</li> </ul>             | The main worry I see is we are using easily and cheaply accessible land which <b>should being used for farming as it is now</b> . This is agricultural country and I am disappointed that landowners feel able to let houses be built on arable pasture land which at | n/c – principle of development established in Local Plan | -                      |

|   |   |   |  |                           |
|---|---|---|--|---------------------------|
|   |   | present supports sheep & cows. With Brexit and other irritations we all need the green spaces and farms that we can get   |  |                           |
| 6 | <ul style="list-style-type: none"> <li>General</li> </ul>                                   | New <b>Country Park would be a real asset</b> to Tiverton as well as new residents  | n/c  |                           |
|   | <ul style="list-style-type: none"> <li>General</li> </ul>                                   | <p>MDDC accept that the main obstacle to Area B development is the landowners not collaborating. <b>How far will MDDC go to compulsory purchase and protect the GI Country Park as envisaged?</b></p> <p>To protect the Country Park as envisioned in the SPD, <b>MDDC should reconfirm their position that West Manley Lane becomes the southern boundary</b> with no housing development south of West Manley Lane. Refer to APP/Y1138/W/19/3239009 and the Planning Inspectorate's dismissal but with comment that 'mixed use development' is possible south of West Manley Lane</p> | n/c - No further comment on CPO at this stage.<br>WML boundary established for the EUE in this SPD, any future speculative applications beyond this boundary will be subject to development management process | -                         |
|   | <ul style="list-style-type: none"> <li>General</li> </ul>                                   | <p>The decision for no housing and development south of West Manley Lane taken previously by MDDC becomes unclear when the recent Planning Inspectorate of land at NGR SS984 125(APP/Y1138/W/19/3239009 feels that this site is open to 'mixed use development'. <b>Further clarification is required on 'mixed use development'</b></p>  | n/c<br>AY - Consider clarification as 6 above.   |                           |
| 8 | <ul style="list-style-type: none"> <li>Green infrastructure</li> <li>Maintenance</li> </ul> | How many <b>allotments</b> are being made available and who will run them. How will the <b>county park be funded</b> . You say it will be run by an independent organisation..... will it be funded by a annual charge to the residents of the new homes.   | n/c – see references to allotments in green spaces P97. Future management in section 6 and further details at development management stage.  |                           |
| 9 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>                      | There do not appear to many <b>green area and play spaces on the plan</b> . Coloured light grey in the key but hardly any on the board, as far as I can see.  | Check key  | See figure 30 for clarity |

|    |   |  |  |   |
|----|---|--|--|---|
| 10 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>                  | Wildlife conservation areas and meadow land to <b>encourage bees</b>   | Add ref to insects/bees                              | Added to text on country park pages 101 and 105                         |
| 11 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>                  | Tall trees need to be planted so that a hillside full of houses is not visible from railway line, canal, or new country park.  | n/c  |   |
| 12 | <ul style="list-style-type: none"> <li>Employment</li> <li>Land use</li> </ul>          | What kind of <b>employment</b> is proposed within development? Noisy polluting businesses should be avoided.<br><br>More thought needed for <b>off road parking</b> to avoid congestion – as on roads in Moorhayes.  | Clarification added as above                         | P54,71  |
| 13 | <ul style="list-style-type: none"> <li>Employment</li> </ul>                            | <b>Agriculture</b> might be nice   | n/c – not in Local Plan                              | -   |
| 14 | <ul style="list-style-type: none"> <li>Town Centre</li> <li>Land use</li> </ul>         | With the imminent loss of retail uses in the traditional town centre, <b>employment uses should be directed to the centre of Tiverton</b> in order to ensure the Town retains its vitality, so residential friendly employment uses should be excluded from the EUE in order to protect the town.  | n/c – contrary to Local Plan requirement for EUE     | -   |
| 15 | <ul style="list-style-type: none"> <li>Phasing</li> <li>Land use</li> </ul>             | <b>Too many houses</b> - they need to be built in stages and sold and filled Before next stage is considered.<br>traveller pitches are shown below south side of blundells road on this board. <b>Traveller pitches</b> should not be here.  | n/c – Housing no.s and G&T pitches set in Local Plan | -   |
| 16 | <ul style="list-style-type: none"> <li>Land use</li> <li>Transport / traffic</li> </ul> | The area of land between West Manley land and the canal should not have public access and should be left as it currently is. There should not be a <b>car park at Follett Road</b> , as this is a residential estate and further car travel should not be being encouraged, esp along tidcombe lane and onto the Glebelands Estate. There are a large number of elderly and vulnerable residents so further traffic is not wise. | Remove Follett Rd car park                           | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 17 | <ul style="list-style-type: none"> <li>Land use</li> </ul>                              | I support the integration of commercial opportunities into large scale developments like   | Clarification provided on B1 uses                    | P54,71  |

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| <ul style="list-style-type: none"> <li>• Employment land</li> </ul>  |  | <p>this. <b>However confirmation of the class of commercial is fundamental.</b> In the area adjacent to Manley Lane in phase 4, class B1a and B1b would be acceptable, anything more industrial i.e. B1c to Class B2 onward, would certainly not be acceptable. The light industrial development in the Hartnoll Business Centre on the East side of Manley lane is loud and intrusive already, any addition to this would be unwelcome and wildly unfair on the existing residents at the East end of Post hill / Manley lane.</p>  |  |        |
| <ul style="list-style-type: none"> <li>• Land use</li> </ul>   |  | <p>I don't have an overall issue with the <b>pitches and parks</b> so long as they remain as they have suggested. The roads are sufficient for the <b>traffic</b> from manley lane area and even if diverting the traffic through the estate, this is nothing but frustrating for local areas.</p>   | n/c  | -      |
| <ul style="list-style-type: none"> <li>• Land use</li> <li>• Highways / Transport</li> <li>• Employment</li> </ul> |  | <p>The provision of 5 <b>gypsy/traveller sites</b> was supposed to go to the north of Post Hill in Area A next to the A361 away from current/future residents whilst still being a part of TUE with good access. Why have 3 of these sites suddenly and unexpectedly appeared in Area B? It is not good placement to encourage a traveller site or employment space where access is through the entirety of lower Area A and Area B. The placement of the employment and traveller sites were placed much more favourably in Area A. If they must be in Area B it would be better placed on the border with Area A to reduced to road travel. With regards to the <b>5,000sqm of employment space</b> provision not fulfilled by Area A, whilst the masterplan has been generated Hartnoll Business Park has greatly expanded (and will no doubt continue to expand despite it's location being outside the border for the local plan) and has met</p> | n/c – clarification on G&T pitches, employment and access provided above | P54,71 |

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|  |  | the needs of the local plan with regards to this provision therefore negating the need for further employment in Area B. Putting employment space next to Manley Lane encourages access to the lane and it becoming a rat run. |  |  |
|--|--|--|--|--|

### Question 5 – Movement and Connections (Board 5 / Section 3C of the SPD)

5a) The new garden neighbourhood will have a network of roads, lanes, cycle and footpaths connecting to the existing and proposed areas of development. Do you agree with the stated key principles for these routes and connections?

|  | Strongly Object | Object | Neutral | Support | Strongly Support |
|--|-----------------|--------|---------|---------|------------------|
| No vehicular access from West Manley Lane, Manley Lane or Mayfair          | 5               | 1      | 5       | 8       | 31               |
| Main street will transverse the site east-west, providing access to area A | 9               | 1      | 10      | 17      | 13               |
| Network of green routes  | 9               | 0      | 8       | 16      | 17               |
| Loop street will provide connections between neighbourhoods                | 7               | 1      | 12      | 21      | 5                |
| Local streets provide access to individual properties                      | 7               | 1      | 9       | 22      | 6                |

| Retain existing trees / hedgerows (ecology)   |   | 4   | 0   | 1 | 5 | 40  |
|---|---|---|---|---|---|---|
| (5b) Are there any other movement principles which you feel should be included? Are there principles which you feel should be excluded? |   |   |   |   |   |   |
| No.   | Key Theme(s)  | Comment   | Suggested Response  |   |   | SPD Section Amendments  |
| 1   | <ul style="list-style-type: none"> <li>Landscaping</li> <li>Transport / Highways</li> </ul> | <p><b>Rather than say "every effort" just say they "will" be retained, get that written in to policy, because otherwise developers will find a way around it.</b> I know this because I have done it on their behalf. Traffic free cycleways that take priority over roads.</p>   | n/c - SPD 1.2 'Purpose & Role' already states <i>The main objective of the document is to set out the key principles that planning applications will need to have regard to if they are to be considered acceptable by Mid Devon District Council (MDDC).</i> Other references are made throughout to 'should' which should be considered sufficient. |   |   | -   |
|   | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul>                      | <p>what's is going to be done to deter / reduce <b>traffic on Tidcombe Lane? And what is going to done to safeguard pedestrians at Tidcombe bridge?</b></p>   | n/c – Detail for transport Assessment at development management stage although removal of Follett Rd car park will assist.  |   |   | As above  |
| 3   | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul>                      | <p>Again <b>vehicular access to the country park</b>, you are just removing one problem of access from area b and moving it to Glebelands but just not making this very clear at all as the focus is on access of the residential area of area b</p>  | - Remove Follett Rd CP and check key colour to make clear no road access into Countrypark.  |   |   | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 4   | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul>                      | <p><b>Access via Follett Road</b> is not clear in the proposal- there is a lot of ambiguity in this - access via here should be out of scope as it is not viable - this will cause extra traffic which Glebelands is not able to cope with and also extra pollution to the area - which long term will affect the canal and surrounding land.</p> | Remove Follett Rd CP  |   |   | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 5   | <ul style="list-style-type: none"> <li>Ecology</li> </ul>                                   | <p>Where will the <b>wildlife</b> live?</p>   | n/c – Biodiversity enhancement and 'net gain' is an expectation   |   |   | -   |

|    |  |   |  |   |
|----|--|---|--|---|
|    |  |   | of planning policy for determination at development stage.   |   |
| 6  | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | Avoid increase in <b>traffic</b> on Tidcombe Lane   | n/c – response above   | -   |
| 7  | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul> | <b>Leave it alone.</b> We already have the canal as a nature reserve and walks – winter grazing for our beautiful horses.   | n/c – response above   | -   |
| 8  | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | <b>Easy school pedestrian access</b> and realisation that some people will be inclined to drive anyway. Should some parking be considered?  | n/c (School in Area A)   | -   |
| 9  | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | <p>With increased walkers/cyclists/families enjoying access to the Country Park through and along <b>West Manley Lane, would it not be in the interests/safety of residents and visitors that the lane becomes an official shared lane?</b></p> <p>It should be made clear that <b>no access to the sports area (vehicular or pedestrian) from West Manley Lane</b> and that ancient hedgerows remain in place.</p> | Check reference to potential for WML to be shared –DCC has previously promoted Quiet Lanes across the county. WML is by its nature a shared facility with low vehicle speeds due to its geometry – no issue with making this clearer (e.g. via 'gateway' features) if needed. A Traffic Regulation Order (access only) and reduced speed limit would also be options if so required. | New text added p69 on features to clarify 'shared lane' |
| 10 | <ul style="list-style-type: none"> <li>General</li> </ul>              | To protect the Country Park as envisioned in the SPD, MDDC should reconfirm their position that <b>West Manley Lane becomes the southern boundary with no housing</b> development south of West Manley Lane. This needs clarification following the recent planning inspectorates comments NGR SS984 125 (APP/Y1138/W/19/3239009)   | n/c – response above   | -   |
| 11 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | With the increased use of West Manley Lane as a recreational route to the proposed Country Park should this now become an <b>official shared lane?</b> Vehicular use  | AAM - As above   | New text added p69 on features to clarify 'shared lane' |

|    |  |  |  |   |
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|    |  | of this narrow lane will have to be restricted as, without damaging the listed hedgerows and trees, there are very safe passing places.  |  |   |
| 12 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | Will there be <b>cycle ways separate from motor traffic</b> allowing people to get to town   | n/c – response above                                 | -   |
| 13 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | <b>No vehicular access provided to the site either temporary or otherwise from Post Hill or Hartnoll Business Centre</b> , ever - even if land outside the scope of this consultation, becomes available. If a property on Post Hill were to become available, no access for construction should ever come via this area. Access for construction of ALL properties on Area B must be via Area A.  | n/c – response above                                 | -   |
| 14 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | <b>Main route must be big enough for buses. Off road parking must be realistic</b> - most houses will have one car per adult. Visitors need off road parking. It must be easy for all households to <b>charge electric vehicles</b> .  | n/c – details for development management stage       | -   |
| 15 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | <b>Dedicated cycle lanes</b> kept apart from footpaths / pedestrian lanes  | n/c – as above                                       | -   |
| 16 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | Exclusion of these will put pressure on the perceived need to provide access from Follett Road. This applies particularly to the proposed country park. In view of the well-documented problems attending Tidcombe Lane etc. <b>Follett Road access should be denied</b> .   | Remove Follett Rd CP                                 | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 17 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | The concepts of <b>shared space and low speed characteristics should not be used to justify limited space for vehicular access and movement</b> - the ideology of low car dependency runs the risk of congestion for and frustration between the future residential occupiers.<br><b>The protection of the settlement limit along Manley Lane appears to be an obstacle to bringing in a vehicular route from the Hartnoll Farm direction. I question whether this principle is worthy of retention given that Hartnoll Farm has been allowed to transform from a farm diversification project to a fully fledged edge of town</b> | n/c – Not for SPD to redefine settlement boundaries. | -   |

|    |   |  |   |   |
|----|---|--|---|---|
|    |   | <p><b>business centre, and should perhaps now be brought within a redefined town settlement limit.</b></p> <p>Having decided that no vehicular access should be provided from West Manley Lane, Manley Lane and Mayfair, a decision reinforced by officers at a recent EUE consultation event, it seems strange that the issue continues to form part of this consultation.</p>  |   |   |
| 18 | <ul style="list-style-type: none"> <li>• Access</li> </ul>                    | <p>There should be <b>no connectivity through Mayfair</b>. The Mayfair settlement should not be subject to any access, walking or cycling route.</p>   | n/c – there is no reasonable case to prevent walk/cycle/emergency access here. Knock-down bollards or similar would ensure emergency-only access by motor vehicles. | - |
| 19 | <ul style="list-style-type: none"> <li>• Traffic / Highways</li> </ul>        | <p><b>Traffic calming should not be by using narrow roads and parked cars.</b> Houses should have sufficient off street parking.</p> <p>The decision of the Council for no vehicular access from West Manley Lane, Manley Lane and Mayfair should be honoured and should NOT be queried again. The concept of respecting existing houses/settlements should be applied.</p>  | n/c – as above  | - |
| 20 | <ul style="list-style-type: none"> <li>• Access</li> </ul>                    | <p><b>I do not think that there should be pedestrian or cycle access through the existing Mayfair area.</b></p>  | n/c – as above  | - |
| 21 | <ul style="list-style-type: none"> <li>• Access</li> <li>• Ecology</li> </ul> | <p>There <b>should not be paths down to the canal</b> - suitable sports facilities and green areas should be provided within the housing estate. Encouraging more cycling next down towards the canal will spoil the canal nature reserve. <b>The canal and fields between the disused railway should be left as they are</b>  . Once people arrive at the disused railway area they can access the canal as people do now - leaving plenty of inaccessible areas for wildlife to thrive</p> | n/c – as above  | - |
| 22 | <ul style="list-style-type: none"> <li>• Access</li> <li>• Ecology</li> </ul> | <p>There <b>should not be paths and board walks through the area of land from West Manley lane to the Canal</b>, apart from the original disused railway cycle and footpath. This land esp between the disused railway and the</p>   | n/c – as above  | - |

|    |   |   |  |   |
|----|---|---|--|---|
|    |   | canal should be an area without public access as it is now, which will allow the wildlife to thrive   |  |   |
| 23 | <ul style="list-style-type: none"> <li>Green infrastructure</li> <li>Traffic / highways</li> </ul>              | For the reasons described already i strongly support maintaining Manley Lane and its hedgerows in its current form, however the <b>ambiguous additional comments on ideally improving access to the East of the EUE from Manley lane are unsettling and should be removed from the plan entirely</b> . There can be no additional traffic on these lanes and there can be no widening or adaptation to create access. This needs to be stated as a 'red line' in the EUE master plan. | Check wording                                      | Add wording about third party land being required p69 |
| 24 | <ul style="list-style-type: none"> <li>Ecology</li> <li>Housing demand</li> <li>Green infrastructure</li> </ul> | dont do anything to impact the <b>canal</b> or our environment in which our animal and insects should be allowed to remain. Stop building more houses that are not required. So many unsold houses and now a load more. <b>Stop building on any field,</b>  | n/c – as above                                     | -   |
| 25 | <ul style="list-style-type: none"> <li></li> </ul>  | The Main Street should not extend to the border with Manley Lane but stop halfway or two thirds of the way through Area B making the areas next to Manley Lane local streets to <b>discourage vehicular movement to Manley Lane.</b>  | n/c – as above (no access proposed to Manley Lane) | -   |

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### Question 6- Landscape, Open Space and Recreation (Board 6 / Section 5.4 of the SPD/ section 5.4).

(6a) The Area B masterplan provides significant open space and green infrastructure including the country park. Do you agree with the landscape principles as set out?

|  | Strongly Object | Object | Neutral | Support | Strongly Support |
|--|-----------------|--------|---------|---------|------------------|
| Streets and open space will need to respect existing landscaping | 3               | 0      | 4       | 8       | 35               |

|  |    |   |   |    |    |
|--|----|---|---|----|----|
| A network of new open space to connect houses and neighbourhoods   | 8  | 1 | 8 | 16 | 17 |
| Different spaces should incorporate play space, allotments, sports and Country Park                                    | 10 | 1 | 6 | 14 | 19 |
| Country park will be a community resource for the eastern urban extension and will benefit from agreed management plan | 13 | 0 | 6 | 11 | 20 |

(6b) Are there any other open space principles which you feel should be included? Are there principles which you feel should be excluded?

| No. | Key Theme(s)   | Comment  | Suggested Response   | SPD Section Amendments  |
|-----|--|--|----------------------|---|
|     | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | Traffic free cycleways through open spaces.  | n/c – as above       | -   |
|     | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | Parking and access issues  | n/c – as above       | -   |
| 3   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul> | Parking & access issues via <b>Follett Road</b> should be clearly addressed. Great to have a country park but we should encourage people not to use cars etc. Extra cars/ vehicles will have an adverse effect on the area, this will devalue the Glebelands area and will just end up being like the rest of Tiverton. this is a massive oversight and should have been addressed before. | Remove Follett Rd CP | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 4   | <ul style="list-style-type: none"> <li>General</li> </ul>              | I don't think any of the proposals are necessary   | n/c                  | -   |
| 5   | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | The proposed <b>car park</b> at the end of Follett for access to the Country Park will lead to increased traffic in Tidcombe, Glebelands. The centre of uses could mean additional car parking in road's around the area and these roads are too short and narrow. The occupants of the Glebelands will not benefit from the proposal.   | Remove Follett Rd CP | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

|    |  |  |   |   |
|----|--|--|---|---|
| 6  | <ul style="list-style-type: none"> <li>Transport / Highways</li> <li>Layout</li> </ul> | The idea of <b>entrances and car parks</b> (number and location)   | Remove Follett Rd CP  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 7  | <ul style="list-style-type: none"> <li>Overdevelopment</li> </ul>                      | This is a sensitive area. One of Tiverton's best amenities is the <b>G.W Canal</b> and is enjoyed by hundreds of walkers, cyclists & dogs, as well as the occasional long boat. I fear that this development with so many people will ruin that peace forever.   | n/c   | -   |
| 8  | <ul style="list-style-type: none"> <li>General</li> </ul>                              | It is essential that <b>developers are obliged/forced to follow the MDDC vision</b> for what has the potential to be an example of good planning for other Councils.   | n/c – agreed and SPD seeks to ensure this is possible through development management stages | -   |
| 9  | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul>                 | No specific detail concerning <b>Follet Road Carpark</b> . How many spaces proposed? Is it intended to be a chargeable car park? Has any consideration been given to visitor parking in Rippon Close, Ryder Close, top end Follet Road and the impact that any additional parking may cause existing residents?  | Remove Follett Rd CP  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 10 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>                 | The <b>management of the Country Park</b> needs further thinking and structure within the SPD  | n/c – as above  | -   |
| 11 | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul>                 | Maintaining the <b>existing ancient Hedgerows</b> are often mentioned in the SPD and will be an important part of the garden vision of the architects. We have already seen what unscrupulous landowners have done in the last 3 years to Area B. <b>MDDC should consider immediate TPOs or the equivalent to protect these important green assets</b> | n/c – MDDC have looked at previously  |   |
| 12 | <ul style="list-style-type: none"> <li>Management / maintenance</li> </ul>             | Who will manage this <b>country park</b> ? Tiverton cannot manage what it has got let alone adding to it rubbish and dog mess everywhere as well as racing vehicles and no police or council reps available?   | n/c – as above  | -   |
| 13 | <ul style="list-style-type: none"> <li>Maintenance</li> </ul>                          | <b>As above</b> how will all this be maintained and funded....it should not be an additional Annual charge for householders on top of their council tax and funding needs to be sustainable  | n/c – as above  | -   |

|    |  |   |  |   |
|----|--|---|--|---|
| 14 | <ul style="list-style-type: none"> <li>Green infrastructure / landscaping</li> </ul>   | <b>Wild meadow</b> with natural flowers, rather than tenced borders and manicured grass   | n/c (checked correct emphasis)                             | -   |
| 15 | <ul style="list-style-type: none"> <li>Maintenance</li> </ul>  | Who will <b>pay for maintenance</b> ? What's is best practice for future maintenance?   | n/c – as above   | -   |
| 16 | <ul style="list-style-type: none"> <li>Green infrastructure</li> <li>Transport/ Highways</li> </ul>                            | <b>Tree planting</b> is important for the future of the planet and our wellbeing.<br><br><b>Parking spaces for disabled close to school</b> and leisure facilities in Area A.   | n/c – agreed maximum new trees expected. Parking in area A | -   |
| 17 | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul>   | Given the delightful nature of this development and its vaunted desirability, the <b>country park is superfluous</b> . No provision seems to have been given to car parking at the park. <b>Follett rd access is a non-starter</b> . There is no obvious reason why the existing car park at Manley Lane could not be expanded.   | Remove Follett Rd CP                                       | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 18 | <ul style="list-style-type: none"> <li>Amenity</li> </ul>  | <b>Public open space is no substitute for private gardens</b> of a modest size, as the social distancing rules associated with <b>Covid 19</b> have just demonstrated, so should not be promoted as an acceptable alternative to private green space.   | n/c - both to be provided                                  | -   |
| 19 | <ul style="list-style-type: none"> <li>Land use</li> <li>Transport / Highways</li> <li>Ecology</li> <li>Maintenance</li> </ul> | The <b>area between the disused railway and the canal should be left as it is</b> - the areas should not have pathways and cycleways. This will cause problems for wildlife in this area - there will Be noise and litter. The canal is a beautiful country park already and the areas that cannot be publicly accessed are full of wildlife because if this reason. Please do not turn these fields into an area where people will be traipsing all over these areas Play areas and sports areas and allotments look ideally places near to the new housing estate | Remove Follett Rd CP                                       | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

|    |  |  |  |   |
|----|--|--|--|---|
|    |  | <p>This board shows a car park and entrance to the proposed new country park with a picnic area too. there should <b>not be a car park at the end of follett road - nor a picnic area</b>. there is a narrow road to access the glebelands estate and the estate is a generally quiet estate made up of bungalows with a number of elderly people with, some with disabilities and using mobility scooters.</p> <p>You should not be Encouraging people to drive into the estate !</p> <p>Who would be managing the car park ?</p> <p>Who would be dealing with problems?</p> <p>There is no need for any access to the country park - the current steps to the canal are sufficient. The loop walk along canal and Back along the disused is ideal.</p> <p>There is no need for more parking - other parking is already available</p> <p>This is the only entrance to the new park that is right by houses. The other entrances are not in residential areas.</p> |  |   |
| 20 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Access</li> </ul> | <p><b>Park areas within the housing development should have good access to the rest of the development.</b></p> <p>There should <b>not be pathways and cycle paths over the areas of lands that are currently fields between the disused railway areas and the canal</b>. there does not need to be any further pathways to connect the new estate and housing to the canal. They can access by Manley lane or via the disused railway.</p>  | n/c – as above, access to country park will require careful balance and management of access | - |
| 21 | <ul style="list-style-type: none"> <li>• Land use</li> </ul>                   | <p><b>stop with the country park.</b> We don't need a country park. We have knightshayes and the canal and beautiful places to walk. Stop thinking you are doing right by the people and start thinking of the environment. There is a green by the houses for a community play area. The allotment breeds insects</p>   | n/c – as above   | - |

so a great idea, never enough of that. The country park is my main issue here. The existing cycle way on the disused can be used and the canal are sufficient

**Question 7- Built Character (Board 7 / Section 5.1-5.3 of SPD)**

**(7a) The masterplan provides detailed guidance on house types, density and street types. Do you agree with the proposed approach?**

|                        |               |                |                |                         |
|------------------------|---------------|----------------|----------------|-------------------------|
| <b>Strongly Object</b> | <b>Object</b> | <b>Neutral</b> | <b>Support</b> | <b>Strongly Support</b> |
|------------------------|---------------|----------------|----------------|-------------------------|

|    |   |    |   |   |
|----|---|----|---|---|
| 13 | 4 | 24 | 7 | 1 |
|----|---|----|---|---|

**(7b) Are there any other built character principles which you feel should be included? Are there principles which you feel should be excluded?**

| No. | Key Theme(s)   | Comment   | Suggested Change  | SPD Section Amendments                             |
|-----|--|---|---|--|
| 1   | <ul style="list-style-type: none"> <li>Design</li> </ul>                         | <p>Tidcombe lane is not sufficient for additional travel from either ends. This is going to be a logistical nightmare for one way traffic, it is good for kids to see variety in built environment. see <b>"BRE Innovation Park"</b> for ideas. Planning incentives for <b>zero carbon homes</b>. do not have an informal play area, leave the wildlife</p> | n/c – the SPD cannot go beyond existing policy requirements but can provide aspirational wishes.          | Ref to zero carbon homes aspiration added to 3.3.7 |
| 2   | <ul style="list-style-type: none"> <li>Housing type</li> </ul>                   | <p>only a couple of <b>Gypsy and Traveller</b> pitches, leave them alone. The picnic area will encourage</p>  | n/c – as above  | -  |
| 3   | <ul style="list-style-type: none"> <li>Transport</li> </ul>                      | <p>More <b>cars covering up Tidcombe lane</b> should not be put near an elderly residential area. The paths and</p>   | n/c – as above  | -  |
| 4   | <ul style="list-style-type: none"> <li>Housing type</li> </ul>                   | <p><b>Bungalows</b> for the people necessary from the canal.</p>  | n/c – the SPD refers to a mix of house types and tenures  | -  |
| 5   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul>           | <p>Provision of sufficient <b>off-road parking</b></p>  | n/c – as above  | -  |
| 6   | <ul style="list-style-type: none"> <li>Housing height</li> <li>Design</li> </ul> | <p><b>No more than 2 storey houses</b></p>  | n/c – as above  | -  |
| 7   | <ul style="list-style-type: none"> <li>Sustainability</li> </ul>                 | <p>As above, these plans need to feble to the commitment of <b>Tiverton to becoming carbon neutral</b></p>  | n/c – as above  | -  |
| 8   | <ul style="list-style-type: none"> <li>Design</li> </ul>                         | <p><b>Render with pale paint becomes unmaintainable.</b> It soon is stained or covered in algae, then scaffolding required to paint it, which nobody can afford.</p>  | n/c – detailed point for development management stage   | -  |
| 9   | <ul style="list-style-type: none"> <li>Design</li> </ul>                         | <p><b>Lower rooflines close to the Mayfair</b> boundary so as not to block the view from existing properties</p>  | See above for clarification on amenity (note blocking of views is not a material planning consideration). | Edits to page P72, 79and p82                       |

|    |  |  |  |                              |
|----|--|--|--|------------------------------|
| 10 | <ul style="list-style-type: none"> <li>Density</li> </ul>                          | think <b>50 dwelling per ha is too high</b> and is at odds with the vision of a 'garden neighbourhood'.  | n/c  |                              |
| 11 | <ul style="list-style-type: none"> <li>Design</li> </ul>                           | <b>Varied house design and character, not just another bland estate.</b>   | Consider ref   | See page 77                  |
|    | <ul style="list-style-type: none"> <li>Design</li> <li>Building Heights</li> </ul> | <b>Areas HE7 and HE8 should be restricted to no taller than 2 storeys</b> to protect the lane and prevent property towering over the lane and blocking existing property views.<br><b>Employment should be restricted to 2 storey height</b> irrelevant of whether the top floor(s) are residential. | Consider ref where adjoining existing to residential amenity | Edits to page P72, 79and p82 |

### Question 8 – Delivery and Phasing (Board 8 / Section 6).

(8a) The Delivery and Phasing of the development will take place over a significant period of time. Do you agree with the indicative phasing arrangements?

| Strongly Object | Object | Neutral | Support | Strongly Support |
|-----------------|--------|---------|---------|------------------|
| 10              | 4      | 24      | 5       | 4                |

(8b) Are there any other comments on the delivery and phasing section you wish to make?

| No. | Key Theme(s)  | Comment  | Suggested Change   | SPD Section Amendments |
|-----|---|--|--|------------------------|
| 1   | <ul style="list-style-type: none"> <li>General</li> </ul>   | Building works will destroy the local area as will the development generally   | n/c  | -                      |
| 2   | <ul style="list-style-type: none"> <li>Community facilities</li> </ul>  | There should be a provision for <b>secondary education</b> as well as primary  | n/c – No on site requirement in Local Plan but planning obligations to be determined during development management | -                      |
| 3   | <ul style="list-style-type: none"> <li>Environment</li> </ul>   | My only concern is the <b>environmental impact - the extra pollution with all vehicles</b> this would have.  | n/c  | -                      |
| 4   | <ul style="list-style-type: none"> <li></li> </ul>  | There are not enough words to explain how dreadful this will be  | n/c  | -                      |
| 5   | <ul style="list-style-type: none"> <li>Open space</li> <li>Community facilities</li> <li>Transport</li> </ul> | Make <b>open spaces, play spaces available now.</b><br>Nothing on Braid Park side. What does this neighbourhood do for children, sports pavilion?<br>Open slip road / bridge to join A361 now! | n/c – see significant green and play infrastructure provision  | -                      |

|    |   |   |   |          |
|----|---|---|---|----------|
| 6  | <ul style="list-style-type: none"> <li>Phasing</li> </ul>                               | The <b>Country Park should be begun</b> well before the 1250 houses are completed- that could easily be 4,000 new residents. It is actually a selling point for developers.   | n/c – see phasing                           | -        |
| 7  | <ul style="list-style-type: none"> <li>General</li> <li>Highways / transport</li> </ul> | Money should go to fixing pavements in our town and roads by Blundells School   | n/c – not a matter for this SPD             | -        |
| 8  | <ul style="list-style-type: none"> <li>Housing prices</li> </ul>                        | I hope I will not see the value of my house decrease too far.   | n/c – not a material planning consideration |          |
| 9  | <ul style="list-style-type: none"> <li>Land use</li> </ul>                              | Dialogue box on board 8 makes reference to provision of <b>Gypsy and Traveller site</b> . No detail is given on any of the previous boards. Most importantly it's location in relation to existing properties and those proposed new build properties. Suspect this was deliberately hidden away in the last board as it is a very contentious issue.   | n/c – see reference to clarifications above | As above |
| 10 | <ul style="list-style-type: none"> <li>Phasing</li> </ul>                               | There are several references to bringing forward <b>Area B to coincide with Area A development. This should be resisted</b> as it will lead to piecemeal and opportunistic development  | n/c – as above                              | -        |
| 11 | <ul style="list-style-type: none"> <li>Construction / Phasing</li> </ul>                | <b>Reconciled meadows</b> has been going on for 7years ! So what hope has this got  | n/c – not relevant for this SPD             | -        |
| 12 | <ul style="list-style-type: none"> <li>Phasing</li> </ul>                               | The <b>country park elements should be completed first</b> , to ensure that they are not lost in the future   | n/c – see phasing                           | -        |
| 13 | <ul style="list-style-type: none"> <li>Phasing</li> </ul>                               | <b>Area B is to be built after Area A.</b> Infrastructure and access from Area A must proceed Area B. The frustrations of land in Area A, owned by Chettiscombe Trust being released too slowly for the liking of the planning department and the owners of land in Area B, are not to take precedence over that overriding principle. Construction of even the smallest amount of houses in Area B cannot begin until the access road via Area A is ready. | n/c – see phasing                           | -        |

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| 14 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | Open up that new access road from the a361   | n/c – Area A issue   | - |
| 15 | <ul style="list-style-type: none"> <li>Phasing</li> </ul>              | The <b>SPD remains a little vague on whether Area B can be developed at the same time as parts of Area A.</b> I believe it is imperative that the access from Area A is established and the connection with the A361 completed before development of Area B can commence.  | n/c – see phasing P113   | - |
| 16 | <ul style="list-style-type: none"> <li>Phasing</li> </ul>              | <b>Area B must not start until the access through A has been provided</b> to prevent significant extra traffic through Blundells Road and Halberton  | n/c – as above   | - |
| 17 | <ul style="list-style-type: none"> <li>Phasing</li> </ul>              | There should be consideration as to what should be built, once assessment has been made on the success of Area A building works. <b>The building of Area B should not be assumed - if properties are not sold in Area A</b> , or it becomes noticeable that other facilities are needed, then the plans for Area B should be looked at.  | n/c – not relevant for this SPD  | - |
| 18 | <ul style="list-style-type: none"> <li>Phasing</li> </ul>              | As a resident adjacent to the phase 4 area of Area B I have no idea when and for how long we will have to live with the constant challenge of battling to protect our property, livelihoods and lifestyles. I have no idea if and when the development will reach the Manley lane boundary. Having this hanging over you head day in day out is unfair and unhealthy. <b>More clarity is required on timescales.</b> | n/c – timescales ultimately depend on the market and developer interest so cannot be defined in the SPD. | - |
|    | <ul style="list-style-type: none"> <li>Phasing</li> </ul>              | <b>Why is Area B even being looked at when Area A isn't even built or sold.</b> How do you know the needs of Tiverton without having first completed Area A.   | n/c – as above   | - |
|    | <ul style="list-style-type: none"> <li></li> </ul>                     |  |  |   |

| Question 9- Do you have any other comments you would like to make on the Area B Supplementary Planning Document? (NB ALSO INCLUDES NON QUESTIONNAIRE 'LETTER / GENERAL COMMENT' RESPONSES). |   |   |   |   |
|---|---|---|---|---|
| No. / stakeholder   | Key Theme(s)  | Comment   | Suggested Response  | SPD Section Amendments  |
| 1   | <ul style="list-style-type: none"> <li>Community facilities</li> </ul>                      | There does not appear to be any <b>Primary Health Care Provision (GP surgery)</b> . The surgeries in Tiverton are already very stretched. Where will people who live in the EUE be expected to register with a GP?  | n/c – Allocated site subject lengthy Plan formulation, consultation and public examination. NHS England will be aware of the expected increase in population and will accordingly seek contributions at the application stage | -   |
| 2   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul>                      | I strongly oppose to the impact this will have on the Glebelands area. The roads are not wide enough now for residents to access via Tidecombe lane and this will only exasperate the issue with the <b>car park</b> of the country park.   | Remove Follett Rd CP  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 3   | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul>                      | The Glebelands area is a lovely place to live and this will significantly impact this nice quiet neighbourhood, I don't oppose to the principle of the park but I really don't want to loose our <b>lovely field with the barge companies horses</b> , and suddenly find our quiet, safe road is just a pass though to the country park with many people parking their cars all along Follet road and surrounding roads when the <b>car park</b> is full. | Remove Follett Rd CP  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 4   | <ul style="list-style-type: none"> <li>Transport / highways</li> <li>Environment</li> </ul> | I strongly oppose the proposed <b>county park car parking</b> which will sit at the end of Follett Road. This will have a significant impact on the local area, this will degrade the area of Glebelands. I believe we should be  | Remove Follett Rd CP  | Changes to P76, 92,99,100-105. Ref to location of                       |

|   |  |   |                      |   |
|---|--|---|----------------------|---|
|   |  | encouraging people not to use vehicles and a car park is not the answer. This is going to increase carbon emissions/ pollution and also if you look at the other canal car parks these are always full so would mean the overflow of cars onto Follett Road and Glebelands would happen regularly- this surely goes against the whole point are making a 'green space'.   |                      | new CP at p76 and p99   |
| 5 | <ul style="list-style-type: none"> <li>• General</li> </ul>  | I strongly oppose   | n/c                  |   |
| 6 | <ul style="list-style-type: none"> <li>• Green infrastructure</li> <li>• Transport / Highways</li> </ul> | <p>I'm pleased to see that earlier promises made, to keep the area south of <b>West Manley Lane as green infrastructure, totally free of housing development</b>, appear to be being kept. If there is any proposal to change this policy, please record my wish to be notified immediately.</p> <p>In principal, the idea of creating a "parkland" south of the railway walk and around the canal, with a boardwalk and hides for wildlife viewing, is a good way of protecting that area from future housing development. However, this must under <b>no circumstances lead to further additional traffic in the Tidcombe and Glebelands area</b>. Congestion in Tidcombe Lane is already a serious issue, and will become more so, when the rest of the TEUE is developed, residents pour down Post Hill heading for Tesco and Lidl, and are tempted to use Tidcombe Lane as a rat-run, to avoid congestion in Blundell's Road.</p> <p>Residents of Canal Hill and the houses at the south end of Tidcombe Lane, when returning down the A361 from trips away or daily commutes, will also use the new A361 exit by Braid Park, and then Tidcombe Lane, rather than their current route from the presently existing exit and on up Canal Hill. Therefore any additional use of Tidcombe Lane is to</p> | Remove Follett Rd CP | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|   |   | <p>be discouraged. Making it one-way is not the answer, as that would unacceptably penalise residents currently living north of Tidcombe bridge, and lead to greater use of Canal Hill, or worse still, Ford Road. Devon Highways has already gone on record as stating that Canal Hill traffic is at full capacity.</p> <p>Therefore I wish you to record my strong objection to the proposal to site a <b>carpark in the field beyond the end of Follett Road</b>. Even though the current proposal is just for 8 cars, that would encourage constant traffic at all times of day along Tidcombe Lane and Glebelands Road. Of course, 8 car-spaces may also only be the "thin end of the wedge", leading to later, even more unacceptable expansion. I believe that pedestrian and cyclist access from Manley Lane and the canal or railway walk would be perfectly adequate. Further car journeys in this area, and their accompanying pollution, should not be encouraged.</p> |  |   |
| 7   | <ul style="list-style-type: none"> <li>• Transport / Highways</li> </ul>  | Do not want a lot of extra <b>traffic</b> in our normally quiet streets  | n/c  |   |
| 8<br>Agent<br>for<br>Sweet<br>Meadow<br>owner | <ul style="list-style-type: none"> <li>• Housing supply</li> <li>• Density</li> <li>• Housing delivery</li> <li>• Green infrastructure</li> </ul> | My client welcomes the publication of the Draft Masterplan and is aware of the issues facing the Council with regards to the delivery of development at Cullompton and the importance of Area B of the EUE being brought forward to help ensure delivery in the early years of the LPR. Our client has previously made it clear that he is willing to bring his land forward for housing to make a contribution to delivery within the District and to meet the objectives of the EUE allocation to deliver 1,550 – 2,000 homes. It is therefore his hope that the Masterplan can be progressed in a timely manner.  | n/c – Development boundaries are already defined. Any landowner discussions should be dealt with by land equalisation or other suggestions as set out within section 6 of the SPD. Housing densities will be considered in detail at development management stage. | - |

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|  |  | <p>However, we would caution the Council with regards to the reliance on the Draft Masterplan to deliver the housing numbers anticipated. We note that the Area A masterplan envisaged the combined Area A and B of the EUE would deliver circa 1,488 units, with 553 falling in Area B. <b>The Draft Masterplan envisages 684 units will instead be provided in Area B, which relies on an average density of 35 units per hectare. Whilst it is accepted that densities can vary significantly and such a density may be achievable our view is this is too high an average to be relied on.</b></p> <p>Whilst the Draft Masterplan evidences that circa 1,000 have outline consent on Area A it also notes only 248 have reserved matters consent. It is of note that the site which has RM approval for 248, was actually approved for 330 units at the outline stage. This site has come forward at a density of 23 units per hectare. Whilst it is accepted it is a sweeping assumption, it is not implausible that the remainder of Area A will deliver 25% less units than the outline numbers would suggest final delivery may be closer to 750 dwellings. This evidence also brings into question whether the Council can rely on area B to be developed at 35 units per hectare on average. In any event it is clear the EUE will not deliver anything close to the upper threshold of 2,000 homes.</p> <p><b>On this basis we believe that the Council need to consider revising the Draft Masterplan to allow for residential development on any areas of land within the Draft Masterplan area that are not shown for other uses.</b> It may even be the case that the Council have to consider reducing areas shown for other uses to allow greater housing delivery.</p> |  |  |
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|                                    |   | <p>With regards to the <b>Sweet Meadow land</b> this is not shown for any form of development but it lies on the edge of an area being proposed for housing development at a density of circa 25 dwellings per hectare. This looser form of development reflects the existing character of the area which comprises detached and semi-detached homes. <b>We see no reason why at least the eastern part of our client's land should not be incorporated within this development area.</b></p> <p><b>Should the Council not consider it appropriate to specifically show the Sweet Meadow land as being part of the housing area we advocate it remaining as 'white land' and not specifically shown for any form of development or other use.</b> In particular, we would make it clear that given the existing development on the site and the location north of East Manley Lane it would not be appropriate for it to be shown as being part of the green infrastructure that is shown within the Masterplan.</p> |  |  |
| <p><b>9 Horse Barge Owners</b></p> | <ul style="list-style-type: none"> <li>• Land-use</li> <li>• Economy</li> </ul> | <p>Refers to email dated 1<sup>st</sup> April.</p> <p><b>We Strongly Object to the proposed change of use (with in Public-Consultation-Tiverton-Eastern-Urban-Extension-eue-Area-b-Masterplan) of land that we are currently using for grazing our heavy horses (that pull the barge)</b><br/>Marked on the plan below in RED.</p> <p><b>We formally Request that the land we currently use (marked in Red on the plan above) Remains as Pastureland.</b></p> <p>As a family business we are so very reliant on local fields within walking distance of the horse-drawn barge operation (We are one of the last "Horse-Drawn Barges in the United Kingdom) should this land be taken from</p>  | <p>Remove Follett Rd CP and amend drawings to show pastureland</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

|                     |  |  |                      |   |
|---------------------|--|--|----------------------|---|
|                     |  | <p>us through planning or a change of use we would be unable to look after the horses locally, this would in turn jeopardise the future viability of the horse-drawn barge as a whole.</p> <p>Should we be unable to continue trading, it would have a devastating negative economic impact not just for DCC and the Canal but for tourism within Tiverton Mid Devon as the horse-drawn barge has become a unique selling point for the Mid Devon area in tourism terms.</p>   |                      |   |
| 10<br>National Grid | <ul style="list-style-type: none"> <li>General</li> </ul>              | We have reviewed the above document and can confirm that <b>National Grid</b> has no comments to make in response to this consultation.  | n/c                  | -   |
| 11                  | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | <p>I am writing to raise my concerns about a proposal to have a <b>car park</b> at the end of Follett Road, Glebelands. There are many issues with this including:</p> <p>Extra traffic on Glebelands and Tidcombe Lane which won't cope with this.</p> <p>Pupils from Tidcombe Primary School will be put at greater risk when using Tidcombe Lane.</p> <p>Access to Glebelands Road from Tidcombe Lane via Blundells Road needs great care to negotiate safely, so with extra traffic will be a high risk area.</p> <p>Residents on Glebelands will be put at risk when crossing busy roads, including elderly, children and disabled.</p> <p>The car park will be quite isolated, so could become a meeting place for various unsavoury activities.</p> <p>Glebelands will suffer with litter.</p> <p>The <b>barge horses use</b> the field over the winter, so where could they go?</p> <p>It will create noise on a peaceful semi rural housing estate, disturbing residents and wildlife.</p> <p>It does not make sense to have a car park at the end of a housing estate.</p> | Remove Follett Rd CP | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |   | Please put these objections on file regarding this proposal.   |   |   |
| 12 | <ul style="list-style-type: none"> <li>• Flooding</li> </ul>                                | I think the sloping land and its tendency to pour <b>flood water</b> onto Manley lane is not a good site for building  | n/c – development management stage will require confirmation of drainage strategy and betterment of existing run off rates. | - |
| 13 | <ul style="list-style-type: none"> <li>• Delivery</li> </ul>                                | We applaud the proposals but feel we would all have wasted our time if developers are not bound by MDDC's overall plan and attempt to downgrade your vision  | n/c   | - |
| 14 | <ul style="list-style-type: none"> <li>• Delivery</li> </ul>                                | Whilst I did not attend the consultation meeting I would like some idea of <b>timescale for the development phases</b> . Again I can see no reference in any of the boards of a possible / proposed starting dates   | n/c – as above  |   |
| 15 | <ul style="list-style-type: none"> <li>• Green infrastructure</li> </ul>                    | The consultants should be congratulated on developing a masterplan for Area B that <b>addresses many of the concerns of local residents</b> . The idea of a country park as the GI linking the Canal, disused railway walk, open spaces and natural habitats demonstrates forward thinking   | n/c   | - |
| 16 | <ul style="list-style-type: none"> <li>• Phasing</li> <li>• Transport / highways</li> </ul> | It is imperative that the full Two-Way <b>Junction on the A361 is completed</b> at an early stage, as the left in/left out junction would be inadequate to reduce further traffic/pollution pressure on the existing road through Blundell's School, leading to the Horsdon Roundabout. I reiterate my opposition to any alternative access to Area B being provided through Hartnoll Farm | n/c – Area A issue for A361.  | - |
| 17 | <ul style="list-style-type: none"> <li>• Flooding</li> <li>• General</li> </ul>             | Overall Area B SPD shows vision and addresses issues raised by local residents. At this stage there is <b>little reference to the engineering work, mains drainage and the annual flooding of areas</b> within Area B. Local residents would welcome more clarity on this point in due course.   | n/c – for development management stage  | - |

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| 18 | <ul style="list-style-type: none"> <li>Transport / Highways</li> </ul> | <p><b>Vehicular Access to Country Park</b></p> <p>We note that it is proposed that vehicular access to the country park be in part through the Glebelands Estate to a car park at the end of Follett Road. This has been the subject of considerable concern in the estate. We declare an interest, we are residents.</p> <p>The concerns relate mainly to increased traffic through Tidcombe Lane and the estate itself:</p> <ul style="list-style-type: none"> <li>Tidcombe lane: <ul style="list-style-type: none"> <li>between Blundell's Road and the roundabout that leads to Tidcombe Walk is effectively largely single-lane with passing places</li> <li>has difficult sight-lines between Glebelands Road and Marina Drive</li> <li>is frequently very busy – especially close to the beginning and end of the school day, particularly in the vicinity of Marina Drive</li> </ul> </li> <li>The Glebelands estate is: <ul style="list-style-type: none"> <li>served by one access point, that is from Tidcombe Lane – a T junction. This has been the location of a number of “near misses”</li> <li>accessed through Glebelands Road. Residents do park in the highway – for entirely understandable reasons. This too means that the road will often only allow vehicular passage in one direction</li> </ul> </li> </ul> <p>We are of the view that vehicular access to the park would best be provided from other points – ideally seeking to minimise the number of residential properties affected by increased traffic flow.</p> | Remove Follett Rd CP | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
|----|--|--|----------------------|---|

|    |  |  |                              |   |
|----|--|--|------------------------------|---|
| 19 | <ul style="list-style-type: none"> <li>Land use</li> </ul>                               | <p>The other proposal concerns the application to build a totally unnecessary <b>car park</b> in the field at the end of Follett Road.</p> <p>This field is currently the home of the horses that do a wonderful job pulling barge loads of paying tourists along the canal, tourists that bring a lot of welcome cash in to the area. Where would these magnificent creatures go?</p> <p>There is also the unwelcome effect associated with either of the above proposals of countless more vehicles using Tidcombe Lane and the surrounding residential roads which are populated by a great number of folk of retirement age.</p> | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 20 | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul>                   | <p>Although to a person not familiar with <b>Tidcombe Lane and Glebelands</b> this may appear to be a good idea, to anyone living in or regularly visiting the area it would be a nightmare. All the estate roads are narrow and full of parked cars. Tidcombe Lane is one track and causes many passing problems at present , which would be exacerbated by any additional traffic, unless the long promised traffic calming scheme was carried out.</p>  | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 21 | <ul style="list-style-type: none"> <li>Land use</li> <li>Transport / highways</li> </ul> | <p>With reference to the recent consultation held in Phoenix House, I am writing to ask why you have Planned to put a <b>car parking area</b> in the Paddock Field?</p> <p>This is used by the Shire Horses of Grand Western Canal so we can't have cars or vehicles in this field.</p> <p>We are mainly senior citizens who live on this estate and would not welcome extra traffic.</p> <p>There are parking spaces at Manley Bridge (often not used).</p>   | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |  | This is not in full view of the canal, would it not be more sensible to extend this area?  |                              |   |
| 22 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul> | <p>The Paddock is used by the Tiverton <b>Barge Horses and would therefore be inappropriate for parking</b>. The gate has to be kept locked at all times. This field has the special properties and nutrients which makes it good for horses.</p> <p>We are very concerned about extra traffic. Glebelands Road is very congested now with the bus having great difficulty getting through.</p> <p>We all know from past meetings and consultations that Tidcombe Lane cannot accommodate more vehicle traffic as is the case with Canal Hill. Tidcombe Lane is constantly used by Blundell's school children. Because of the state of the road being full of potholes, many people cut through Tidcome Lane and go down Canal Hill. We note some of those potholes have been filled but won't last.</p> <p>Visitors to the Horse Drawn Barge want to see fields and Devon countryside – not a car park.</p> <p>It is not plausible to sight it here. May we suggest that the Car Park at Manley bridge which lays back slightly from the canal and is therefore less intrusive be extended to take some extra cars. If you really feel it necessary. The benefit of this is that cars already access this via Blundells Road and Manley Lane with no need to go down Tidcombe Lane and through the Glebelands housing estate.</p> | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 23 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul> | <p>Dear Sirs</p> <p>I am writing to advise you of the following: -</p>   | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of                       |

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|    | <ul style="list-style-type: none"> <li>• Green infrastructure</li> </ul>   | <p>I take my daily walk along the Tiverton Canal and come off at Follett Road. I always go along to the field at the end of the road to see the barge horses, who have been kept here for many, many years.</p> <p>It has been brought to my notice by a neighbour that the Council are thinking of replacing the field for a <b>car park</b>. This really cannot happen. Seeing the horses there and being able to talk to them is good for my well being and mental health.</p> <p>The garage which operates through the holiday period is always busy and people come by the coach load for the trip along the canal. They want to see the green structure not car parks.</p> <p>I cannot believe that the Council are thinking of doing this. Surely there must be other places where a car park could be put. This would make Tidcombe Lane and Follett Road extremely busy and would make the bus route more difficult than it already is.</p> <p>Devon is already losing so much of its green spaces so I urge you all to think long and hard about this as it would be detrimental to a lot of people and also the beautiful shire horses.</p> |                              | new CP at p76 and p99   |
| 24 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> </ul> | <p>Dear Planning Section</p> <p>I was dismayed to hear of plans to put a <b>car parking</b> in the Paddock Field and wonder if you are aware that this is used by the Tiverton Barge Horses. The gates are always locked so how would this work. You can't have cars coming and going near horses.</p> <p>We are an elderly community here on the Glebelands estate and do not want extra traffic coming and going.</p>  | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|           |  | <p>It just doesn't make sense to think of directing traffic through a housing estate.</p> <p>What seems a better idea is to enlarge the car park (which is never full) at Manley Lane. This is not on view from the Canal and the traffic wouldn't need to go through our housing estate but could go direct from Blundell's Road and straight down Manley Lane. This makes most sense.</p>  |                                     |  |
| <p>25</p> | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> </ul> | <p>Dear Planning Dept</p> <p>I am astonished to learn that part of the Paddock Field has been designated for a <b>Car Park</b>. The gate is always locked because the Tiverton Shire Horses who pull the Barge along our canal stay in this field. It is completely unnecessary to have a car park here.</p> <p>The Paddock is at the end of the Glebelands housing estate and residents will not take kindly to having any extra traffic coming through an already very congested Glebelands Road. I would also add that the majority of residents are senior citizens.</p> <p>The Council have already agreed that Tidcombe Lane and Canal Hill cannot take any more traffic. The Blundell's school children use Tidcombe lane all the time and local residents are very mindful of this, but there is already extra traffic with people coming of Blundell's road, because of the potholes and going down Tidcombe Lane and onto Canal Hill.</p> <p>If you deem it necessary for extra parking then site it at Manley Lane Car Park which won't spoil the view from the canal and can be accessed from Blundell's Road and then directly onto Manley Lane. This car park is seldom full and could easily be extended.</p> | <p>Remove Follett Road car park</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

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| 26 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul> | <p>Dear Sir</p> <p>With reference to the Planning Department's proposal for a car park at the end of <b>Follett Road</b> and a bridge to be constructed over the canal to link up with the Tidcombe Hall development, we wish to register our objection to these proposals in the strongest of terms. Our reasons are:</p> <ol style="list-style-type: none"> <li>1. The extra volume of traffic which this would create, to the already severely congested roadways i.e the Tidcombe Lane and Glebelands areas, bearing in mind the proposed building of 168 new homes.</li> <li>2. The congestion created by Tidcombe School because of parents dropping off and collecting children would be exacerbated by the extra traffic you are proposing</li> </ol> <p>Adding this new volume of traffic would cause gridlock to the area.</p> <p>We also feel that with the extra volume of traffic and the parking that this would incur, our local bus service would have even more difficulty in being able to provide the current service.</p> <p>If anyone at the Council has tried to drive through Tidcombe Lane and not had to negotiate the bus, parked cars, refuse collections, delivery vans and vehicles coming from Canal Hill including articulated lorries, using Tidcombe Lane as a short cut to Halberton, then they have been extremely fortunate. The current plans would cause gridlock and danger to pedestrians.</p> | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
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|    |  | <p>Finally, unfortunately car parks in open spaces take on a completely different connotation at night becoming havens for boy racers which means the roads become speed tracks. There is also the worry that drug dealing could become an issue.</p> <p>We therefore submit this letter as our strong objection to these proposals.</p>   |                              |   |
| 27 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> </ul> | <p>Dear Sir/Madam</p> <p>With reference to the proposed <b>car park</b> at the end of the Glebelands Estate, I would like to oppose this planning.</p> <p>For 45 years this estate has been a beautifully kept area of Tiverton. The people that live here take pride in their gardens and hoes and there is already enough vehicles parked along Glebelands Road so all traffic would be single file along the bottom of the road.</p> <p>The horses that spend the winter months in the field would have to be put to other fields. The barge is a good source of tourism and people come from far and wide, I feel we need to look after the few things that bring people to our town to enjoy the beautiful canal bank.</p> <p>We already have a nature garden that people can enjoy walking from the basin or from Halberton.</p> <p>This money proposed would be spent better in other places i.e the pavements in bad need of repair. I have tripped many a time or trod on one side to end up with a shoe full of water.</p> | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |  | <p>The pot holes by Blundells School catch me out quite often and the suspensions on our cars are well damaged.</p> <p>Please leave our quiet unspoilt estate alone and concentrate on bigger matters in hand and leave the horses to graze where they are safe.</p>   |                              |   |
| 28 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul> | <p>My wife and I object to any plans that would increase the volume of traffic in Tidcombe Lane. It was not designed for the modern motor car, let alone buses, and this is exacerbated by cars parking, with the occupants seeking access to the canal, or are parents of children at Tidcombe Primary school.</p> <p>The horse drawn barge is a significant attraction to the Grand Western canal and the horses need somewhere to be when they are not working. The suggestion that their field could be turned into a <b>car park</b> is not acceptable.</p>   | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 29 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul> | <p>This will mean a lot of extra traffic, the roads on the estate are quite narrow and Glebelands Rd has a lot of parked cars. There is a blind land with a guide dog who lives on this estate and I fear for her safety with extra cars.</p> <p>Will there be a change for parking and who will be responsible for upkeep etc?</p> <p>There could be overnight parking so who would be responsible for check this?</p> <p>A <b>car park</b> 'out of town' will be used for drug abuse as is the car park in Manley Lane</p> <p>The Barge is a popular Tourist Attraction but with a car park one side and Tidcombe Hall development and the</p> | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |  | <p>other there will not be much countryside to travel through.</p> <p>I strongly object to this plan.</p>   |                              |   |
| 30 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul>   | <p>Dear Sirs</p> <p>We thoroughly disagree with the proposal to put a <b>car park</b> in Follett Road in an area which is already a hazard due to parents parking twice a day with their children attending the school.</p> <p>Also Tidcombe Lane is a driving nightmare at times with the number of vehicles using it.</p> <p>As for the proposed bridge for the Tidcombe Hall development. Have you witnessed the amount of water that soaks down from the estate and crosses the road?</p> <p>We await hearing that he above has been cancelled.</p>   | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 31 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Sustainability / environment</li> </ul> | <p>I am writing to object to the above proposal which I understand is being discussed on 20 April. I believe this is for people who wish to access the canal. Glebelands Estate was never built with heavy traffic in mind and it seems ludicrous to place a <b>car park</b> where one has to navigate round small estate roads, causing excess noise and pollution at a time when we should be thinking "green". The extra stress it will put on Tidcombe Lane is a real concern. It was difficult enough on a temporary basis when work was taking place on Canal Hill, but to increase the traffic there on a permanent basis would be ridiculous – an accident waiting to happen! It has to be remembered that there is an ageing population in this area and a primary school too and also a promise made some years ago by the Council that they would not give more access on to Tidcombe Lane and Canal Hill.</p> | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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| 32 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul>                                 | <p>Dear Sir/Madam</p> <p>I wish to protest the plans to put a <b>car park</b> in the field at the end of Follett Rd, Glebelands, this would put extra traffic on Tidcombe Lane and our roads on the estate, not to mention the problems with the people who would be using the car park at night. Please think again.</p>  | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 33 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul>                                 | <p>Dear Sirs</p> <p>I am writing to object to the planning of a car park at the end of Follet Road. I can see many problems: 1) traffic along Tidcombe Lane which is already a nightmare at times. 2) traffic along Glebelands Road and Follett Road which at times gets congested.</p> <p>Also I can see these roads becoming dangerous with all the expected extra traffic. Evenings would also be problematic with joyriders riding around the car park once word gets around. Also most of the residents on this estate are retired and some are elderly and vulnerable. I worry for myself and my neighbours safety and peace of mind especially in the evenings if this plan goes through.</p> | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 34 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> </ul> | <p>Dear Sirs</p> <p>I am writing this letter to place an objection against the proposal to build a car park in the field at the end of Follett Road in Tiverton.</p> <p>I know that the current owner wants this meadow to be kept as open land and that they currently allow the barge horse to graze on the meadow during the close season of the horse drawn barge.</p> <p>I am totally against the idea of a car park as the residents of Glebelands Estate are mainly elderly and</p>   | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |  | <p>retired and chose to live in this area for the peace and quiet in currently enjoys. There is no through road in the estate at the moment, which allows the estate to remain quiet. If there were to be a car park at the end of Follett Road it would become a thoroughfare for all and sundry.</p> <p>Therefore please accept this letter as my absolute non-acceptance of any proposed work to change any of our estate to suit planning ideas.</p>  |                              |   |
| 35 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> </ul> | <p>Dear Planning Department</p> <p>I am writing to you because I am very concerned to hear that there are proposals to put a car park in the Paddock Field.</p> <p>To access this you would have to come up Tidcombe Lane and through Glebelands Road which is very congested now, then up Follet Road to the Paddock, in other words right through the estate. This is not acceptable. The residents are predominantly senior citizens – we have a blind lady and several mobility scooter users. This is the wrong place to put a car park.</p> <p>The paddock is next to the canal which now has Country park status. Once you get past the houses, the rest must remain as green fields. We get considerably large amounts of visitors to the canal and taking a trip on the Horse Drawn Barge and they won't want to see ruined with more houses and car parks. Nor to anymore building. The Council have agreed that Tidcombe Lane and Canal Hill cannot take any more traffic.</p> <p>There's space at Manley Lane Car Park which could easily be made bigger. There's a huge area of rubbish which could be cleared to extend this car park and</p> | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |  | then it would not be necessary to go through our housing estate.   |                              |   |
| 36 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Sustainability</li> </ul> | <p>I have been informed by neighbours that there is a proposal to turn the field at the end of Follet Rd into a car park with access from Tidcombe Lane through the Glebelands Estate. As a resident of this estate, I feel I should have been given formal notice of exactly what would be involved in such a development.</p> <p>Unfortunately I was unable to attend the meeting owing to a prior engagement. The only notice we received of this meeting was from neighbours. I understand that some 20 or so years ago the council agreed with local residents that there should be no new accesses to Tidcombe Lane and Canal Hill. There has been a huge increase in traffic in that time, it will be even worse when all the new estates in this area are occupied. At a time when there is so much concern about global warming the council should be thinking how car use could be reduced and planning for a much cleaner and more frequent public transport.</p> <p>The second aspect of this development is the difficulty residents will have in getting through Tidcombe lane, which is already a nightmare for drivers and pedestrians alike. The planners must be aware that there are no footpaths. Blundell's pupils must cross between boarding houses and playing fields. There is a primary school, to which parents bring their children by car because it is not safe for them to walk.</p> <p>We are filled with apprehension at the thought of all the extra vehicles going to and fro along the narrow streets of the Glebelands estate. We like living here and pay our council tax to do so. Many residents are elderly, some blind and or infirm, they feel that have earned some peace and quiet and clean air.</p> | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |  | I ask the Planning department to think again and find some better solutions.  |                              |   |
| 37 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul> | <p>We are writing today to vehemently object to the plans to put a car park in the field at the end of Follett Road.</p> <p>Firstly the entry point in all these schemes is Tidcombe Lane, then Glebelands Road,</p> <p>Both are very narrow and not suitable for large numbers of extra cars. In Glebelands Road in particular, four side roads emerge onto it and because residents park in the road, there is very little space for other residents or the bus to use.</p> <p>There have been any number of prangs where motorists emerging from Follett Road, Polwhele and Rayer Roads and St Lawrence Close have turned left – straight into the path of an oncoming vehicle. The estate just can't take any more vehicles.</p> <p>Not only that but we understand that the field was left in perpetuity for the barge horses to over-winter. Where would they go?</p> <p>It appears the planning dept has mooted the idea of a new bridge of the canal as a means for exit traffic to link up with the Tidcombe Hall planning application.</p> <p>We are also strongly opposed to this for exactly the same reasons... too much extra traffic on roads that were not built for it. Not only that, the Manley Lane car park is now awash with boy facers and discarded drugs and needles which residents pick up every day so that canal walkers and pets are not injured. Surely the same</p> | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|                  |  | <p>thing would happen at the end of Follett Road... in an area predominantly populated by elderly residents?</p> <p>Wasn't the canal deemed a Country Park some years ago? Surely that means that no new buildings should be built along its banks leaving existing fields either side?</p> <p>Just because farm land and fields are there, doesn't mean you have to build new houses on every part of it. Surely common sense comes into agreeing planning applications? Walkers from Tiverton and further afield have long enjoyed the peace and tranquillity of walking alongside our beautiful canal. Can't we keep it that way?</p> <p>Approval has already been given for over 2,000 new houses in the EUE development... that's probably an extra 5,000 cars minimum along Blundells Road! Members of the Planning Committee may not live in Tiverton and have to cope with the chaos this brings, but WE do!</p> <p>Not every piece of land is suitable for development approval and these two schemes should not be allowed to go ahead. I hope you will ACTUALLY listen to residents' views over this.</p> |                                     |  |
| <p><b>38</b></p> | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> </ul> | <p>I am writing to express concern over the above proposal. I am lucky to live in an area of green space, especially bordering the canal. This area is a beautiful spot and is visited by many exactly for these reasons, adding a car park is not going to appeal to most who enjoy walking along this part of the canal. The last thing they will want to look at is another grey concrete car park! Most people/tourists park at the basin which is surely what we want and to encourage so that they use</p>   | <p>Remove Follett Road Car park</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

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|    |   | <p>this space to entice them into the town and use the Barge and café.</p> <p>The space proposed is currently used by the Barge horses which is a local attraction in itself and is I'm sure very useful for the owners as it is not too far for them to come and look after them. There is already plenty of space for locals to park, if they wish to go for a walk along this stretch of the canal and for all the new housing that is being built it would surely be better to encourage them to walk here rather than bring their cars.</p> <p>I feel there is too much development being proposed for this end of town and am concerned about the environmental impact.</p> |  |   |
| 39 | •   | <p>Dear Sirs,</p> <p>I am not in favour of creating a car park at the end of Follett Rd.</p> <p>Tidcombe Hall Development, if it is approved, will already bring more stressful traffic to this area and Tidcombe Lane has no pavements for pedestrians or to help protect children accessing the nearby school.</p> <p>Please reconsider. Lives will be put at risk.</p>   | Remove Follett Road Car park                                       | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 40 | <ul style="list-style-type: none"> <li>• Phasing</li> <li>• Transport / Infrastructure</li> </ul> | <p>Having reread your reply to me on the 30th of March, I would like you to explain how <b>area B can be developed before any infrastructure has been completed in area A.</b> Your letter confirmed that area B may be developed first if you can find an alternative access to this land and avoid access through area A.</p> <p>This means that area A may not be developed for the foreseeable future or until Chettiscombe trust releases the land.</p>  | n/c – see development phasing and infrastructure within section 6. | -   |

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|  |  | <p>It was not long ago your department was actively encouraging an access through Mayfair, which luckily our council rejected. Your letter confirms you are still looking for an alternative access.</p> <p>Does this mean that the developers of area B will not need to contribute anything towards the needed infrastructure costs proposed for the new junction or roads, cycle routes, the school or "village centre" etc. ?</p> <p>If so, we could have almost 1000 houses built in area B and Braids Park without any significant infrastructure even having started.</p> <p>Since the present restrictions have been in force, my wife and I have been walking to tiverton from Mayfair and I can tell you that even with the much reduced traffic it is quite frightening. <b>The pavement is in places too narrow to walk together.</b> We have met other families walking and we have to walk in the road to pass each other.</p> <p>We tried cycling and that is worse! <b>The cycle lane starts approximately 100 yards from Mayfair and ends before Tidcombe lane.</b></p> <p>This cycle lane is only 3ft wide , so narrow that it is almost impossible to stay in it.</p> <p>Speaking to fellow walkers and cyclists, every single one has commented how dangerous it is to use this road.</p> <p>There is of course, no provision for cyclists to return home.</p> <p><b>You stated that there will be no cycle lane before all the houses are built.</b></p> <p>How can you, a qualified planner even consider building 1 more house with no regard for for the safety of pedestrians and cyclists ?</p> <p>At the very least, <b>a purpose built pedestrian and cycle lane needs to be in operation before any more houses are built.</b></p> |  |  |
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|    |  | Your planning office needs this to be challenged properly in open debate.   |                              |   |
| 41 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> </ul> | <p>Dear Sirs,</p> <p>With respect to your plans to develop <b>Tidcombe Hall</b>.</p> <p>I have been a resident of Tidcombe Lane for most of my life. The development of extra housing would add considerably to the amount of traffic using the lane. It is already very dangerous for my 2 children to walk twice a day to school.</p> <p>It is already regrettably used as a short cut to gain access to Newts hill and Cullompton. An increase in more vehicles would make any pedestrian activity in the Lane impossible. Particularly with the climate change situation we should not be encouraging an increase in traffic but assisting local residents to walk or cycle safely. The plans to calm the traffic are just going to brush over the problem without actually solving anything.</p> <p>With regards to the proposal of a <b>car park</b> at the end of Follett road. This would have a huge impact on the already over busy Tidcombe Lane. There is already a very well situated car park at the Tiverton end of the basin. This has good road access and any increase of use would not reduce the enhancement of the canal or local residential area in any way. Why increase the traffic to two different parts of the canal when there is already a perfectly adequate site being used.</p> <p>The benefits of The Grand Western Canal to Tiverton are huge. Local people and visitors come to enjoy the rural and beautiful aspects of it. More car parks and housing</p> | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |   | would only detract from its appeal and reduce the visitor numbers.   |  |   |
| 42 | <ul style="list-style-type: none"> <li>• Transport / highways</li> <li>• Inclusive development</li> </ul>                                       | <p>-Consideration of <b>bus routes</b> and narrow lanes</p> <p>-Consideration of services and facilities</p> <p>-seeking to ensure the <b>needs of the elderly</b> are considered</p> <p>-need to seek sensible, safe and emotive ideas rather than sophisticated and supersonic</p> <p>-need to consider <b>affordable housing</b> for the young</p> <p>-inclusive development for all age groups</p>   | Check ref to meeting needs of all ages | Reference added 3.3.5 P52   |
| 43 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> <li>• Tourism</li> </ul> | <p>I am writing with reference to your proposal to designate a <b>car park</b> area in the field at the end of Follett Road... presumably for locals and visitors wishing to use the Canal tow path for the very special unspoilt walks available which combine the lovely open Devonshire countryside alongside the peaceful wildlife status of the Canal... Surely there are enough entries onto the Canal area already and so why would you want to spoil this beautiful area with yet more traffic – especially the use of Tidcombe land which is already a bottle-neck.</p> <p>Combine this with the most shocking thought of the building of residential properties in the Tidcombe Hall Development which would be an ABSOLUTE CRIME – touching the soul of the Town of Tiverton – as this would take away, forever, open country walking alongside our canal until Manley Bridge is almost reached. How could you take this joy away for the majority walkers who would be unable to manage the distance which would then be necessary to reach open countryside??</p> <p>With the horrors we are all living with in these unprecedented times I would have certainly thought that you – the decision makers – have the courage – so</p> | Remove Follett Road Car park           | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |   | strongly needed – to say no to any plans to build up any further canal-side areas so that both today's and future generations are able to enjoy this unique area without the encroachment by roads and buildings. Please, I beg you, deeply consider the implications of the decisions you are soon to make – make the wrong one and you would spoil Tiverton forever   |                              |   |
| 44 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> <li>• Tourism</li> </ul> | <p>I cannot believe that when consultants were asked to set out some proposals for facilities / uses for green infrastructure that forms area B of the Eastern Urban Extension that certain criteria weren't set out by the planning department such as:</p> <p>Any <b>car parking</b> in the field at the end of Follett Road to give access to the country park should not be allowed to happen. This would have a massive impact yet again on the Tidcombe Lane / Glebelands area especially if the Tidcombe Hall estate is allowed to progress, with the extra amount of traffic and the safety issues that already exist.</p> <p>Just as worrying is the fact that the paddock where the car park would be is privately owned and used by the <b>Tiverton Canal Barge Company</b>. Do you propose to put a compulsory purchase order on it to form the car parking area for 8?? Cars. I think not. I'm also very concerned for the future of the Barge. If the paddock is taken away there is no other field in walking distance from the canal basin and of the right size to graze 3 horses. Would it be the end of one of the biggest and best tourist attractions in Devon. I urge you to reconsider the whole idea of using any land that would have an impact on traffic, safety &amp; Tiverton Barge.</p> | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 45 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul>  | Dear Sirs   | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of                       |

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|    | <ul style="list-style-type: none"> <li>• Green infrastructure</li> <li>• Ecology</li> </ul>  | <p>It seems to us that the Planning Department are intent on destroying all the natural habitats around Tiverton – the Tidcombe Hall proposals being the latest.</p> <p>We strongly object to the destruction of these natural areas – particularly when they will increase traffic flow in Tidcombe Lane and also onto the Glebelands Estate – were people already come to park their cars for canal &amp; railway line dog walking. Building <b>car parks</b> on green spaces, when the national strategy is to reduce Co2 emissions, cannot be acceptable, particularly when adverse effects to the planet, people and wildlife are so serious.</p> |                              | new CP at p76 and p99   |
| 46 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul> | <p>As I am a resident living on the Glebelands Estate I wish to strongly object to the proposed Tidcombe Hall developments. The <b>barge horses</b> used on the canal add greatly to the tourism of Tiverton and if moved away from their winter field would be a great loss solely for a car park. Tidcombe Lane is only a narrow lane and just manages presently time traffic if everyone drives sensibly. Getting out onto Blundells Road causes delays and can be risky. Adding even more traffic would be foolhardy, possible causing fatalities to Tidcombe Lane pedestrians.</p>  | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 47 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul> | <p>Dear Sir</p> <p>I wish to place on record my objection to the above application.</p> <p>There are presently enough <b>car parks</b> available at the basin end of the Canal.</p> <p>Road Access to Follett road is via Glebelands Road and Tidcombe Lane. Both are not suitable for any more additional traffic due to parked cars. On Glebelands Road there is only room for 1 car to drive down from</p>  | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|  |  | <p>Polwhele Road to Follet Road due to cars parked on the lower side.</p> <p>Tidcombe Lane is narrow, both ways from the end of Glebelands Road with a narrow bridge that is partially unsighted when driving from the Blundell's end to the top of Tidcombe Lane.</p> <p>It is also very narrow at the Blundell's end and 2 cars can only just squeeze past each other at very slow speed. Lorries cause problems as cars must reverse to allow them to come down or go up Tidcombe Lane.</p> <p>This I believe is already noted on the Council's records as both roads are unsuitable for any additional traffic.</p> <p>There is also the question of use of the proposed car park for purposes other than what it is intended for. By that I understand that the small car park at Manley bridge is being used at night by those who take prohibited substances and then discard their needles. I am sure that if this application was to be passed a similar thing would happen. This is at the end of a road that is predominantly lived in by retired people.</p> <p>I also understand that there is some talk about installing a footbridge over the canal to the proposed development of 100+ houses around the old Marie Curie Building at the top of Tidcombe Lane. This would spoil a part of the Country Park (a well-used amenity) as it would be in almost open countryside.</p> <p>Whilst writing I would also like my objection to the development of 100+ houses on the old Marie Curie site. This is on the same traffic-based objection as previously alluded regarding Tidcombe Lane.</p> |  |  |
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| 48 | <ul style="list-style-type: none"> <li>Overdevelopment</li> </ul>  | This area of land should not be <b>overdeveloped</b>  | n/c – as above  | - |
| 49 | <ul style="list-style-type: none"> <li>Developer contributions</li> </ul>  | Exactly how much <b>106 Agreement</b> money is the developer paying the Council and where is this money being spent?  | n/c – See section 6 for requirements, the final levels will be set at development management stage    | - |
| 50 | <ul style="list-style-type: none"> <li>Facilities / services</li> <li>Employment</li> <li>Transport / highways</li> <li>Overdevelopment</li> </ul> | Where will people <b>shop</b> .... will they all travel in their cars along Blundells Rd to Tesco etc where will they <b>work</b> and how will they travel to work. What will happen to all the tractor <b>traffic</b> to the biodigester..... will there be a limit to the relentless <b>growth of the bio digester which does not sit easily with the garden development aspirations in these plans..</b>   | n/c – this is an issue for the EUE as a whole and Area A includes the potential neighbourhood centre. | - |
| 51 | <ul style="list-style-type: none"> <li>Transport / highways</li> </ul>   | The left in <b>left out junction off the A361</b> has been built at great expense to the public purse. No development of EUE was permitted until it was complete. There was no condition that it should be used!. We have a white elephant on our hands and a situation where all the construction traffic for Braid Park passes through Blundell's School and up Post Hill. There is an accident waiting to happen, not to mention the fact that the road is in such a state of disrepair that any traffic calming measures provided in Blundell's Road are actually unnecessary as the potholes will slow traffic down to <20mph. I note that £10m is due to be spent on the Northern part of the A361 slip road in 2022? Why? It won't be used. <b>MDDC need to address the problems they have with Chettiscombe Trust and Area A, rather than trying to force the delivery of Area B to keep to their quotas.</b> | n/c – Area A issue  | - |
| 52 | <ul style="list-style-type: none"> <li>Overdevelopment</li> <li>Transport / highways</li> </ul>  | Do we really need 1,600 + homes in Tiverton? How will post hill cope with the <b>extra traffic</b> ?  | n/c – Principle established in Local Plan as above  | - |

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| 53 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> <li>• Green infrastructure</li> </ul> | <p>My objections to the above are as follows: -</p> <p>The canal is adequately served with <b>parking</b> facilities</p> <p>The horses that pull the Barge are housed in that field for at least half a year</p> <p>The possibility of travellers seeing it as a place to park are very high indeed.</p> <p>Then what? The police would be involved and some nasty scenes could follow. The police have enough to do.</p> <p>Not what you want for one of Mid Devon's Top tourist attractions.</p> <p>Obviously no one on the planning committee lives up here otherwise they would know it is a very quiet place and that is how the residents want it to stay,</p>  | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 54 | <ul style="list-style-type: none"> <li>• Traffic / Highways</li> <li>• General</li> </ul>                                    | <p>I have heard from an extremely reliable source, within MDDC, that one of your upcoming virtual planning meetings will discuss the ridiculous and highly unpopular proposal, to build a <b>carpark</b> in the paddock at the end of Follet Road.</p> <p>Apart from the very unwelcome extra traffic in the Glebelands and Tidcombe area, which would result from such a situation, that paddock is vital to the survival of the Grand Western Canal Barge Company, one of Tiverton's main tourist attractions. It is the only suitable location, where their horses can be rested out of season, and that is the opinion of the Barge Company, not just me. Although you will no doubt try to tell me, that members of the public will be able to join such <b>virtual meetings</b>, many people are not au fait with</p> | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |  | <p>such technology, and will be caught unawares. While it is perfectly reasonable to conduct routine administrative matters remotely, during this difficult time, there is no reason to push controversial measures through in this manner. It gives the impression of a deliberate attempt to avoid public scrutiny. For the sake of a few short weeks of lockdown, controversial proposals absolutely must be left until they can be properly discussed at public meetings in Phoenix House. There is nothing so urgent about a carpark, that cannot be left until then.</p> <p>I have written to the Gazette, so that the wider public will be aware of the plan.</p> <p>Please do not proceed along this undemocratic pathway.</p> |  |   |
| 55 | <ul style="list-style-type: none"> <li>• Transport</li> </ul>                      | <p>Only that it appears to be constrained by the settlement limit along Manley Lane to the extent that it <b>frustrates the scope for a secondary access route across Manley Lane from the direction of Hartnoll Farm to the east.</b></p>   |  | - |
| 56 | <ul style="list-style-type: none"> <li>• General / consultation process</li> </ul> | <p>I feel very strongly that this <b>consultation process is no longer transparent or fair!</b></p> <p>Since the lockdown began one of the consultations has been cancelled ( I understand why of course )</p> <p>Online it said there were telephone options to talk to some people but how did you expect people to know this? Not everyone is online!</p> <p>There are elderly residents who wish to make comments that struggling to do so, who are not good in email and are unable to get letters posted to you for comments.</p> <p>People are worried about getting food and medication and it is not right that you are carrying on with something as big as this in these current times. This</p>                            | <p>n/c – Central government has made the specific request of Councils that all aspects of the planning system continue as far as possible during the COVID19 period. To that end the planning service is continuing to prepare planning policy documents whilst providing the best public service it can in these exceptional and very challenging circumstances</p> |   |

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|    |   | <p>consultation should be extended for longer than 3 days. You should be making better attempts to engage with people or allowing people much more time to make comments.</p> <p>I would often help a number of my Neighbours with emailing etc but it is not so easy now when I need to stay 2m away!</p>   |                              |   |
| 57 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Transport / highways</li> </ul>      | <p>There is provision for access to the country park from the end of Follett Road including a <b>car park</b> for up to 16 places. Access to the country park should be from the canal NOT from Follett Road and there should be no car park. People should be encouraged not to drive there but to walk for the exercise and better health. The only access here should be from the canal as otherwise excess traffic would be generated through the Glebelands estate and Tidcombe Lane and neither of these could support extra traffic volumes. Also an access point from Follett Road could encourage people to park in that road if the car park became full, to the disadvantage of residents.</p>  | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 58 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Access</li> <li>• Ecology</li> </ul> | <p>Housing and building works north of West Manley Lane is supported. The <b>area of green land the south side of WEst Manley Lane should not be accessed by the public</b>. This area of land should be kept as it is - unaccessible - apart from via the disused railway path. The reason the area is so full of wildlife and beautiful is because people do not have access to it at present. Please keep it like that. we do not need an extended area for people to picnic and park their cars to go for a walk across the fields. There is already a beautiful tow path to walk along, with the lovely fields either side, untouched by the public so please leave it like this. If a park is built, please ensure that there is not a <b>car park</b> from Follett Road, as that will cause safety issues in Tidcombe lane and along Glebelands Road and Follett Road</p> | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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| 59 | <ul style="list-style-type: none"> <li>General</li> </ul>   | If these proposals are passed I am sorry to say that another large area of classic English Rural Countryside will be lost forever due to bizarre and incompetent planning decisions.   | n/c – Principle established in Local Plan as above                 |   |
| 60 | <ul style="list-style-type: none"> <li>General / Consultation Process</li> </ul>                                | That this <b>consultation period</b> has occurred throughout the COVID 19 lock-down makes the enquiry a joke and arguably unlawful as those without internet access can't visit the council house to review the proposals. The enquiry period should be extended to start from when the lock-down is eased and run for the full duration period.   | n/c -  |   |
| 61 | <ul style="list-style-type: none"> <li>Gypsy &amp; Travellers</li> <li>Transport</li> <li>Employment</li> </ul> | The plan states a <b>traveller site and industrial adjacent to Manley lane</b> . This will severely effect both the current residents and values of properties in the area and effect the tourism and walkers bought to the area. The allocation of travellers sites are supposed to be going into area A, putting them into area b will not be in keeping with the local area and will have a dramatic effect. The employment area should be limited to office space only. No HGV or LGV's will have reasonable access to the site without going throught the houses. We have already had a large increase in sq ft of light industrial from the Hartnoll business park and an increase in height of buildings. To add more industrial when we already have suffered from hartnoll and so many others are extending such as hitchcock business park, this has easily exceeded the increase square ft you were provided in this plan for employment. The veiws from down Manley lane will be spoilt from the side of building and the environment impacted by the noise from light industrial units such as already exist in hartnoll business park. | Clarification added into SPD as above G&T site and employment uses | 54,71,72  |
| 70 | <ul style="list-style-type: none"> <li>Land use</li> <li>Highways / Transport</li> </ul>                        | No to the <b>Country Park</b> . No to the <b>car park</b> . No no on. No to the traffic down tidcombe lane, this is going to be a logistical nightmare and fields should be left for the wildlife and no access to the public. This is why people  | Remove Follett Road Car park                                       | Changes to P76, 92,99,100-105. Ref to location of |

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|    |  | love Tiverton, don't ruin it! The <b>car park</b> is in an elderly residential area and I am not happy with that at all. I do not agree with the additional stress this is putting on the elderly community already. Leave them in peace.   |                                  | new CP at p76 and p99   |
| 71 | <ul style="list-style-type: none"> <li>• Employment</li> </ul>   | Is it possible to include a policy that dictates <b>Employment</b> (if it must be included despite the new provision from Hartnoll Business Park in the past 4 years) cannot be B2 or other industrial use other than B1? Can the <b>Manley Lane access</b> be removed from plan pictures/figures to be clearer?  | Clarification provided on B1 use | P 54,71   |
| 72 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Green infrastructure</li> <li>• Traffic / Highways</li> </ul> | <p>I do not support the plan for a picnic area, <b>car park</b> and entrance to the country park at the end of Follett Road. The extra traffic along Follett Road and on the Glebelands Estate is not suitable for an area of mainly elderly people. Cars coming from Glebelands Road travel quite fast and often cut the corner into Follett Road. I myself a short while ago was nearly caught after visiting my neighbour opposite and nearly fell.</p> <p>The picnic area will attract noise and litter, which will not be very good for the wildlife.</p> <p>The field that is being proposed for the car park, usually has the barge horses in and I enjoy that field. I can't walk too far along the canal, so if you change that field to a car park and a picnic area, all I will see is cars and people.</p> <p>We shouldn't be bringing more cars up Tidcombe Lane. The building of more houses at Tidcombe Hall is not suitable at all either. The traffic in Tidcombe Lane is busy now and with the bus going over the narrow bridge.</p> <p>The board walks in the Country Park will be used by children, and as children do will run up and down and disturb birds and wildlife.</p> | Remove Follett Road Car park     | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |  | <p>Why do we need a <b>country park</b>? We have a lovely area used by locals and visitors. Everyone loves the peaceful feeling. One lady I talk to comes from quite away off once a week with her lunch and a flask to watch the kingfisher.</p> <p>I object to the <b>traveller pitches</b> in Area B area, the first place proposed was much more suitable.</p>   |                              |   |
| 73 | <ul style="list-style-type: none"> <li>• Land use</li> <li>• Green infrastructure</li> <li>• Traffic / Highways</li> </ul> | <p>I am very concerned about the prospect of a <b>car park</b> and entrance to the country park at the end of Follett Road so I object to this very strongly. I am registered blind and live in a quiet residential area, where I know a lot of the residents. There are already quite a few cars that come up Follett Road to visit or deliver and they often cut the corner and come quite fast.</p> <p>It is quite daunting for me to go out and cross the road already, but the prospect of more cars being encouraged to drive onto the state is not good.</p> <p>There is only one way into the estate so all these cars will need to be travelling through the estate to get to the car park at the far end of the estate at the end of Follett Road. Tidcombe lane is also very busy road already too and this will lead to it becoming even busier.</p> <p>When I walk along the canal with my neighbour I like to listen to the birds and I can hear the horses in the field. If this area is turned into a carpark and picnic area, when I go out I will have to dodge cars and will be listening to the sound of people, car doors opening and closing and the sounds of people picknicking. It would be a shame to lose the lovely peaceful area along the canal by making a car park for people to drive to.</p> | Remove Follett Road Car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |   | <p><b>I do not support the idea of pathways</b> across all the fields along the side of the canal. The housing developments will have destroyed the homes of much of the wildlife and I think it would be better to leave the areas so that the wildlife can continue to be undisturbed.</p> <p>I object to the idea of a boardwalk across the fields. This will be noisy as people and children run along it and again will frighten the wildlife. Please leave these areas so that people cannot walk through it.</p>  |                                     |   |
| 74 | <ul style="list-style-type: none"> <li>• Density</li> <li>• Land use</li> <li>• Transport / Highways</li> <li>• Gypsy and Traveller site</li> </ul> | <p><b>Amount and density of building</b></p> <p>I support the plan for most of the buildings to be residential with a number of smaller areas for business and employment. There should be <b>sufficient parking facilities attached with each individual property</b> as block garages and block parking areas do not seem to work well in housing estates and cars end up being parked on the streets. As roads take years to be adopted, this leads to problems with parking and bus routes. If garages are built, it is essential that these are actually big enough to contain a large sized car!</p> <p>Housing should have <b>sufficient parking for 2 cars</b> and if there are bigger houses which lend themselves to extended facilities living together there should be plenty of private parking within the plot. I do not support the building of houses that do not provide enough off-road parking within each individual plot.</p> <p>I support the plan for a play park, central to the housing area and the building of allotments and the sports facilities, which are all suitably situated around the</p> | n/c – clarification provided above. | - |

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|    |   | <p>housing I support the plan for these facilities to all be north of West Manley Lane.</p> <p><b>Traveller Pitches</b></p> <p>The original area a and area b plan shows 3 <b>traveller pitches</b> up by the relief road – these are now shown south of post hill and along the side of Manley Lane. The traveller site, if needed, should be in the position suggested on the original plan.</p> <p><b>Access to the site</b></p> <p>I support the plan for there to be no access to the site from Manley Lane, West Manley lane or Mayfair. There should also be no access to the Area B site.</p>                 |   |   |
| 75 | <ul style="list-style-type: none"> <li>General / Process</li> </ul> | <p>It has been brought to my attention that the <b>planning application</b> to have <b>car park</b> in the field at the end of Follett Road – where the barge horses go – will due to the unprecedented situation we find ourselves in at the moment, will be held as an internet link up.</p> <p>Surely it would be much more correct to place this matter to one side to be dealt with when procedures return to normal as there is absolutely no need to rush through these important decisions.</p> <p>Please consider all the circumstances surrounding this <b>planning application</b> with due diligence.</p> | Remove Follett Road Car park  | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |
| 76 | <ul style="list-style-type: none"> <li>General / Process</li> </ul> | <p>Further to my letter of the 16<sup>th</sup> April, I have today heard that you are planning to have a meeting regarding the above, via facebook/social media. If this is correct I have to make very strong objections. I for one do not have the facility.</p>  | n/c – Central government has made the specific request of Councils that all aspects of the planning system continue as far as possible during the COVID19 period. To that |   |

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|    |  | <p>We are in one of the worst situations this Country has known since WWII with most of us at home for at least three months and you are thinking of making very important decisions where the majority of the public cannot be involved. Not very democratic is it!</p> <p><b>I am asking you to postpone any meeting until the Country returns to a more normal position</b> when the people of Tiverton can attend a meeting to air their views.</p> <p>I await hearing from you.</p>  | <p>end the Council is continuing its service with Council meetings being held virtually with members of the public able to attend via the internet (via a weblink and standard internet browser).</p> |  |
| 77 | <ul style="list-style-type: none"> <li>• Transport</li> <li>• General / Process</li> </ul> | <p>We are very alarmed to hear that the planning meeting to discuss building a <b>car park</b> in the paddock field at the end of Follet Road on the Glebelands estate may be done through social media with councillors and members of the public giving their views via a computer screen.</p> <p>We protest most strongly! You will have received many letters and emails about the proposed car park. We obtained an extension to the closing date – 23<sup>rd</sup> April because the majority of residents here are senior citizens and some have been unwell but wanted to send a letter in.</p> <p>Many of the residents want to attend the meeting as they do not have a computer let alone social media.</p> <p>Not one brick has been laid yet on Area B southern side of Blundells Road, so what's the hurry? Surely the meeting can be postponed until after the Corona Crises has settled down. The majority of the residents have lived here for many years.</p> | <p>- Remove Follett Road Car park</p>   | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

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|           |  | <p>You have told us several times that the paddock field would remain the same so what's going on?</p>  |                               |  |
| <p>78</p> | <ul style="list-style-type: none"> <li>• Transport</li> <li>• General / process</li> </ul> | <p>I now understand that there is to be a 'virtual' Planning Committee tomorrow. I have not seen the agenda but im told it includes the <b>car park</b> to be sited in the field at the end of Follet Road. This is part of the area being promoted as a public park for which the need is arguable and there has been no mention of a car park made in the publicly available planning reviews. Nor is it evident that the existing, more appropriate and easily expanded park at Manley Lane has been given consideration.</p> <p>For all the reasons made clear in so many approaches to MDDC on related matters, Tidcombe Lane and its adjacent roads are insufficient for the volume of traffic already experienced. Adding to this is unneeded folly. At present a pedestrian only entrance to the park is promulgated but this merely shifts parking into Follett Road which is not suitable for this additional burden. Whatever decisions are made regarding the recreational park, such should not include access via Tidcombe Lane and the Glebelands estate.</p> <p>In my earlier correspondence, I expressed my concern that the normally accepted <b>processes of democracy</b> might be compromised in the light of the extraordinary circumstances in which we now live. Sensibly, the proposed emergency powers were canned by my concern continues with employing a virtual mechanism. Im told that there may be some provision for public engagement but I bring to your attention the fact that those most likely to be affected by this planning matter are the least able to convey their views by this means. The Glebelands estate comprises almost exclusively of elderly people, most of whom are unfamiliar with</p> | <p>Remove Follett Road CP</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

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|  |   | <p>electronic communication and therefore denied access to the conversation.</p> <p>In any event, why is it though necessary to rush this matter through so quickly and at a time when there is no practical possibility of pursuing the meeting's resolutions in the near future? This amount of haste seems odd and does not promote public confidence in the probity of the Council.</p>   |   |  |
| <p><b>79</b><br/><b>SPORT</b><br/><b>ENGLA</b><br/><b>ND</b></p> | <ul style="list-style-type: none"> <li>• Sporting and recreation</li> </ul> | <p>Dear Sir/Madam</p> <p>Thank you for consulting <b>Sport England</b> on the above Tiverton Eastern Urban Extension (EUE) Area B Masterplan...</p> <p><b>3. Specific comments on the Masterplan</b></p> <ul style="list-style-type: none"> <li>• Area A no formal sport is planned to be delivered. Leaving Area B to pick up the slack.</li> <li>• Area B – without the evidence as set out in (1) above how do you know what to plan for, what sports, what size, what ancillary facilities, sports lighting? Co-location with other sports / other complementary uses?</li> <li>• What about planning for other sports (non pitch sports e.g. tennis/bowls/indoor bowls/badminton)? On-site or s106/CIL to off-site? As set out in (1) above.</li> <li>• Are you designing homes that will help residents to live an active lifestyle? As set out in (2) above. Are you creating links by foot and cycle into town and out into the rural areas – beyond the masterplan designation?</li> </ul> | <p>review but most issues for Local Plan Review requirements (i.e. indoor sports) and further issues for Development Management stage. Could add web refs for guidance.</p> | <p>Proposed changes:</p> <p>Added references to detail of sports provision at DM stage p99</p> <p>Added reference to encouraging an active lifestyle with foot and cycle links p73</p> <p>Added clarification about links between country park and formal sport hub p99</p> <p>Added reference to 'Active Design' at The Green p95</p> |

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|    |   | <ul style="list-style-type: none"> <li>• Will the new Country Park be linked to the formal sports hub proposed and what sport and physical activity opportunities will be designed and managed in the new Country Park?</li> <li>• <b>The Green</b> could be a multi function green space as in line with Active Design? It could deliver formal and informal recreation as well as being a community focus space.</li> <li>• The <b>proposed sports hub</b> appears to have been designed for certain sports and not others e.g. cricket. Why not? Will the MUGA have lights? How will it be managed and generate income or will it be an 'open' facility and maintained by Council budgets?</li> <li>• Will <b>proposed sports hub</b> be delivered during phase 1. Why would residents need to wait until phase 4? This is not clear.</li> <li>• Have you reviewed the recent design guides for non traditional sport to increase physical activity – (scroll to the bottom)<br/><a href="https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design">https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design</a></li> <li>• What is the definition of 'new garden neighbourhood' and 'modern lifestyle'?</li> </ul> |                              |   |
| 80 | <ul style="list-style-type: none"> <li>• Transport</li> <li>• Land use</li> </ul> | <p>1. There should be <b>no additional access to the site from the end of Follett Road</b> for vehicles or pedestrians. Access should be from the north and not from Tidcombe Lane and Glebelands Road which are narrow and congested.</p>   | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|    |   | <p>2 Tidcombe Lane is dangerous because it is much used by pedestrians and has no footpaths.</p> <p>3. There is already a footpath from Follett Road to the canal and there are easily achievable accesses from the canal to the green area.</p> <p>4 The barge horses have a secure place to feed in the winter in the field at the end of Follett Road. If the horses cannot be safely secured the future of the barge which is one of Tivertons main tourist attractions will be endangered.</p> <p>5. Glebelands estate is predominantly inhabited by elderly residents. They fear that opening up the field at the end of Follett Road to increased access will create a risk of all sorts of abuses. These could include unauthorised camping, caravans, littering, toileting and other antisocial activities.</p> |   |   |
| 81 | <ul style="list-style-type: none"> <li>• General</li> </ul> | <p>I would like to register my very <b>strong opposition</b> against the above proposals.</p> <p>I am Tiverton born and bred and have lived at this address for over twenty years. Sadly I have slowly seen the surrounding area spoilt by out of character developments.</p> <p>I also own a local company employing approximately thirty five people and make regular donations to the upkeep of various things in the local community as well as sponsoring the up keep of three local roundabouts.</p> <p>I am extremely disappointed in the shape our local community is now taking and do feel that several</p>  | n/c – Principle established in Local Plan | - |

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|   |   | <p>decisions by Local Council have not been in the area's best interests.</p> <p>I certainly hope and pray that this proposal is not yet another.</p> <p>If this development in its present form is to be given the go ahead I must unfortunately say that another area of Classic English Rural Countryside will be lost forever and in my opinion due to bizarre and incompetent planning decisions</p>   |  |                         |
| <b>[Responses received via email 1<sup>st</sup> May but logged pre 23 April deadline]</b> |   |   |  |                         |
| <b>82<br/>(West Manley Resi)</b>  | <ul style="list-style-type: none"> <li>• Transport / Shared lane</li> <li>• Green infrastructure / agricultural land</li> </ul> | <p>One of the cornerstones of the TEUE Area B Masterplan is the proposed connectivity between the housing development and the concept of the country park, by way of both existing and suggested lanes, pathways and tracks.</p> <p>Unfortunately, the start of this public consultation exercise has coincided with the so-called 'lockdown' brought about by the Corona virus pandemic. Given that such a situation can have few positive outcomes, nevertheless as a resident of WML, it seems to me that the relevant observation, namely the reduction in vehicular movement within the area, has led to a significant increase in pedestrian traffic using the West Manley Lane/Old Railway Track/Grand Western Canal circuit and beyond, in search of safe, scenic and sustainable exercise and enjoyment.</p> <p>This would appear to <b>strengthen the argument for eventually creating a 'shared lane' concept for WML</b>, with appropriate speed restriction, use of <i>existing</i> hedge gaps as passing places and adequate signage. It also suggests that, south of WML, there would be only a limited need for the creation of more "cycle and</p> | <p>Consider Shared Lane point WML.</p> <p>looked at food issue in Country Park and suggest no changes- as this is about change of use from agricultural land for food production to country park</p> | Changes made to page 69 |

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|   |   | <p><i>pedestrian links"</i> as indicated in Masterplan document. Further, to maintain a safe route for non- vehicular traffic to and from the country park, vehicular access onto WML from the development area to its north, should be strictly limited to only the existing points of entry.</p> <p>Within the compass of the country park, consideration should be given to <b>maintaining a percentage of the grade one and two agricultural land; after all, food security</b> will continue to be an essential requirement and looking over a five-barred gate at a herd of sheep will remain a bucolic pleasure.</p> <p>Overall, the planned green infrastructure as envisaged in the Masterplan has succeeded in outlining an acceptable compromise between developmental needs and environmental protection; hopefully, the required fine tuning will become clearer over time.</p>                              |  |   |
| <p><b>83<br/>Wadde<br/>ton<br/>Park</b></p> | <ul style="list-style-type: none"> <li>• Transport</li> </ul> | <p>Thank you for the opportunity to comment on the emerging masterplan. Our client, <b>Waddeton Park Ltd</b>, has in interest in the adjacent site, Hartnoll Farm.</p> <p>As part of the existing Development Plan it is important for housing supply in the district that Area B comes forward for development in an expedient fashion.</p> <p>It is also important that the development takes a sustainable form. The movement strategy of the SPD is important in this regard. In order to serve the site effectively and efficiently via public transport the ability to deliver a spine road, as depicted, is important (bus services are difficulty and costly to run if accessing a large cul-de-sac). <b>Whilst fully understanding and acknowledging that the SPD can make no comment on matters and sites that lie outside the purview of the current allocation there is a clear potential to, at some</b></p> | <p>review form of access arrow on key (remove star and change colour/dash and wording – see fig 29/33 etc).]</p> | <p>P60 and p68 – edits to key/colours to help clarity on Manley Lane/Hartnoll Farm access</p> |

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|     |   | <p><b>time, extend the spine road across land in our client's control to enable bus services to serve the eastern extension on a 'through-route basis' and to link the new areas of housing to the existing Hartnoll Business Park (to the east of the current allocation). This infrastructure improvement would underpin 'walkable neighbourhood' principles.</b></p> <p>It is also noted that the SPD recognises the inherent unsuitability of Manley Lane to serve additional traffic movements. The provision of an extended spine road would assist in achieving this objective, as well as assisting in the delivery of an efficient and sustainable public transport infrastructure to serve the allocation.</p> <p><b>Therefore, our client is supportive of the movement strategy of the SPD.</b></p> <p>Since our client does not have an interest in land within the area that the SPD is providing guidance upon we have no detailed comments to make upon the rest of the document, other than to stress the point that <b>effective implementation (and thus delivery) is dependent upon effective engagement of landowners and their representatives</b>, and a careful balancing of objectives, to achieve deliverable outcomes in plan time periods. The Delivery, Monitoring and Review element of the document could therefore end up being of particular focus as consideration proceeds.</p> |     |  |
| 84. | <ul style="list-style-type: none"> <li>• General</li> </ul> | <p>I would like to register my <b>very strong opposition</b> for the above proposals.</p> <p>I have lived at this address for over twenty years and have slowly seen the surrounding area spoilt by out of character developments.</p>   | n/c |  |

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|  |   | <p>If this development in its cthe present form is to be given the go ahead I must unfortunately say that another area of Classic English Rural Countryside will be los forever due to bizarre and incompetent planning decisions.</p> <p>I have lived in Tiverton all of my life and have seen it slowly spoilt from the lovely town it was by numerous planning committees.</p>  |                                      |  |
| <p><b>85. West Manley Conservation Group</b></p> | <ul style="list-style-type: none"> <li>• Green infrastructure</li> <li>• General / mixed use</li> <li>• Country Park</li> </ul> | <p><b><u>West Manley Lane Conservation Group response on TEUE Area B Masterplan consultation.</u></b></p> <p>Representatives of <b>WMLCG</b> were able to attend the initial public exhibition before the SARS-CoV-19 pandemic forced its subsequent cancellation. Although the Group continues to have significant doubts as to the concept of the <b>TEUE</b>, nonetheless it accepts its long term inevitability and is pleased to note that many of the concerns that we have previously raised have been incorporated into the outline Masterplan.</p> <ul style="list-style-type: none"> <li>• In formulating our response, we have chosen not to be restricted by the questionnaire and to concentrate primarily on those elements of the plan which directly affect the area of West Manley Lane, a policy to which we have adhered from the beginning. In so doing, we fully endorse the sentiments expressed in the <b>Area B Masterplan document (SPD.B)</b> at <b>4.1, page 61</b>. It is, therefore, most unfortunate that one of those <b>“pockets of mature woodlands”</b>, previously designated as a (Biodiversity Action Plan) <b>Priority Habitat</b> situated at <b>NGR SS 985124</b> has recently been decimated. With <i>this</i> questionable activity, coupled with other examples of recent tree and hedgerow destruction within the boundary of</li> </ul> | <p>Review detailed points listed</p> | <p>Text added page 98 on hedgerow south of sports area</p> |

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|  |  | <p><b>Area B</b>, we can but hope that <b>MDDC</b> seriously considers apportioning suitable protection to those remaining <b>“rich hedgerows and areas of mature trees”</b>, currently in private ownership, ahead of the implementation of its <b>Green Infrastructure (GI)</b> project. We bring to the attention of both officers and planners that <b>in accordance with the criteria of the Hedgerow Regulations 1997 the hedgerows of West Manley Lane are all defined as ‘important’ based on wildlife and landscape</b>. As such they are afforded protection under that said regulation and any proposed removal of the hedgerows would require a hedgerow removal notice issued from the Local Planning Authority prior to any such works.</p> <p><b>(Devon Wildlife Consultants, Hedgerow Assessment Report No: 09/085 Date: September 2009 Client: West Manley Lane Conservation Group (WMLCG) Andrew Charles MSc MIEEM).</b></p> <p>Whilst it is not strictly within the overall setting of the <b>SPD.B</b>, we feel that the outcome of the recent Planning Inspectorate’s dismissal of the appeal at <b>NGR SS984 125 (APP/Y1138/W/19/3239009)</b>. must be considered here, as the inspector clearly feels that the site in question is open to <b>“mixed use development”</b>. That being the case, he seems to be taking a contrary view to the <b>“no development south of West Manley Lane unless in association with green infrastructure”</b> decision taken earlier by <b>MDDC</b>. This suggests that all areas outlined in yellow within <b>TEUE Area B</b> could be similarly designated should further planning applications be submitted by relevant landowners. <b>(Appeal decision para 25)</b>. That said, it is important that from the outset of this <b>Masterplan:</b></p> |  |  |
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|  |  | <ul style="list-style-type: none"> <li>• Both the <b>MDDC</b> and planners should define what is meant by “<b><i>mixed use development</i></b>”.</li> <li>• They should indicate which sites in <b>TEUE Area B</b> might be scheduled for any such development as defined above and which might be considered as contributing ultimately to the <b>GI plan</b>.</li> <li>• That the “<b><i>landowner collaboration</i></b>” set out on <b>SPD.B p117</b> is in place from the outset and is sufficiently robust.</li> </ul> <p><b>South of West Manley Lane: Countryside Park.</b></p> <ul style="list-style-type: none"> <li>• In the formulation of the masterplan for <b>Area A</b>, it was confirmed that there would be no vehicular exit from developments north of and onto <b>West Manley Lane (WML)</b>, existing gaps would be infilled, and no new ones created. With the publication of <b>SPD.B</b> there are two extant vehicular exits (at <b>Sweet Meadow</b> and <b>Prowses Farm</b>) and one footpath (<b>Drovers Track</b>) north of and onto <b>WML</b>. Can we safely assume that as with <b>Area A</b>, no further northern exits will be created and the existing field gaps similarly infilled?</li> <li>• The <b>SPD.B</b> seems to be leaving an option open to access <b>Manley Lane (ML)</b> through Hartnoll Farm complex. This option could cause further traffic issues in <b>ML</b> and so potentially into <b>WML</b>. This issue should be addressed before the finalisation of <b>SPD.B</b></li> <li>• It is imperative that to maintain the nature of <b>WML</b>, the southern barrier of the designated sports area remains as the current ancient hedgerow, enhanced were necessary, and that no gaps are permitted for use by traffic, vehicular</li> </ul> |  | <p>Added to 69 to clarify lack of any access from any future junction at Hartnoll to WML</p> |
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|  |  | <p>or pedestrian, intent on attending these sports fields.</p> <ul style="list-style-type: none"> <li>• It is assumed that the purpose of creating the <b>Country Park (CP)</b> within the <b>GI</b> is to attract, more visitors, and that these will access the <b>CP</b> through the network of indicative green routes, which would including <b>WML</b>. Current tractor and van movements leave no safe room for pedestrians over long stretches of <b>WML</b>. Therefore, it is imperative that this increase of non-vehicular traffic (e.g. walkers, joggers, cyclists and horse riders) confronting even the present level of vehicular traffic will require adequate provision of refuges using the existing outlines of the lane, without resorting to hedgerow destruction.</li> <li>• In particular, the indicative plan to use <b>Drovers' Track</b> as a green corridor from the northern housing development towards the southern <b>CP</b> will access <b>WML</b> at a blind right -angle bend in the road. An appropriately designed gateway should be provided at this point of exit to safeguard the user. <i>See below:</i></li> <li>• Regarding these green routes, it is essential that they are appropriately designated ((footpath, bridleway, restricted or public byway) which will dictate non-vehicular usage, thereby safeguarding the user and protecting the environment. Consideration should be given to nominate <b>WML</b> as a "shared lane" a concept previously trialled in other parts of Devon (<b>see Powderham Lane project DCC 2011</b>)</li> <li>• Whilst it is realised that these illustrated pathways linking housing with the green infrastructure are 'indicative' and not 'definitive', it appears that the table- top exercise has not taken note of the particular topography south of <b>WML</b>:</li> </ul> |  | <p>P99 assurance added re lack of access</p> <p>See p69 for detail of shared lane changes</p> <p>added text on page 63</p> |
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|  |  | <ol style="list-style-type: none"> <li>1. To gain access to the "orchard and natural play area"<b>(DN564794)</b> and then on to the <b>Railway Walk (RW)</b> and <b>Grand Western Canal(GWC)</b> (shown on <b>SPD.B</b> map <b>p 116</b> but <i>inexplicably not</i> on <b>pp 100,102</b>) would require breaching up to 12 feet of the existing hedge bank contrary to the planners stated "<i>every effort should be made to retain existing hedgerows...</i>".</li> <li>2. This indicative footpath would require a newly constructed bridge to cross the <b>Ailsa Brook</b> somewhere before reaching the <b>RW</b>; the route as illustrated, would also require a degree of repair of the associated culvert to ensure safety.</li> <li>3. Rather than creating new pathways (as illustrated above) use could be made of the existing tracks and associated bridges situated at <b>Pool Anthony and Black Bridges</b>.</li> <li>4. Consideration should be given to suitable screening of those houses backing on to the proposed 'natural play', orchard and picnic areas as set out on <b>pp100,102</b> Further, siting a bird hide on the edge of the picnic area would seem tenuous: perhaps this field could be left to agriculture, as at present. A flock of sheep is just as in keeping with the concept of green infrastructure, rough pasture attracts much needed invertebrates. Alternatively, the field could simply be</li> </ol> |  | <p>added text</p> <p>Pages 103 and 105</p> |
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|  |  | <p>planted with appropriate native trees and shrubs to attract wildlife.</p> <ul style="list-style-type: none"><li>• Whilst <b>WMLCG</b> is satisfied with the inclusion of long-term management and maintenance (<b>p118</b>), nonetheless the plan envisaged is far from conclusive and we would hope that a definitive structure is permanently in place before work within the <b>CP</b> is underway.</li><li>• The approach to development phasing incorporating <b>Areas A&amp;B</b> (e.g. <b>p112</b>) seems far from settled and as such suggests that any piecemeal development could adversely affect the overall impact on the <b>CP</b></li><li>• Understandably at this stage, there is little reference to the required civil engineering works involving land and properties around <b>WML</b>. Presumably, SuDS, mains drainage and water supply will have to be incorporated into this area and will need to have been agreed between developers and current residents on both sides of the lane.</li></ul> <p>Given the apparent need for this venture with its diverse requirements, <b>WMLCG</b> is satisfied with the overall balance of development versus ecology and the expression of importance for environmental protection. In our opinion a significant amount of the indicative planning within the proposed Countryside Park needs refinement and clarification, as we have set out above. However, we would be happy to contribute further and to be involved in its evolution.</p> |  |  |
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2. 'Punching' an entrance to the field (Land Registry DN564794, OS3445 or NGR 985125) through an original Devon bank (of some height) and its protected hedgerow (see photograph 4 below) is unnecessary and counter-productive when there already exists a gated entrance.

PHOTOGRAPH 4



3. It should be noted by the planners that, *'In accordance with the criteria of the Hedgerow Regulations 1997 the hedgerows of West Manley Lane are all defined as 'important' based on wildlife and landscape.* As such they are afforded protection under the Hedgerow Regulations 1997, and any proposed removal of the hedgerows would require a hedgerow removal notice issued from the Local Planning Authority prior to any such works.

*See Devon Wildlife Consultants, Hedgerow Assessment Report No: 09/085 Date: September 2009 Client: West Manley Lane Conservation Group (WMLCG) Andrew Charles MSc MIEEM.*

4. Ailsa Brook crosses this field referred to in Area B plan (vs). In the winter the brook is very deep and fast flowing and subject to flooding; therefore, it would require a new, sturdy bridge to effect a crossing; moreover the brook continues through a significantly damaged culvert (see photograph 5, 6 and 7 below) which runs beneath the old railway track, on the other side of which there is a considerable and

potentially hazardous drop which might act as a magnet for children with the possibility of consequential injury.

PHOTOGRAPH 5  
PHOTOGRAPH 6



PHOTOGRAPH 7



5. Any Cycle/walkway of this nature should be critically evaluated for its nuisance factor. A Community Policing evaluation of these proposals would be prudent. Specifically, such routes could be used as 'rat runs' by those with criminal intent, and will be subject to noise and nuisance by dogs (whose owners are (already) failing to control them or put them on leads even when there are livestock in this field. Uncontrolled dogs have already entered gardens in the vicinity of the railway track and have killed ducklings and threatened livestock on a property (see photograph 8 below). Motorcycles not infrequently use the Railway Walk: appropriate designation of usage must be considered to prevent on-going anti-social

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|  |  | <p>practice. Unless suitable byelaws were considered, recreational picnic areas could be used at all hours and so cause disturbance not usually experienced in this area. Whereas, picnic tables placed at intervals along the old railway track away from homes would be preferable and for those using them, provide a real feeling of a country picnic. Such an approach would lessen the possible impact of continual complaints to the local Council and our over stretched police force.</p> <p>PHOTOGRAPH 8</p>  <p>6. Use of an existing and ancient track leading to Black bridge and would prevent the cost of building of a new bridge over Alisa Brook in the above field (see photograph 9 below).</p> <p>PHOTOGRAPH 9</p> |  |  |
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7. This would then lead directly to a choice of existing pathways towards Black Bridge and the Railway Walk/cycle track. Prevention of access to the culvert should be considered (see photograph 7 above).
8. A further entrance to the Railway Walk (in Area A) could be obtained via the track running beside the old orchard at Pool Anthony (see photograph 11 & 12 below) and on to Pool Anthony Bridge, to link with the path suggested from Follet Road (subject to the benevolence of the owner).

PHOTOGRAPH 10  
PHOTOGRAPH 11



9. The number and variety of birds in this area has declined with the increase in dog activity, the proposal to build a bird hide near to the railway track is fanciful and ill-informed and could be a focus for vandalism. Increased human use of this field may well threaten visiting egrets and other species which have been monitored in this area for some 20years. More-over the possible destruction of

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|     |   | <p>large areas of nettles infrequently found in pasture these days will destroy the food source for some insects and butterflies. Trees and hedges planted in this area will take many years to reach maturity.</p> <p>10. Repurposing this field for recreational use denies the farmer further use of the land for grazing stock. Much grade one and two agricultural land has and will continue to be lost to housing development in Tiverton; such pockets should be preserved.</p> <p>11. The guarantee that developers will maintain this 'recreational' land into the long- term future must be robust.</p> <p>In conclusion, although the overall plan for the Country Park for Area B is imaginative, the potential consequences arising from the details of the indicative ideas need to be addressed to reduce possible conflict, so that both present and future residents and visitors can enjoy the benefits of the country area envisaged.</p> |   |   |
| 87. | <ul style="list-style-type: none"> <li>• Transport</li> </ul> | <p>I continue to be hugely concerned by the implications of this proposed development and the development of the new housing area adjacent to Fairway for the safety of pedestrians and traffic on Post Hill.</p> <p>I have looked at the boards and can find <b>no clear guaranteed statement as to where Area B will definitely be linked across Post Hill</b> and out to the link road but only a lot of design of the internal area....have I missed something or are you putting the cart before the horse?</p> <p>Apart from these recent weeks when traffic has greatly reduced (when the golf course has been shut and construction has been stopped), the junction between</p>   | <p>n/c – Vehicular access via Area A is shown.</p> <p>There's no reasonable case to prevent walk/cycle/emergency access via Mayfair. Knock-down bollards or similar would ensure emergency-only access by motor vehicles.</p> | - |

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|  |  | <p>Post Hill and the little lane leading up to the golf course/construction has been an accident waiting to happen. Signs went up advising of a new road layout ( much fuss over a splayed entrance to the lane) and Post Hill was again re-stated to be a 40 MPH road. Vehicles come over the rise from Tiverton and then need to suddenly brake if vehicles are backing up to turn up or exit the lane.</p> <p>This same road at Sampford Peverell is now a 30 MPH area with flatter terrain, better visibility and only housing on one side.</p> <p>Post Hill continues therefore to be a potentially dangerous road and will only become more so. There seems to be no clear encouragement of this area becoming a residential area. Although there has been a lot of residential development, you have also allowed the development of Hartnoll Business Park and the digester;( the traffic to and from which is dangerous, heavy, very frequent, fast and cannot stop in time at the access up to the golf course and new housing area....even if it were keeping to the speed limit). I have no clear idea of the nature of the industrial units in Area B or the burden of traffic which this will add but believe that this should be looked at very carefully. When there are so many light industry units vacant, why build more?</p> <p>You have not discouraged through traffic by the traffic calming measure at Blundell's, I live adjacent to Post Hill and can advise you of this fact.</p> <p>May I remind you of the following:<br/>"It was resolved at MDDC Cabinet (26th October 2017) that subject to acceptable planning impacts, alternative access arrangements may be considered as part of the scope of this master planning. <b>However, these potential amended access arrangements should</b></p> |  |  |
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|            |  | <p><b>not include those at Mayfair and/ or Manley Lane / Post Hill Junction.</b></p> <p>A network of streets will be provided across Area B which form natural extensions to those provided within the adjacent Area A. Key masterplan principles for these routes and connections include:</p> <ul style="list-style-type: none"> <li>•No vehicular access will be provided to the site from West Manley Lane, Manley Lane or Mayfair (although emergency access might be provided from Mayfair)"</li> </ul> <p><b>I would like to know how this access point can be assured to be only for emergency vehicles</b></p> <p>Re-sent as I didn't remember to sign it!</p>   |   |                 |
| <p>88.</p> | <ul style="list-style-type: none"> <li>• Employment</li> <li>• Gypsy and Travellers</li> </ul> | <p>I have reviewed your plans and there are several areas that need to be addresses. Mainly the <b>employment area and the travellers site.</b></p> <p>The travellers site was supposed to go into area A where there are already park homes. Putting it into area B will not be in-keeping with the area and also effect the house prices and tourism in the area forcing people to go elsewhere and residence not wanting to move into the pre existing houses that have been in place for many years.</p> <p>The light industrial units due to go in along Manley lane side will also chase people away from the area. Unless the business are office space only the noise pollution that comes with light industrial will be bad for the environment and tourism. The other issue is the light industrial has no direct access meaning all LGV and HGV will need to go through the residential areas to meet there destination. This means that you will need to put in an access somewhere else and I presume that</p> | <p>Clarification on use class and G&amp;T provision</p> | <p>54,71,72</p> |

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|  |  | <p>can only be Manley lane if if you attempt to put those type of vehicles down here it will be dangerous and stop people wanting to use the lane to walk down to the country park.</p> <p>There is no reason the light industrial is required as whilst this plan has been proposed Hartnoll business park has already drastically increase its square ft and Height of the premises and other business parks such as Hitchcocks business park in uffculm have also just been given permission to expand alot. This should be ample and stop the requirement of needing more light industrial space thaty we wont fill.</p> <p>Ultimately the need for industrial and travellers sights are negated and should not be put into area B at all unless there is office space only. The travellers sight would be better placed with the other park home style properties above the golf course in tiverton area A as they were before.</p> |  |  |
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| <p><b>89. Woodl and Trust</b></p> | <ul style="list-style-type: none"> <li>Green infrastructure</li> </ul> | <p>As the UK's leading woodland conservation charity, the Woodland Trust's vision is for a UK rich in native woods and trees, for people and wildlife. We work to protect, restore and create native woods, trees and their wildlife for the future. We manage over 1,000 sites, including over 200 across the South West, and have 500,000 members and supporters.</p> <p>Thank you for the opportunity to comment on the draft SPD for the Tiverton Eastern Urban Extension Area B Masterplan. These comments respond to the most relevant aspects of the online questionnaire.</p> <p><b>1. Vision</b></p> <p>We welcome the vision which places healthy green spaces at its heart. We would like a more explicit reference to the importance of green corridors for wildlife and people. The vision should also better reflect the climate emergency, and the role of well-integrated green infrastructure in building more resilience to these impacts including flood control and urban cooling.</p> <p><b>2. Key Development Objectives &amp; 3. Principles</b></p> <p>We welcome the development objectives to realise a low carbon, nature rich and well-connected development fit for the future. We strongly welcome intents for landscape-led scheme, working with existing natural assets, establishing a Country Park and focused on development of a sustainable, well connected site. These are welcome objectives principles where more detailed requirements are needed to ensure they are best realised.</p> <p><b>5. Movement and Connections</b></p> <p>We welcome the network of 'green' routes and the intent to support active travel alongside natural corridors as part of an integrated approach to green infrastructure. We welcome 'every effort should be made to retain existing hedgerows and trees across the site given their inherent ecological value' but would prefer that this is strengthened to require the retention of existing hedgerows and trees.</p> <p><b>6. Landscape, Open Space and Recreation</b></p> <p>We welcome that hedgerows and trees are integral to the wider GI network.</p> <p>We would like to see minimum targets for quality and quantity of GI to ensure development schemes coming forward effectively embrace the principles here. We suggest this would include a canopy cover target, for example for the whole site to achieve at least 30% canopy cover. Our <a href="#">Emergency Tree Plan</a> provides more context for this. An increased canopy cover should follow the principle of 'the right tree in the right place' and ensure that wider ecological corridors and the green infrastructure network are best enhanced. Our guide to <a href="#">Residential developments and trees</a> may help to provide a framework.</p> | <p>n.c - Local Plan Review, Policy TIV1 sets an area of 47ha for GI. The 'GI Strategy' and 'Proof of Biodiversity New Gain' at planning application stage will confirm minimum targets for quality and quantity of specific elements such as canopy cover target.</p> | <p>50, 63, 108</p> |
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|  |  | <p>Similarly, MDDC might wish to test the forthcoming Biodiversity Net Gain requirement on this scheme. If so, we would urge MDDC to be ambitious in this requirement – we highlight that Swindon is requiring developers to deliver at least 20% (rather than the minimum 10% by Defra) biodiversity net gain in its Local Plan currently submitted to Inspector.</p> <p>We welcome the Country Park and the intent to re-establish orchards. We note an ancient woodland (ASNW) is adjacent to the site boundary (to the South of the Country Park), and the importance that the Country Park strengthens this natural asset (and its links to the wider ecological network) by sensitive, native planting which strengthen green corridors, and avoids any impacts on the integrity of the ancient woodland.</p> <p>Page 61: 'It is important that these assets [hedgerows, trees and woodland] are retained as the site comes forward for development.' We welcome this but would like it to be strengthened to explicitly require retention e.g.: 'these assets... will be retained.'</p> <p>When considering protection of trees and hedgerows, it is essential to consider the extent of root area to ensure that adequate buffers are provided. Where ancient and veteran trees are identified on the site, we highlight that they are protected per NPPF para 175c. For ancient and veteran trees, we recommend a minimum Root Protection Area of 15 times the diameter or 5 metres beyond the crown, whichever is greater.</p> <p>We welcome the reference to native planting on page 93 (ref Green spine 'Ecology and biodiversity will be improved through planting of wildflower meadows alongside the existing hedgerow and reinforcement of the hedgerow planting using native species'), but would like this to explicitly apply to all planting on the site (to use appropriate native species). We would also welcome the whole scheme to commit to planting trees sourced and grown in the UK to help avoid the spread of disease.</p> <p><b>7. Build principles</b></p> <p>We welcome at page 81: 'Local building materials should be used where possible to help reflect and strengthen local character'. We suggest an explicit requirement for sustainably-grown UK timber to be used in construction.</p> <p>Using sustainably sourced locally grown timber (e.g. UKWAS) is an effective way of locking up carbon while supporting sustainable forestry to respond to the UK 19% woodland cover target advised by the Committee on Climate Change to reach Government targets. The Climate Change Committee has recently produced several useful reports on this issue including <a href="#">Wood in Construction in the UK</a> and <a href="#">UK housing: Fit for the future?</a> Building on their recommended national target (that 40% developments should have timber frames), the Masterplan might consider adopting a similar, or more ambitious, target for the whole scheme.</p> <p><b>8. Delivery and Phasing</b></p> <p>We acknowledge importance of a phased approach over time to ensure viability. We stress the importance of planning for green infrastructure from the earliest stage of the process to most effectively deliver multiple benefits while being more cost effective.</p> <p>As above, we welcome that green infrastructure is embedded in the Masterplan. We would welcome an explicit requirement for development proposals to consider green infrastructure from the start of a scheme to ensure it is delivered more effectively, and best considers how</p> |  |  |
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|  |   | <p>green infrastructure relates from the site level to the wider landscape. We highlight <a href="#">Building with Nature</a> as an example of a Green Infrastructure Standard which individual schemes can work to, and note the forthcoming green infrastructure standards currently in development by Defra (as an action from the 25 Year Environment Plan).</p> <p>It is crucial that green infrastructure is appropriately funded from its creation through to ongoing management. Taking an integrated approach to all infrastructure on the site (which would include green infrastructure alongside grey infrastructure) could help identify funding streams.</p>  |  |   |
| <p><b>90. Devon Countryside Access Forum</b></p> | <ul style="list-style-type: none"> <li>• Country Park</li> <li>• Transport</li> </ul> | <p><i>(NOTE SUBMITTED GREENSPACE POSITION STATEMENT NOT REPRODUCED HERE).</i></p> <p><b>The Devon Countryside Access Forum (DCAF)</b> is a local access forum under the Countryside and Rights of Way Act 2000 (CRoW Act). Its statutory remit is to give independent advice “as to the improvement of public access to land in the area for the purposes of open-air recreation and the enjoyment of the area...” Section 94(4) of the Act specifies bodies to whom the Forum has a statutory function to give advice and this includes District Councils.</p> <p>The DCAF currently has fourteen members, appointed by Devon County Council, who represent the interests of landowners/managers, access users and other relevant areas of expertise such as conservation and tourism.</p> <p>The timing of this consultation did not coincide with a public meeting of the Devon Countryside Access Forum. This response reflects previous advice given by the Forum and will be on the agenda for formal approval at its next meeting, when a date can be arranged.</p> <p>The Devon Countryside Access Forum is attaching its Greenspace Position Statement to inform the</p> | <p>n.c - Local Plan Review, Policy TIV1 sets an area of 47ha for GI. Early discussions regarding the long term management arrangements with an appropriate management trust or company, including DCC as manager of the GWC Country Park will be further explored.</p> | - |

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|  |  | <p>development of appropriate greenspace associated with the Area B development in Tiverton.</p> <p>Proposed country park and its future management</p> <p>The <b>Forum</b> would like to provide specific comments on the proposed new country park,</p> <p>26 ha in size. Abutting the existing Grand Western Canal country park, the new area allocated for an additional country park will be a very valuable addition. It will create a larger total greenspace area and be an important recreational access area for residents of the new development, as well as providing sustainable transport options. However, the Forum does have some concerns, as outlined below:</p> <p>The Terms of the Masterplan state that "the plan is illustrative and as such is designed to provide guidance about the quantity and location of different land uses as well as where key connections should be made throughout the neighbourhood. The plan is intended as a flexible tool so that the shape of different aspects of the new garden neighbourhood can be designed in many ways to respond to different circumstances. The actual position and alignment of routes, shape of blocks, streets and open space will of course vary from what is illustrated in the plan."</p> <p>The Devon Countryside Access Forum advises that the new country park, along with additional open space, gardens, allotments and green connections, are integral to the success of the development and the health and well-being of residents. It therefore advises that the park and additional green elements should not</p> |  |  |
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|  |  | <p>be diminished or compromised during the planning and development process.</p> <p>The Forum regards the financing of open space and its future maintenance as highly important. Robust arrangements need to be put in place, particularly for the country park which should be considered separately from the smaller areas within the site. The Forum notes that planning obligations (section 106) may be used to finance the initial provision of the country park but that "day to day management and routine maintenance of existing open space may not be funded by S106" (MDDC Cabinet meeting, 7 March 2019). In this respect, the Devon Countryside Access Forum strongly supports comments in the Masterplan referring to the need to establish mechanisms for the funding and "robust and consistent" future maintenance arrangements as part of the planning application(s) and before any development takes place. Arrangements for an appropriate management trust or company must be explored, together with future funding in the long term, to ensure stewardship of these assets in perpetuity. As the adjoining Grand Western Canal country park is currently owned and managed by DCC, it would be appropriate for early discussions to take place to see whether a suitable agreement could be forged to secure the provision, management and maintenance of the country park in Area B. To ensure this park is used, valued and respected by local residents, it is important that it is well-managed and maintained to deliver access and biodiversity benefits.</p> <p>Sustainable transport</p> <p>The development of Area B provides an opportunity to ensure excellent cycling infrastructure: within the</p> |  |  |
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|  |  | <p>development, making use of the existing Sustrans route along the old railway line and adding new sustainable transport connections to employment, retail and leisure areas. These aspirations are included in the Masterplan and reference is made to "delivery of a robust Travel Plan including measures and targets to maximise the transport sustainability of the development, minimising its carbon footprint and any adverse air quality effects." Mid Devon District Council is advised to ensure that developer contributions, cited in the Masterplan, towards well-connected cycling infrastructure and pedestrian links to the railway walk, Grand Western Canal and nearby rights of way are indeed secured at the outset. Maintenance of these links is a factor that also needs early consideration to ensure long term funding.</p> |                                     |  |
| <p><b>91.</b><br/><b>(note submitted twice by 2 respondents)</b></p> | <ul style="list-style-type: none"> <li>• Transport (car park)</li> </ul> | <p>I am writing to object to the proposed idea of turning part of the countryside that is directly next to the canal and at the end of Follett Road into a <b>car park</b>.</p> <p>The reasons for my objections are as follows:</p> <ol style="list-style-type: none"> <li>1. The car park would become a meeting place for joy-riders who would increase the traffic flow in a residential area and would not be respectful of the speed limit or the local residents both young and old.</li> <li>2. The car park would no doubt be visited by drug users who already use the disused railway track because it is away from the town centre.</li> <li>3. There is also a car park within the proposed development of Tidcombe Hall, also, there is a car park</li> </ol>  | <p>Remove Follett Road car park</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

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|                  |  | <p>planned for the sports area in the East Urban Development Plan. How many car parks do we need?</p> <p>4. This proposed car park would also add to the already busy Tidcombe Lane, which will become increasingly busier when the exit lane from the link road is opened.</p> <p>5. Where will the water run off go? Probably down to the disused railway track which already deals with a lot of water run off. Increased hard standings create more flooding.</p> <p>6. This will also no doubt destroy the established flora and fauna, as there are many wild animals that use this area for habitat, such as Foxes, Water Vole and Bank Vole.</p> <p>As far as I am aware this car park will be to service the proposed country park within the East Urban Development Plan, which in my opinion is totaly unnecessary as the countryside already exists in its natural and agricultural form for all to see and enjoy from the canal tow path and railway track. This route, I walk most days and by putting cycle,dog and pedestrian walkways through the fields is going to make the many animals and birds flee to more natural surroundings, their safe havens will be gone! The only wildlife that we will see will be crows and grey squirrels which people will feed and it will look like any other man-made park with board walks and hides with no wildlife!</p> |                         |  |
| <p><b>92</b></p> | <ul style="list-style-type: none"> <li>• Transport (car park)</li> </ul> | <p>Separate submission of points raised in 91 above</p>  | <p>Car park removed</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

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| 93.<br>Halbert<br>on<br>Parish<br>Council                        | <ul style="list-style-type: none"> <li>Transport</li> </ul>  | <p>I am writing on behalf of <b>Halberton Parish Council</b> regarding the Tiverton EUE Area B Masterplan.</p> <p>The Council's view is that <b>no further development should take place until the new access routes onto the Link Road are in place and open.</b></p>   | n/c – Area A issue   | -   |
| 94.  | <ul style="list-style-type: none"> <li>Transport</li> <li>Community infrastructure</li> </ul>                              | <p>My main concerns are:-</p> <p>1) <b>No access (car, pedestrian or cycle) should be provided through Mayfair.</b> The character of the established Mayfair settlement should be preserved. Pedestrian and cycle access can be provided to the east of west of Mayfair if linkage is important</p> <p>2) Area B should not commence until access is provide through Area A with <b>connectivity to the Link Road.</b></p> <p>3) <b>Community infrastructure</b> (school etc) should be provided in A before too much housing is built out or B started</p>  | n/c – there's no reasonable case to prevent walk/cycle/emergency access from Mayfair. Knock-down bollards or similar would ensure emergency-only access by motor vehicles. Refer to phasing section for 2 and 3. |   |
| 95.<br>Devon<br>County<br>Council<br>Country<br>Parks<br>Manager | <ul style="list-style-type: none"> <li>Country Park</li> <li>Green Infrastructure</li> <li>Canal / barge horses</li> </ul> | <p><b>Devon County Council Country Parks Manager</b></p> <p>Having attended the first consultation event at Phoenix House on the 2<sup>nd</sup> March, I had planned to make a more detailed response to this consultation, but alas events have somewhat overtaken us all and I have had a lot of other things that have dominated my work since then. However, I'm aware that today is the deadline for responses, and so I just wanted to make a couple of key points from the perspective of the Grand Western Canal Country Park:</p> <p>1. We welcome the concept of the GI land between the Canal and the development be used as a well thought out, 'master planned' Country Park with a</p> | <p>Review detailed points</p> <p>Remove Follett Road CP</p>  | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> <p>Text added p103</p> |

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|  |  | <p>consistent management plan across the site. We see this as having the potential to provide landscape and biodiversity benefits and to absorb some of the recreational pressure that will come with the new housing development.</p> <p>In particular we would be keen to see at least one field or fenced/hedged subsection of an existing field devoted to providing an opportunity for dogs to exercise off the lead. The canal simply isn't suited to this type of dog exercise and the provision of somewhere where dog owners can safely and reliably let their dogs run and chase balls would be of benefit to new residents and existing canal users. A much bigger example of how this has been done well locally is the <a href="#">Dawlish Countryside Park</a> - a Suitable Alternative Natural Greenspace developed predominantly to <a href="#">deflect dog pressure</a> relating to new housing development in Teignbridge from Dawlish Warren SAC.</p> <p>Regarding the management of the new country park, the Grand Western Canal Country Park Ranger Service would be very capable and well placed to take this on provided the necessary resources could be made available. The Canal Ranger Service have the equipment, training, experience and existing specialist contractors to successfully take on both the practical maintenance and development of the country park and the community engagement (through events, educational visits, social media and publicity) which would really add value and make the most of the site. We are willing to enter discussions with MDDC about this at an appropriate time.</p> <p>2.The Grand Western Canal Country Park is probably best known for the horse-drawn barge trips which have</p> |  |  |
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|  |  | <p>been taking place since 1974. This unique selling point for Tiverton and Mid Devon attracts a great deal of tourism income to the area and supports dozens of jobs. The Tiverton Canal Co which runs the barge trips operates under lease from Devon County Council and we are aware that they struggle to find the necessary land for grazing the horses that are key to the attraction. One of the fields that they currently rent - at the end of Follett Road - is shown as a car park and orchard in the plans. I appreciate that this field works very well as a gateway to the new country park and that it may be difficult to combine the existing grazing with such a use, but if it cannot remain as grazing land it is imperative that other suitable grazing be provided within the TEUE GI land, so that the horse-drawn barge business can continue.</p> |  |  |
|  |  | <p><b>Devon County Council (Chief Planner letter with attached comments)</b></p> <p>Thank you for providing the opportunity to comment on the proposed Tiverton Urban Extension, Area B. This response provides the formal views of Devon County Council in relation to:</p> <ul style="list-style-type: none"> <li>• Local education provision,</li> <li>• Waste planning;</li> <li>• Minerals planning;</li> <li>• Public health; &amp;</li> <li>• The historic environment;</li> </ul> <p>The comments are included in the Appendix to the letter.</p> <p>At the earliest opportunity, the Authority would value further discussion regarding the archaeological impacts</p>  |  |  |

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|   |  | of the development. The response as it stands, amounts to an objection to the Masterplan in its current form.  |  |               |
| <b>96.<br/>Devon<br/>County<br/>Education</b> | <ul style="list-style-type: none"> <li>Education</li> </ul>              | <p>To re-iterate the previous comment made, as follows :- Education provision has been considered as part of the Local Plan and masterplanning process for this allocation. A site for a new primary school has been identified within Area A of the Eastern Urban Extension, which is expected to serve the whole allocation. As such, <b>a primary school site has not been identified within Area B. S.106 contributions from development in Area B will be expected towards the new primary school in Area A.</b> The school will include provision for early years which will require additional s.106 contributions. In order to ensure that there is provision to mitigate the impact of Area B, <b>development in Area B should not come forward until the school site has been acquired.</b></p> <p>The need for additional secondary provision has also been considered as part of the process. It is proposed to increase the capacity of Tiverton High School. <b>Again, s.106 contributions towards this will be required and expected from development within Area B</b></p> | Reference to education contributions (off site) added to 6.1   | P108          |
| <b>97.<br/>Devon<br/>County<br/>Historic</b>  | <ul style="list-style-type: none"> <li>Historic / Archaeology</li> </ul> | <p><b>The Devon County Historic Environment Team has concerns that the Masterplan is being prepared without sufficient information on the significance and extent of any heritage assets with archaeological interest across the proposed development site. While a geophysical survey has been undertaken for the majority of the site, neither the efficacy of the survey has been determined, nor are the nature and survival of the archaeological features understood.</b> The anomalies identified have the appearance of prehistoric settlement and ditched enclosures as well as later Romano-British field boundaries, but it is highly likely that other features are present that have not been identified by the</p>   | Detailed survey work to be undertaken in support of development management stage (Archaeological assessment listed under 6.6 requirements) | P77, 95 & 120 |

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|  |  | <p>geophysical survey. It is therefore impossible to determine the significance or extent of archaeological deposits across a site like this, or to set out what mitigation may be required, without undertaking intrusive archaeological field evaluation to investigate the anomalies identified as well as to test any apparently blank areas. The requirement for this information to inform planning decisions is set out in the NPPF. Without such information it is not possible to prepare an adequately informed Masterplan for Area B since the extent and significance of the known prehistoric and Romano-British heritage assets cannot be determined at this stage and cannot feed into any mitigation by design to allow preservation of archaeological remains if required (see MDDC Policy DM 27 and NPPF paras 190 &amp; 192). The area under consideration also contains a locally listed heritage asset - the site of a large flint scatter. The assemblage contains flint arrowheads and scrapers and is likely to be associated with the underlying archaeological features identified by the geophysical survey. Again, despite the presence of this locally listed heritage asset there is no consideration of its significance or of the acceptability of the loss of this heritage asset through the development of the site. The illustrative framework plan shown in fig. 29 of the Supplementary Planning Document Masterplan shows the site of the locally listed heritage asset completely covered with dwellings, while a completely untested anomaly is shown as being preserved within green open space. The Devon County Historic Environment Team would therefore advise that any further Master planning is informed by additional archaeological investigations. Undertaking field evaluation to inform the Masterplan should be considered risk management for the scheme to prevent the 'unexpected' exposure of significant heritage assets</p> |  |  |
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|                                       |   | that may require preservation in situ or substantial levels of archaeological mitigation (e.g. a full scale archaeological excavation) during a crucial stage of the scheme. The Devon County Historic Environment Team can also provide advice of the scope of the works required, as well as contact details for archaeological contractors who would be able to undertake this work.  |   |     |
| <b>98. Devon County Minerals</b>      | <ul style="list-style-type: none"> <li>Minerals</li> </ul>      | There are no Minerals Safeguarding Areas or Minerals Consultation Areas near the Tiverton EUE Area B Allocation, therefore, there are <b>no minerals comments</b> to make on the Masterplan.   | n/c   | -   |
| <b>99. Devon County Public Health</b> | <ul style="list-style-type: none"> <li>Public Health</li> </ul> | <p>Tiverton's population includes a greater number of people aged 45-59 years whom tend to age well and with higher numbers of self-employment than other parts of Devon. Levels of income, employment, health and crime are better than the county average. Tiverton performs less well for fuel poverty and other aspects of the environment.</p> <p><b>The Public Health team largely support the masterplan proposals.</b> Positive features include: • The volume and mixed provision of green spaces • Cycle connectivity • Infrastructure that helps to deliver low/zero carbon development • Mixed type and densities of housing • Suggestion for a car club scheme.</p> <p>As the planning process evolves the plans would be strengthened by: • Considering proportions of adaptable housing as more of our populations tend to be living longer with more health conditions. • Wheelchair accessibility of dwellings and community facilities, enabling those who use wheelchairs to use their own homes, visit neighbours and benefit from outdoor spaces (both private and public). • The country</p> | Healthy living reference links added to SPD | P65 |

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|  |  | <p>park may benefit from the inclusion of sign posted marking indicating loops that might facilitate initiatives such as couch to 5k groups, walking initiatives and play on the way features. • It is encouraging to see the ideas from the community from the consultations keen to include features that aim to address the climate and ecological emergency. If viability means not all are deliverable, we would encourage the planning authority to use the evidence that emerges from the Devon Climate and Ecological emergency website to inform its decisions. For example, the inclusion of electric vehicle charging points whilst encouraging will not address issues of private car ownership or traffic congestion. • As the school is near to the neighbourhood centre, we would recommend that the planning authority considers using the Public Health England guidance on creating healthy weight environments. • The plan does include opportunities for people to interact such as the primary school, country park, sports pitches and allotments, but would be strengthened by including some community indoor spaces for interaction to prevent social isolation.</p> <p>References:</p> <p><a href="https://www.gov.uk/government/publications/active-travel-a-briefing-for-local-authorities">https://www.gov.uk/government/publications/active-travel-a-briefing-for-local-authorities</a></p> <p><a href="http://www.gloucestershireccg.nhs.uk/wp-content/uploads/2012/12/Active-Planning-Toolkit-2.pdf">http://www.gloucestershireccg.nhs.uk/wp-content/uploads/2012/12/Active-Planning-Toolkit-2.pdf</a></p> <p><a href="https://www.gov.uk/government/publications/improving-health-through-the-home-a-checklist-for-local-plans-and-policies">https://www.gov.uk/government/publications/improving-health-through-the-home-a-checklist-for-local-plans-and-policies</a></p> <p><a href="https://www.devon.gov.uk/energyandclimatechange/strategy/climate-change-strategy">https://www.devon.gov.uk/energyandclimatechange/strategy/climate-change-strategy</a></p> |  |  |
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|   |   | <a href="https://www.gov.uk/government/publications/healthy-weight-environments-using-the-planning-system">https://www.gov.uk/government/publications/healthy-weight-environments-using-the-planning-system</a>   |                              |                                       |
| <b>100. Devon County Waste Planning</b> | <ul style="list-style-type: none"> <li>Waste</li> </ul>                 | <p><b>The second paragraph in section 3.3.7 refers to the Tiverton EUE being identified as a 'site option' for the location of an energy from waste facility. The Devon Waste Plan was adopted in 2014 and the Tiverton EUE is referred to as a 'Strategic Energy Recovery Location' within that Plan. As such the reference in the masterplan should be updated accordingly.</b> It should be noted that only part of the Tiverton EUE Area A is identified in the Devon Waste Plan, with the area covered by this masterplan (Area B) being excluded. Nevertheless, development in Area B should have the ability to connect into a heat network if such a facility be delivered at a future date.</p> <p>G9 in this section states that, "The new neighbourhood should be designed to reinforce the importance of waste recycling and the efficient treatment of waste". <b>This should also refer to the importance of waste minimisation and reuse.</b></p> <p>Section 6.6. refers to the requirement for a Waste Audit Statement to be prepared as part of future planning application for this site, as per the requirements of Waste Plan Policy W4: Waste Prevention. This is welcomed. Devon County Council has prepared an SPD to provide developers further guidance on what should be included as part of such a statement and <b>it may be helpful to include a link to that document within the masterplan. The SPD is available at: <a href="https://www.devon.gov.uk/planning/planning-policies/minerals-and-waste-policy/supplementary-planning-document">https://www.devon.gov.uk/planning/planning-policies/minerals-and-waste-policy/supplementary-planning-document</a></b></p> | Sections 3.3.7, 6.6 amended  | 3.3.7 P57/58 and 6.6 P119 amended     |
| <b>101 Previous</b>                     | <ul style="list-style-type: none"> <li>Horse barge operation</li> </ul> | As a <b>previous proprietor of the Horse-drawn Barge business on the Grand Western Canal for 21 years, and</b>  | Remove Follett Road car park | Changes to P76, 92,99,100-105. Ref to |

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| <p>s barge horse operator and now boat moorings operator</p> |  | <p><b>now in my present business operating Boat Moorings at East Manley Bridge</b>, on studying the Tiverton Masterplan (Stage 2) Consultation it is apparent that the field at the end of the Follet Road, Glebelands is scheduled for a Car Park and Orchard. With concern, I must record my objections to the published Masterplan for the following reason.</p> <p>This field has been rented by the Horse-drawn Barge business for over 25 years as grazing for their horses.</p> <p>The Horse-drawn Barge is an important Tiverton attraction, which brings much needed revenue to the local area. By the very nature of the business, horses require adequate grazing land, an absolutely essential requirement, which must be in close proximity to the its operating site at the Basin on Canal Hill. Should the business loose the use of this land, due to the continued ongoing housing development around the Tiverton area, finding an alternative 4 acres of grazing land near enough to the Basin to maintain the businesses daily activities and the welfare of the horses, could prove exceedingly difficult.</p> <p>I sincerely hope this will be given important consideration.</p> |   | <p>location of new CP at p76 and p99</p> |
| <p><b>102. Network Rail</b></p>                              | <ul style="list-style-type: none"> <li>• Transport (rail)</li> </ul> | <p><b>Network Rail</b> would like to make comment on the Tiverton Masterplan (Tiverton Eastern Urban Extension) (EUE) stage 2 (Area B). This email forms the basis of our response.</p> <p>As Network Rail is a publicly funded organisation with a regulated remit it would not be reasonable to require Network Rail to fund rail improvements necessitated by commercial development. <b>It is therefore appropriate to require developer contributions to fund such</b></p>   | <p>n/c note requirement for Local Plan rather than SPD.</p> |  |

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|  |  | <p><b>improvements.</b> With this in mind I would strongly urge that when the council undertakes its viability testing for any proposed allocated sites it considers the impact the proposal may have on the railway infrastructure. The cost of mitigating any impact may have a bearing on the viability and deliverability of any such proposed site allocations and future masterplans.</p> <p>Network Rail is a statutory undertaker responsible for maintaining and operating the country's railway infrastructure and associated estate. Network Rail owns, operates, maintains and develops the main rail network. This includes the railway tracks, stations, signalling systems, bridges, tunnels, level crossings and viaducts. The preparation of development plan policy is important in relation to the protection and enhancement of Network Rail's infrastructure.</p> <p>The plan provides for between 1550 and 2000 dwellings, between 95,000 - 130,000 sqm of employment floorspace, and includes a new grade-separated junction with the A361. Given the scale of the proposals and the ease of highways access to/from the strategic road network, the potential exists for a substantial volume of additional road-based travel to be generated. This refers particularly to the employment opportunities provided by the major centres such as Taunton, Bristol, Exeter and Plymouth, which are easily accessible via the A361/M5 corridor. Consistent with sustainable transport policy, the opportunity should be taken from the outset of this development to encourage the use of rail travel for these longer distance journeys.</p> <p>However, references to the role of rail in relation to the Tiverton EUE site appear to be limited at present. One</p> |  |  |
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|  |  | <p>reference is at Policy TIV2 on transport provision, which refers to the transport infrastructure to be provided, including bus service enhancements between Exeter, Tiverton Bus Station, EUE and Tiverton Parkway Station.</p> <p>Tiverton Parkway is the nearest railhead to the EUE site. This station is well served by Great Western Railway services between London Paddington and south west England; and by Cross Country services between the North of England/Midlands and south west England. Car parking provision has been increased incrementally at the station to accommodate increasing demand, and there are indications that further extensions are likely to be necessary, even without major growth proposals such as the Masterplan site.</p> <p>Based on the above, Network Rail strongly recommends that the Tiverton EUE development process, starting with the Masterplan, takes full account of i) the strategic role of rail in providing for longer distance travel demands to major urban centres; and ii) the need to provide high quality access to Tiverton Parkway station, in order for these strategic benefits to be realised.</p> <p>As the proposals are developed, Network Rail requests more detailed consideration to the quantification of demand for rail travel; the enhanced bus services that are needed between the site and Tiverton Parkway; and the effect of any increase in demand for car parking at the station. This process should include identification of any contributions to further improvements that would be merited at Tiverton Parkway. These might include, for example, improvements to passenger facilities and cycle parking;</p> |  |  |
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|                                     |  | <p>provision for electric vehicle charging; and further expansion of car parking for rail park &amp; ride.</p> <p>We are also aware that demand for rail access at Tiverton Parkway will increase further with the cumulative impact of Tiverton EUE Policy J27. This provides for a major high-quality regional tourism, leisure and retail attraction supported by ancillary roadside services and supporting infrastructure including a pedestrian bridge across the M5 motorway linking the site to Tiverton Parkway station.</p> <p>We look forward to continuing to work with you to maintain consistency between local and rail network planning strategy. We trust these comments will be considered in your preparation of the forthcoming Plan documents.</p>  |            |  |
| <p><b>103. Highways England</b></p> | <ul style="list-style-type: none"> <li>• Transport (M5)</li> </ul> | <p><b>Highways England</b> welcomes the opportunity to comment on the consultation for the Tiverton Eastern Urban Extension (EUE) Supplementary Planning Document (SPD), Area B Masterplan.</p> <p>As you may be aware we are responsible for operating, maintaining and improving the Strategic Road Network (SRN). No part of the SRN runs through the Tiverton Urban Extension area, but the M5 lies to the west, with Junction 27 approximately 7km west of the Masterplan area.</p> <p>Highways England is keen to ensure that the Supplementary Planning Document (SPD) takes account of the need for transport and land use planning to be closely integrated. In this respect, your attention is drawn to the DfT Circular 02/2013 - The Strategic Road Network and the Delivery of Sustainable Development, which sets out how Highways England</p> | <p>n/c</p> |  |

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|  |  | <p>will engage with the planning system to deliver sustainable development.</p> <p><b>Adopted Tiverton Urban Extension SPD</b></p> <p>The Tiverton Eastern Urban Extension (EUE) Masterplan was adopted as a Supplementary Planning Document (SPD) in June 2018, and is intended to provide more detailed guidance on the masterplanning, design quality and infrastructure requirements for development across the EUE as allocated in the adopted Mid Devon Local Plan which covers the period to 2026. Policies AL/TIV/1-7 of the Mid Devon Allocations and Infrastructure Development Plan Document (AIDPD), which forms part of the adopted Local Plan, set out the requirements for development across the EUE. The AIDPD made provision for up to 2,000 dwellings and 130,000 of employment floorspace across the EUE area of 153ha. As discussed further below, the Mid Devon Local Plan Review 2013-2033 (MDLPR) has recently gone through examination, and whilst not yet adopted, its policies relating to EUE have been considered material in the development of the 2019 draft SPD Area B Masterplan.</p> <p>Two distinct areas are defined within the adopted 2018 SPD, referred to as areas A and B. The 2018 SPD established a detailed masterplan for Area A, and the draft SPD document now being consulted on will form the basis of the masterplan for Area B.</p> <p>The adopted 2018 SPD identifies capacity for around 1,520 dwellings and 30,000 square metres of employment floorspace across the 153ha EUE site, which is a reduction on the quantum of 2,000 dwellings and 130,000sqm of employment previously allocated in</p> |  |  |
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the adopted Local Plan AIDPD. It is however noted that the preparation of the Area B Masterplan has been considered with reference to the MDLPR, which seeks to refine the Policy requirements for the EUE. The emerging MDLPR Policy TIV1 makes provision across the 153ha EUE area for a reduced quantum of development than previously allocated in the AIDPD, allocating 1,580-1,830 dwellings, and at least 30,000 of employment floorspace.

We understand that to date outline planning permission for 1,030 homes has been granted in addition to full planning permission for a further 12 homes on Area A totalling 1,042 homes. With the AIDPD proposing up to 2,000 dwellings this would leave capacity for 958 dwellings to come forward within Area B, however, because the emerging MDLPR figure (Policy TIV1) proposes a lower quantum of between 1,580-1,830 homes within the EUE, the SPD makes reference to a revised target range of 538-788 dwellings on Area B.

The quantum of development proposed across both areas of the EUE is provided in the 2019 draft SPD Area B Masterplan Consultation document in figure 31, as set out below:

|                         | Area A        | Area B      | Total         |
|-------------------------|---------------|-------------|---------------|
| Residential (dwellings) | <b>935*</b>   | <b>684</b>  | <b>1,619</b>  |
| Employment (sqm)        | <b>25,700</b> | <b>2050</b> | <b>27,750</b> |

**\*figure as set out in adopted 2018 SPD**

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|  |  | <p>As above, the proposed employment floorspace allocated across the EUE remains in line with both the adopted Local Plan and emerging MDLPR EUE policies.</p> <p>The quantum of residential development within Area A as set out in the adopted 2018 SPD has now been exceeded by the planning consents granted for 1,042 dwellings. Assuming provision is made for 684 dwellings at Area B, in line with the 2019 draft SPD for the Area B Masterplan, this would result in an overall quantum of 1,726, which remains in line with the draft maximum of 1,830 homes allocated under draft Policy TIV1 of the emerging MDLPR.</p> <p><b>Impact on the Strategic Road Network</b></p> <p>Highways England has been actively involved in reviewing the transport evidence base which underpinned the Mid Devon Local Plan Review (MDLPR), which included testing the impact of the proposed allocations, including development at the EUE, on the safe and efficient operation of the strategic road network. For the purposes of the MDLPR testing, a maximum development quantum of 1,830 dwellings and 30,000sqm of employment floorspace at the EUE was assumed, as set out in MDLPR draft Policy TIV1. On the basis of this work, Highways England is satisfied that the transport impact of the EUE on the operation of M5 Junction 27 could be safely accommodated without the requirement for infrastructure improvements on the SRN. As above, the quantum of development across the EUE as proposed in both the adopted 2018 SPD and draft 2019 SPD falls within the policy thresholds of both the adopted AIDPD and emerging, and recently examined MDLPR. <b>We therefore remain satisfied that the transport impacts of the Tiverton Eastern Urban Extension</b></p> |  |  |
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|  |  | <p><b>SPD Area B Masterplan are unlikely to result in a severe impact on the safe and efficient operation of the strategic road network.</b></p> <p><b>Delivery of the Tiverton Eastern Urban Extension</b></p> <p>Section 6 of the 2019 draft SPD sets out how the delivery of infrastructure required to accommodate the EUE will be delivered, and provides signposts to the requirements of relevant Policies TIV1-5 of the emerging MDLPR.</p> <p>In line with MDLPR draft Policy TIV5, Section 6.1 of the draft SPD sets out the requirement to agree a strategy to ensure that infrastructure is brought forward in step with development. As set out in section 6.3, the principles of development phasing adopted in the 2018 SPD have also been applied to the 2019 draft SPD, which requires that infrastructure is provided in a timely way in order to reduce and/or mitigate the impact of development. The SPD seeks to ensure the co-ordination between both phases A and B of development to ensure necessary strategic elements of infrastructure are delivered in a timely manner and without prejudicing the ability of the following phases to do the same.</p> <p>The SPD also requires the provision of sustainable transport measures across the EUE to ensure appropriate accessibility for all modes. The provision of measures such as enhanced bus service and the delivery of cycle and pedestrian links will support the EUE in providing a comprehensive and sustainable transport network that offers a genuine choice of</p> |  |  |
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|  |  | <p>modes to help reduce the reliance on the private car.<br/><b>This is supported by Highways England.</b></p> <p>In respect of the requirements for future planning applications, the SPD sets out that applications will need to be supported by a Transport Assessment which considers the impact of development within the context of Area B, Area A and wider transport network. Such Transport Assessments will need to assess the development transport impact based on the development and infrastructure that has come forward to date across the EUE, as opposed to basing their assessment on the planned order of delivery as set out in the Masterplan.</p> <p>The draft SPD also requires that development must provide a Framework Travel Plan which outlines measures to encourage the use of sustainable modes of transport across both the development, EUE masterplan area and wider transport network. As part of the co-ordination between both phases A and B, it is advised that a EUE-wide Travel Plan is adopted to ensure that sustainable transport opportunities can be joined-up, accessible and easy to understand, and offer a genuine choice of modes.</p> <p>We also support the 2019 draft SPD requirement that development within the EUE masterplan area should assist in developing a Public Transport Strategy which seeks to provides a viable and affordable sustainable transport network across the EUE site and wider transport network. This collaborative approach is likely to assist in the provision of a sustainable transport network which can provide efficiently aligned and</p> |  |  |
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|   |  | <p>attractive sustainable travel options across the EUE and wider area.</p> <p>We trust that our response will be helpful and assist you with developing the Tiverton Eastern Urban Extension SPD for the Area B Masterplan. If you require further clarification on any issues, please do not hesitate to contact me.</p>  |   |  |
| <p><b>104<br/>Natural<br/>England<br/>d</b></p> | <ul style="list-style-type: none"> <li>• Green infrastructure</li> <li>• Biodiversity</li> <li>• SUDS</li> </ul> | <p><b>Natural England</b> is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Sustainable Urban Drainage Scheme (SUDs)</p> <p>Emerging Local Plan policy (TIV3(f)) requires provision of a SUDs ...paying particular attention in relation to run-off into Tidcombe Fen Site of Special Scientific Interest (SSSI) in terms of quality and quantity of water entering the fen, and arrangements for future maintenance of the scheme. We advise that the Masterplan addresses the need for such a scheme in order that run-off can be planned and managed across the site as a whole. Such a scheme should be supported by appropriate evidence to demonstrate how the anticipated quantity and quality of run-off will be managed to ensure the integrity of the SSSI is safeguarded. <b>The scheme should include a SUDs planting and maintenance regime and a water quality monitoring programme, linked to further mitigation where necessary,</b> to address the</p> | <p>AY/AAM/PRP Check clarifications and highlighted sections</p> | <p>Edits at p 50, 63 &amp; 120 re SUDs</p> |

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|  |  | <p>uncertainties associated with nutrient enrichment and removal efficiencies of SUDs features.</p> <p>On a more specific note, <b>figure 34 illustrates where SUDs provision will be located, but it is unclear how this provision fits with the street typologies shown in fig 47 and on pages 89 and 90.</b> For instance fig 34 indicates provision of SUDs along the 'central spine' but the indicative cross section and text describing the 'central spine' (p90) makes no mention of SUDs.</p> <p>It is also <b>vital that SUDs designed for Area B complement those agreed for Area A</b> so that they function together to maintain surface water as close to existing run off rates as possible to avoid exacerbating any existing flooding problems in the local watercourses as well as maintaining water quality. Their amenity and wildlife value can also be increased with careful design thus contributing to multi-functional green infrastructure. The RSPB and WWT have produced guidance which can be found at <a href="http://ww2.rspb.org.uk/Images/SuDS_report_final_tcm9-338064.pdf">http://ww2.rspb.org.uk/Images/SuDS_report_final_tcm9-338064.pdf</a></p> <p>Biodiversity net gain</p> <p>The reference to the need for biodiversity enhancement is welcomed. <b>However we advise that the Masterplan makes specific reference to the need for net gain in biodiversity.</b> This reflects national policy in the National</p> | <p>Local Plan Review, Policy TIV1 sets an area of 47ha for GI. The 'GI Strategy' and 'Proof of Biodiversity New Gain' at planning application stage will confirm minimum targets.</p> | <p>Edits to text with street typologies p90</p> <p>Reference added p Page 50, 63 &amp; 108 re biodiversity net gain</p> |
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|  |  | <p>Planning Policy Framework (NPPF) and policy in the emerging Mid Devon Local Plan (DM26(a)).</p> <p>We advise that the <b>mitigation hierarchy is followed, as set out in the para 175 of the NPPF</b>. This requires that consideration is first given to retention or enhancement of existing environmental features on and around the site followed by a consideration of new features that could be incorporated within the masterplan area. Where onsite measures are not possible, consideration should be given to off-site measures.</p> <p>Biodiversity metrics are available to provide certainty and assist developers and local authorities in quantifying and securing net gain and we advise that a metric is used to measure potential biodiversity losses and gains at the masterplanning stage. <b>The Biodiversity Metric 2.0 - JP029 can be used for this purpose</b>. Local Authorities can set their own net gain thresholds but 10%1 is expected as a minimum.</p> <p>We note from page 105 that the existing fields between the canal and railway will be modified to create a series of wetlands, ephemeral ponds and meadows linked to Alsa Brook and the Tidcombe Fen SSSI. We welcome the creation of wetland/meadow habitat. <b>However it is important that such proposals are supported by appropriate hydrological evidence</b> to ensure these habitats can be sustained and that Tidcombe Fen is protected. We advise that the <b>need for hydrological assessment</b> to support the proposed habitat creation and maintenance is addressed within the masterplan.</p> <p><b>Habitats Regulations Assessment</b></p> |  | <p>Revised HRA attached to Draft Masterplan SPD including a screening stage and Appropriate Assessment stage</p> |
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|  |   | <p>We cannot concur with the conclusion set out in the screening report which states that the Eastern Urban Extension Area B is not likely to have a significant adverse effect on the integrity of habitats sites, and that further Appropriate Assessment is not required. The Habitats Regulations Assessment undertaken for the Mid Devon Local Plan Review<sup>2</sup> concluded, in respect of policies TIV1 – TIV5 (allocations at Tiverton) that effects remain uncertain and that Appropriate Assessment is required. We recognise that the Masterplan provides guidance for a future planning application but that guidance is site specific and relates to a specific geographic area rather than being general design guidance.</p> <p>We note from the text on page 33 that Area B may yield more dwellings than envisaged within the emerging Local Plan. If additional housing provision is proposed this should also be reflected in an Appropriate Assessment. The existing Habitats Regulations Assessment work undertaken for the Local Plan may be drawn on where appropriate and up to date to inform an Appropriate Assessment for the Masterplan.</p> <p>We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.</p> <p>(Further response received following end of consultation period).</p> |  |                                    |
| <p><b>105<br/>DAVID<br/>COLLIER<br/>(CHAPEL)</b></p> | <ul style="list-style-type: none"> <li>• Green Infrastructure</li> <li>• Phasing</li> </ul> | <p>Having read through the questionnaire and filled in our views we are aware of the complexity of the planning involved. The range of ownership of area B being</p>  | <p>AAM to review shared lane point</p> | <p>See text p69 re shared lane</p> |

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| <p><b>ANTHONY)</b></p> |  | <p>perhaps the biggest obstacle to reaching a final solution.</p> <p>In general we welcome the overall plan and the comprehensive text covers many of our concerns.</p> <p>Our principal wish is that the final document will encapsulate all of the details in your plan and tie all the landowners/developers into keeping to them.</p> <p>We welcome the proposals on GI and think this should be ringfenced. In particular we think the area of GI land to the south of WML should be held in public ownership with a local management committee.</p> <p>The present 'indicative' pathways and layout could be much improved by involving local people with knowledge of existing paths, bridges, culverts etc.</p> <p>The trigger to begin work on the 'country park' should be much sooner (than 1250 houses) with good access provided for the new residents of the area.</p> <p>In this respect we propose that West Manley Lane becomes a 'shared lane' which would make it safer for all and enhance it as an adjunct to the country park.</p> |  |  |
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|   |   | <p>Much has been detailed in the document on retaining the existing green infrastructure and we would like to see this listed and protected at an early stage as we are already aware of landowners clearing what would be better retained.</p> <p>The council have made the decision that there should be no housing to the south of WML in area A and more recently in area B. This is important as it provides a clearly defined boundary to the built environment and protects the new country park in the long term.</p>   |  |  |
| <p><b>106<br/>POLICE<br/>DESIGN</b></p> | <ul style="list-style-type: none"> <li>• Designing out crime</li> </ul> | <p>Thank you on behalf of <b>Devon and Cornwall Police</b> for the opportunity to comment on this masterplan consultation.</p> <p>The masterplan plan should consider, incorporate and implement the principles of designing out crime. By so doing will promote and help ensure new neighbourhoods, residential and business, are safe and sustainable for all.</p> <p>Detailed design should encourage creation of places where ownership and a sense of community is fostered. Different uses should not create friction or undermine overall security of the newly created place or existing neighbourhoods.</p> <p>Specifically, I would raise the following as the most important considerations at this stage.</p> | <p>check statements in SPD re crime prevention although majority of points for application stages.</p> | <p>Added point re security/ overlooking on routes to p89</p> |

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|  |  | <p>Whilst permeability for pedestrians would be generally encouraged there <b>must not be permeability just for its own sake.</b></p> <p><b>Pedestrian and cycle connections and movement must be as safe as possible. In principle routes should be overlooked along streets providing active frontages that are properly lit.</b> Work should be undertaken to ensure that likely destinations within the masterplan area and obviously beyond will have such routes provided.</p> <p>Routes should be convenient without compromising security of dwellings or other uses.<br/>In particular, destinations such as the proposed local centre, schools, new sports/play areas and employment opportunities should have <b>safe walkable routes</b> provided.</p> <p>The masterplan does provide significant play and green space, marked "19 &amp; 21". <b>Here, I would suggest that play areas intended for young children/toddlers are located closer to dwellings than that proposed for older children and young people.</b></p> <p>How, both residential and employment space addresses all such green space is important.<br/>Development blocks should provide frontage to such space and <b>not have rear gardens backing onto these areas.</b> Similarly blocks should also address new streets and other public realm areas positively to ensure good natural surveillance. If necessary, <b>measures to prevent motorcycles and other vehicles accessing green space may have to be considered and incorporated</b></p> |  |  |
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|  |  | <p>Public and private space should be clearly defined and areas of ambiguity avoided with <b>appropriate boundary</b> treatments provided.</p> <p>The issue of <b>street lighting</b> must be fully considered. If the intention is to encourage walking and cycling, then appropriate lighting of safe routes will be required. Employment areas must also be carefully designed to provide adequate security. Such areas are often more vulnerable out of hours or overnight when activity often reduces markedly. Blocks should be designed to <b>maximise natural surveillance</b> and where appropriate restrict points of vehicular access, often just one point of access is best.</p> <p>Elsewhere we have sometimes experienced issues of crime and <b>anti-social behaviour where employment space is located very close to residential blocks</b> where the commercial areas have become unofficial playgrounds at weekends/overnight.</p> <p>Whilst it may be considered a more detailed matter how <b>residential vehicle parking will be dealt with must be considered fully</b>. Whilst a mix of solutions would be expected if these include rear parking courts then it should be made clear that such spaces must be small, safe and be well overlooked from commonly habited rooms, with active frontages included. Adequate lighting of such courts should be mandatory.</p> <p>How retained <b>hedgerow is dealt with is often problematic for crime prevention</b>. I have seen examples of retained hedge requiring an ecology buffer leading to a potentially accessible space between the hedge and rear garden fencing which then creates concerns about security.</p> |  |  |
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|      |  | <p><b>New or existing landscaping/planting should not undermine security</b> especially natural surveillance by creating potential hiding places next to footpaths etc<br/>Please do not hesitate to contact me if any clarification is sought or I can assist further.</p>  |                            |   |
| LATE | <ul style="list-style-type: none"> <li>• Car park</li> <li>• Biodiversity</li> </ul> | <p><b>COMMENT RECEIVED 29/30 APRIL (PHOTOS NOT INCLUDED BELOW)</b></p> <p><i>I am enclosing 2 pictures of the paddock field where the canal barge horses live October - April. You will see the picture of the maize growing with the deer looking at us and the other picture of the feed baled up for the horses winter food. You can see the sparrowhawk on the front bale. This paddock is teeming with wild life. We have hedgehogs and badgers now - badgers being protected under the 1992 Badgers Act Protected species. How can councillors even consider destroying this environment? It all needs to be protected but the badgers are protected.</i></p> <p>For your file I have always advocated right from the start of the EUE discussions, say 7 years ago, the concept of the following:</p> | Remove Follett Rd Car Park | Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99 |

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|                            |   | <p>Quote I have always stated that the EUE "Green Infrastructure " should be accessed from Area B Development off Blundells Road</p> <p>where the development consisting of a School – Apartments , Flats,2 bed, 3 bed, 4 bed and 5 bed Houses will be built.</p> <p>Playing fields, Sports pitches and Nature studies etc etc would complete that end of the EUE. unquote</p> <p>The Paddock Field that is home to the Canal Barge Company Horses ( The Top attraction in Tiverton ) from October to April each year and then in May the field is used to grow the maize for the horses winter feed.</p> <p>Along the Canal towpath there is a gate overlooking the Paddock where families stop to view the horses.</p> |                                   |  |
| <p><b>106<br/>LATE</b></p> | <ul style="list-style-type: none"> <li>• Process</li> </ul> | <p><b>COMMENT RECEIVED AFTER CONSULTATION PERIOD<br/>(RECEIVED 27 APRIL)</b></p>   | <p>Remove Follett Rd Car park</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

|             |   |   |  |   |
|-------------|---|---|--|---|
|             |   | <p>We have been informed of the following:</p> <p>The meeting we have all been waiting to attend – namely the proposal to site a car park in the paddock field has been cancelled.</p> <p>It will now be conducted through social media with councillors and members of the public speaking via the computer screen. This is totally unacceptable.</p> <p>The Glebelands estate is a very quiet residential area populated by a majority of senior citizens, they do not have computers and are very anxious to attend a proper meeting.</p> <p>Your decision will affect us all - We have a right to be there. We live in a democracy and request that the meeting be postponed until it is safe to be held. Surely the need to discuss building a car park cannot be that urgent that you will go ahead and leave the residents unable to participate. Are we missing the bigger picture here ?</p> <p>We know from the planning office that the paddock field would remain part of the green infrastructure so why has this suddenly changed ?</p> |  |   |
| 107<br>LATE | <ul style="list-style-type: none"> <li>Process</li> </ul> | <p><b>COMMENT RECEIVED AFTER CONSULTATION PERIOD (RECEIVED 26 APRIL)</b></p> <p>I wish to attend the planning meeting regarding the car park application in the paddock field in Follet Road.</p> <p>I understand it will now be accessed through a computer system. I do not have a computer and nor do many other senior residents who live here. That makes it totally unfair. "One of my sons has typed this letter for me."</p> <p>I would ask you to delay this meeting until it can be held at Phoenix House where EVERYBODY will be able to hear and see what is going on.</p>  | n/c (process) - Central government has made the specific request of Councils that all aspects of the planning system continue as far as possible during the COVID19 period. To that end the Council is continuing its service with Council meetings being held virtually with members of the public able to attend via the internet (via a weblink and standard internet browser). | - |
| 108<br>LATE | <ul style="list-style-type: none"> <li>Process</li> </ul> | <p><b>COMMENT RECEIVED AFTER CONSULTATION PERIOD (RECEIVED 27 APRIL)</b></p>  | n/c (Process) – Central government has made the specific request of Councils that all aspects of the planning system continue as   | - |

|             |  |  |  |       |
|-------------|--|--|--|-------|
|             |  | <p>My neighbours have informed me that the Council is arranging to have the planning meeting regarding the above proposal via Social Media with Councillors and members of the public giving their views via a computer link. As mentioned to the Council in an earlier letter, many of the local residents are elderly and I know they do not have access to Social Media.</p> <p>I agree with my neighbours that we believe the meeting could be postponed until it could be held in a public forum with the people actually able to attend in person rather than virtually and therefore making the process much fairer.</p> <p>Thank you for taking the time to read my letter and I hope you will appreciate the local residents' concerns.</p> | <p>far as possible during the COVID19 period. To that end the Council is continuing its service with Council meetings being held virtually with members of the public able to attend via the internet (via a weblink and standard internet browser).</p> |       |
| 109<br>LATE | <ul style="list-style-type: none"> <li>• Employment (traffic / noise)</li> </ul> | <p><b>COMMENT RECEIVED AFTER CONSULTATION PERIOD (RECEIVED 24 APRIL)</b></p> <p>I am worried about the effect of the new <b>employment</b> areas introduced to the area B plan. It is not clear whether these will be offices or industrial sites and there are no character suggestions included. The noise from the extension of the Hartnoll business park ( from traffic and manufacturing) has carried down the valley and it would not be appropriate to introduce more in the suggested locations. Originally employment was to be by the A361 and the village centre, do we need more?</p>   | <p>Clarity on B1 use as above</p>  | 54,71 |
| 110<br>LATE | <ul style="list-style-type: none"> <li>• Transport</li> </ul>                    | <p><b>COMMENT RECEIVED AFTER CONSULTATION PERIOD (RECEIVED 1<sup>st</sup> MAY)</b></p> <p>I should also be grateful if you would forward on my letter to the Highways/Roads committee, with this letter.</p> <p>I am greatly concerned by the way in which the <b>Sampford Peverell/Halberton/Post Hill/ Blundells Road is viewed and managed by Planning.</b></p> <p>At Sampford Peverell (way before the village as you approach from the link road/M5 ) there is now a 30mph</p>  | <p>n/c – not points for this SPD process</p>   | -     |

|  |  |  |  |  |
|--|--|--|--|--|
|  |  | <p>speed limit. There is also a very clear and open junction to Parkway with only houses on the right and open fields on the left until you get into the village later on...I can't see a logical reason for it. This speed limit appears inconsistent with further along this road.</p> <p>As you continue to view this road as a major traffic link and signpost it/manage speed limits on it in this way , traffic is encouraged to use it to access Tiverton from junction 27.</p> <p>Halberton traffic calming does not allow a sense of being in a village to exist and is not adhered to.</p> <p>The digester has created continual, heavy agricultural traffic thundering along Post Hill ( see previous letter) and the newly re-painted 40 mph signs are encouraging fast traffic on the brow of Post Hill, making both junctions with Mayfair and Fairway hugely dangerous. There is so much traffic along this road in normal times, not even a reduction to 30mph would make these junctions safe.</p> <p>While you have quite clearly decided that this area be developed for housing, why persist in allowing/planning for industry to exist in the same area? I can virtually guarantee that the people who work in these units will not be walking to work. The jobs possibly created at Hartnoll Business Park could have been sited away from what is about to be a major housing area....anywhere in fact where there is already light industry and vacant units.</p> <p>In the blurb about the EUE there was much made of developing something that would mirror and take the best of the Post Hill area, your blatant poor</p> |  |  |
|--|--|--|--|--|

|             |  |   |  |   |
|-------------|--|---|--|---|
|             |  | management of traffic has certainly done that for Post Hill, Halberton and Blundells Road.  |  |   |
| 111<br>LATE | <ul style="list-style-type: none"> <li>• Transport</li> <li>• General / Demand / Infrastructure</li> </ul> | <p><b>COMMENT RECEIVED AFTER CONSULTATION PERIOD (RECEIVED 2<sup>nd</sup> MAY)</b></p> <p>I have decided to make an <b>objection against the proposal to develop area B before area A.</b><br/>I will try to be concise and keep it to my main reasons why this proposal is bad planning.</p> <p>Firstly, there is no access to area B at present. You have tried to make the access through Mayfair which luckily has been rejected for many very good reasons which were purposely overlooked by the planners.<br/>The only other access I can see is Manley lane which again is not good planning.<br/>Both of these accesses are a compromise on the original plan which is a new road through area A.<br/>The question is why do you now want to develop area B ahead of area A?<br/>The answer I was given is that you need to show that area B is available to be developed in order to get the grant needed to complete the new junction to the A361.<br/>Area B is already available when area A is finished.<br/>I was also told that area A is available now for development.<br/>If this the case, why are you pressing to develop area B first?<br/>It doesn't make any sense at all. Especially commercial sense.<br/>No developer is going to develop area A if there are over 600 houses already being built in area B.<br/>There are only a certain number of houses that can be</p> | n/c – refer to phasing and infrastructure sections in 6. | - |

|                            |  |   |                                   |  |
|----------------------------|--|---|-----------------------------------|--|
|                            |  | <p>sold each year without swamping the market.<br/>         Let's assume 75 a year. This would mean that it would take almost 10 years for area B to be finished.<br/>         No house builder is going to build houses in area A before area B is finished. Nor would a house builder start in area B if they knew that hundreds of houses were to start to built in area A at the same time.<br/>         As you have assured me ,area A land is already available for development. This means access to area B will not be needed until area A with all the planned infrastructure is in place.<br/>         We can therefore abide to the original plan.<br/>         If I am wrong and you can tell me how I am, please register this letter as an objection.</p> |                                   |  |
| <p><b>112<br/>LATE</b></p> | <ul style="list-style-type: none"> <li>• Traffic Glebelands / Tidcombe Lane</li> <li>• Car park</li> </ul> | <p><b>COMMENT RECEIVED AFTER CONSULTATION PERIOD (RECEIVED 2<sup>nd</sup> MAY)</b></p>  | <p>Remove Follett Rd Car park</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

|                        |  |   |                                   |  |
|------------------------|--|---|-----------------------------------|--|
|                        |  | <p>I am writing to STRONGLY OBJECT to the building of a car park and bridge across The Grand Western Canal at the end of Follett Road, Tidcombe. I also STRONGLY OBJECT to the development of the Tidcombe Hall Estate.</p> <p>Along with my parents and siblings we moved to the Glebelands estate in 1974. It has been the family home since. Over the years I have already seen what negative impact the very local development has had on the area and what over bearing strain has been put on Tidcombe Lane both from north and south. The narrow lane is already unsafe to walk along and the little bridge over the canal is under extreme pressure. It is already hazardous to drive along the lane too as traffic generation has increased due to the establishment of a Primary school. It is used a 'rat-run' by motorists wishing to avoid Canal Hill. Many motorists do not stick to the 20mph limit which only adds even more DANGER to the use of the lane by residents, children and parents from the primary school and by pupils at Blundells School. Even more traffic would cause unacceptable level of hazard.</p> <p>The Glebelands estate itself is a dead end so extra traffic generation will mean roads become over used , cause greater disturbance, noise and DANGER in what is currently a quiet , safe place to live.</p> <p>The Grand Western Canal has always been a place of tranquility, beaury and a haven for so many species of wildlife, especially from this point along its course. Why then the intention to DESTROY yet another remaining pocket of the countryside that is such an asset and benefit to so many. On the bank adjoining the proposed field site is an oak tree planted in memory of my late father by Tiverton Angling Club. Something, that if removed, can never be replaced. The horses that pull the barge are held in the field over the winter months. Hence another problem caused as they will need to be re-sited for that period of time.</p> <p>A car park already exists further along the canal, towards Halberton, in a much more suitable place on the main road. Please focus your attention on expanding that or maybe use the Mid Devon Show field site.</p> <p>Hopefully the rumours of a virtual gathering (due to COVID 19 restrictions), at which there will be no representation of the public to air their objections, are not true. This would be very unfair and badly thought of.</p> |                                   |  |
| <p><b>113 LATE</b></p> | <ul style="list-style-type: none"> <li>• Country Park</li> <li>• Ecology</li> <li>• Follett Rd Car Park</li> </ul> | <p><b>COMMENT RECEIVED AFTER CONSULTATION PERIOD (RECEIVED 5<sup>th</sup> JUNE)</b></p> <p>Re; Planning application for the proposed car park at the end of Follett Road, Tiverton and the 'country park' aspect of the Tiverton Eastern Urban expansion.</p> <p><u>Country Park</u></p> <p>The existing wetland feature of this land looks like it is going to be tamed into a 'walk through' with the aim of 'spotting birds' from the hide that is planned to be midway along the boardwalk.</p> <p>The land is already a good wetland habitat for woodland bird and invertebrates together with</p>   | <p>Remove Follett Rd Car park</p> | <p>Changes to P76, 92,99,100-105. Ref to location of new CP at p76 and p99</p> |

|  |  |   |  |  |
|--|--|---|--|--|
|  |  | <p>associated amphibians and visiting deer, foxes and other mammals.</p> <p>To create an 'artificial' wetland with its 'ephemeral pond' and boardwalk would be to destroy the fragile natural infrastructure that is currently finely tuned and naturally balanced. The wetland is fed and supplied by the canal run off and if you divert any of the water sources – which you will have to do to create the 'country park walk through' – you will eliminate the current diversity of wildlife and leave a relatively sterile walk across once remarkable fields. Or is that the intention?</p> <p>'We like to see natural things but we don't want to get our feet wet or our shoes muddy'.</p> <p><u>Car parking at the end of Follett Road.</u></p> <p>Past experience of raising concerns regarding planning issues suggests that once the drawings have been made public, the result is a foregone conclusion with any consultations resembling 'public notifications' having little regard to public opinion. We hope, this time, to not outright oppose the suggestions but rather direct those determining the result to previous decisions and perhaps identify inconsistencies in the approach being considered.</p> <p>'While car ownership and use is acknowledged as a reasonable characteristic of life in Tiverton, the Local Plan and broader national planning policy aspire to reduce car use in order to address climate change globally. The Eastern Urban Extension is a place where</p> |  |  |
|--|--|---|--|--|

|  |  |   |  |  |
|--|--|---|--|--|
|  |  | <p>people can be expected to walk, whether to access local services and recreation.'</p> <p><i>Page 106 Tiverton Eastern Urban Expansion Design Guide.</i></p> <p>We have taken the above quote above from the TEUE design guide to illustrate the lack of joined up thinking currently coming from the 'plan' to construct a car park at the end of Follett Road.</p> <p>IF the thinking within the soon to be constructed TEUE is to reduce car usage in order to 'address climate change' etc, is there any sense in encouraging more car travel through a residential area with relatively limited access? Or is it so that as many people as possible can be saved having to walk too far from the canal basin where a car park already exists.</p> <p>'Cycling and walking have been a primary consideration in the design of the Masterplan SPD and the detailed design of the development should maintain a focus on achieving pedestrian and cycle connectivity across the development, to the Neighbourhood Centre and more widely to and from the rest of Tiverton.'</p> <p><i>P104 ibid</i></p> <p>So in terms of consistency and continuity of approach to planning, these extracts should really negate the whole idea of building another carpark if the Planning Authority are indeed to remain true to their 'vision'.</p> |  |  |
|--|--|---|--|--|

|  |  |  |  |  |
|--|--|--|--|--|
|  |  | <p>Additionally, the Design guide is very helpful in outlining numerous other negative aspects of constructing car parks and has made these aspects part of its raison d'etre for NOT providing car parks within the TEUE.</p> <p>If this reasoning holds good for the TEUE, then the same should hold for Follett Road.</p> <p>'All environments from the Centre to the Edge should be pedestrian and cyclist friendly, promoting the free movement around, and to and from, the Urban Extension. Secure by Design The Masterplan SPD provides a strategic framework which ensures that a safe and secure development emerges. Primarily this is achieved by creating a structure of streets which are overlooked by buildings. The Masterplan SPD minimises areas where surveillance of the streets is compromised or antisocial behaviour can go unnoticed. While not explicitly attributed to secure by design principles, many of the aspects of this design guide contribute to a safe and secure environment that seeks to design-out crime.'</p> <p><i>P104 ibid</i></p> <p>To construct a car park at the end of Follett Road - that would not be supervised, securely locked or have surveillance - would seem to run counter to the TEUE plan ethos. But perhaps residents of Follett Road and Westcott Road don't qualify for the same level of peace and tranquillity as is being foreseen with Area B of the TEUE.</p> <p>'Parking Courtyards In accordance with policy DM8, Local Plan Part 3, there will be no residential parking</p> |  |  |
|--|--|--|--|--|

|  |  |   |  |  |
|--|--|---|--|--|
|  |  | <p>courtyards permitted. These are considered to create unattractive, potentially unsociable, environments.'</p> <p><i>P104 ibid</i></p> <p>I have taken the liberty of conflating 'parking courtyards' with 'car parks' in this instance but I hope you will see the intention.</p> <p>Again, if these 'unattractive, potentially unsociable environments' are being designed OUT of the TEUE, how and why are they being designed IN to Follett Road?</p> |  |  |
|--|--|---|--|--|

### Sub-Questions (QUESTIONNAIRE RESPONSES ONLY)

| What is your connection to the area? |    |
|--------------------------------------|----|
| Live here                            | 46 |
| Work here                            | 0  |
| Study here                           | 0  |
| Other                                | 3  |
| What is your age group?              |    |
| 13-15                                | 1  |
| 16-24                                | 0  |
| 25-34                                | 4  |
| 35-44                                | 5  |
| 45-54                                | 8  |
| 55-64                                | 8  |

|  |   |
|--|---|
| 65-74                                      | 13  |
| 75-84                                      | 9   |
| 84+  | 0   |
| Prefer not to say                          | 2   |
| <b>What is your gender?</b>                |   |
| Male                                       | 23  |
| Female                                     | 25  |
| Other                                      | 0   |
| Prefer not to say                          | 2   |
| <b>What is your employment status?</b>     |   |
| Working Full time                          | 17  |
| Working Part time                          | 8   |
| Student                                    | 0   |
| Retired                                    | 20  |
| Unemployed                                 | 0   |
| Prefer not to say                          | 5   |
| <b>How did you hear about this survey?</b> |   |
| Mid-Devon District Council's website       | 23  |
| Another individual                         | 12  |
| Social Media                               | 5   |
| Local Group                                | 3   |
| Local Press                                | 3   |
| Email                                      | 1   |
| Other                                      | 4 (email – previously registered; letter; consultation event) |

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# Tiverton Eastern Urban Extension Supplementary Planning Document

## Area B Masterplan

August 2020 - updated draft for adoption



Allies and Morrison



PRP

Page 223



# ***FOREWORD TBC MDDC***

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**Setting the Scene:** Explaining the policy background to the SPD, the purpose of the document, its terms and how it should be read and used.

**Achieving a quality place:** Setting out the vision, guiding principles, concepts and design principles for achieving a quality of place and how those are going to be implemented and phased.

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# 1 INTRODUCTION

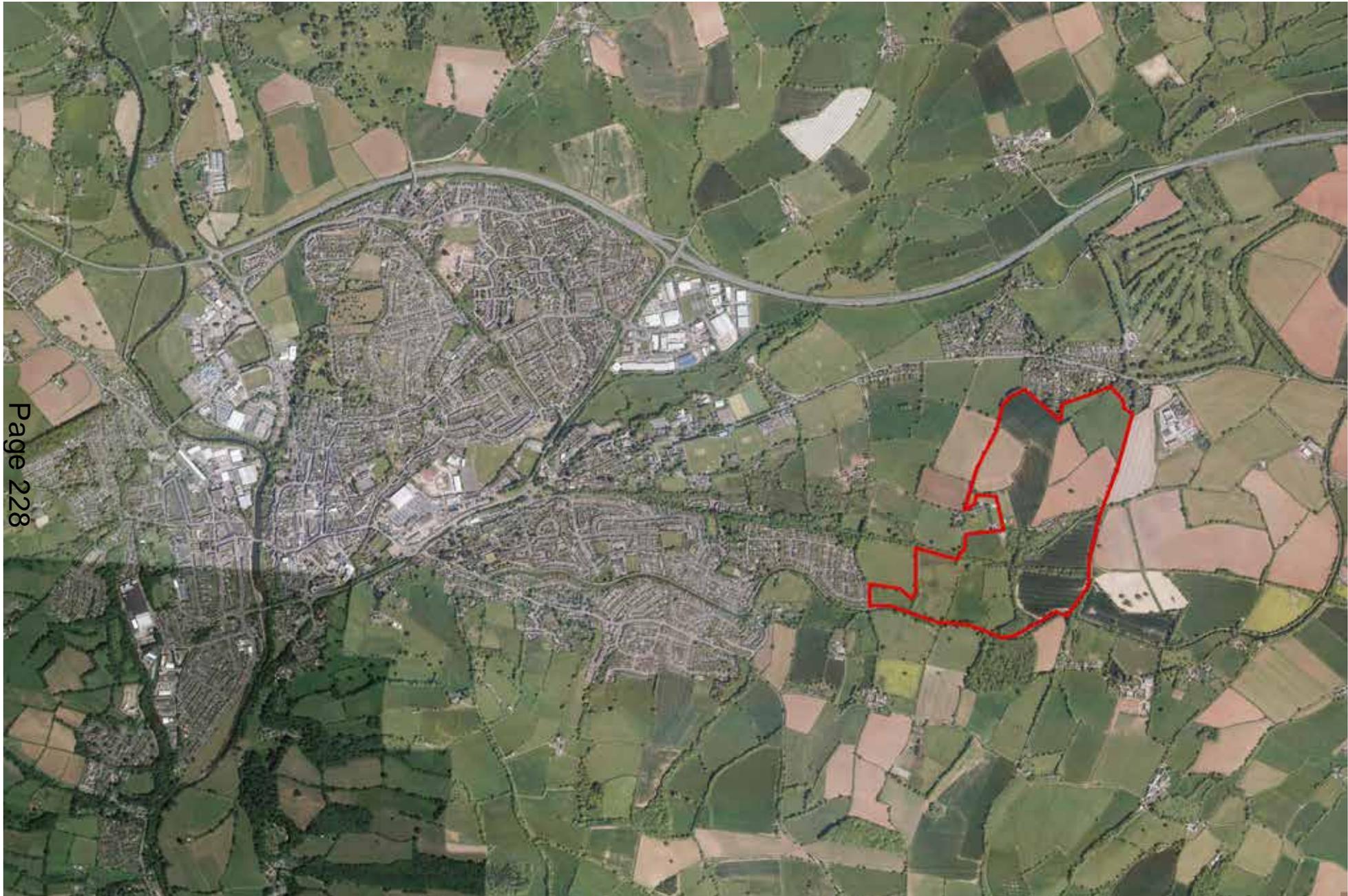


Fig.01 Tiverton EUE Area B allocation

## 1.1 INTRODUCTION

The Tiverton Eastern Urban Extension (EUE) Masterplan was adopted as a Supplementary Planning Document (SPD) in June 2018 (hereafter referred to as the 2018 SPD). The document covered the entirety of the EUE allocation which covers 153 hectares as identified within the Allocations and Infrastructure Development Plan Document (AIDPD - adopted October 2010) for 1550 to 2000 dwellings and 95,000 to 130,000 square metres of employment floorspace. This context remains relevant for the purposes of this document in terms of the potential capacity of the overall EUE, however the Council is currently undertaking a Local Plan Review exercise which provides a review of these figures (refer to 1.3 below).

Two distinct areas were defined within the 2018 SPD, referred to as areas A and B. The adopted SPD established a detailed masterplan for Area A in collaboration with the landowners and using survey and design information available at the time of writing. Masterplan consideration was given to Area B but not to the extent afforded to Area A given the position of the landowners and the extent of available information. The SPD was clear however that a further masterplan for Area B would be required. This document therefore provides that masterplan.

The following sections provide an overview of the masterplan work and planning permissions secured to date within Area A, with a view to informing the masterplanning of Area B and therefore potential site capacity within the realms of the overall allocation policy identified above.

The 2018 SPD replaced the version adopted on the 30 April 2014 which was revised to remove three housing land parcels on the southern side of West Manley Lane (within Area A).



**Fig.02 Tiverton EUE Area A and Area B**

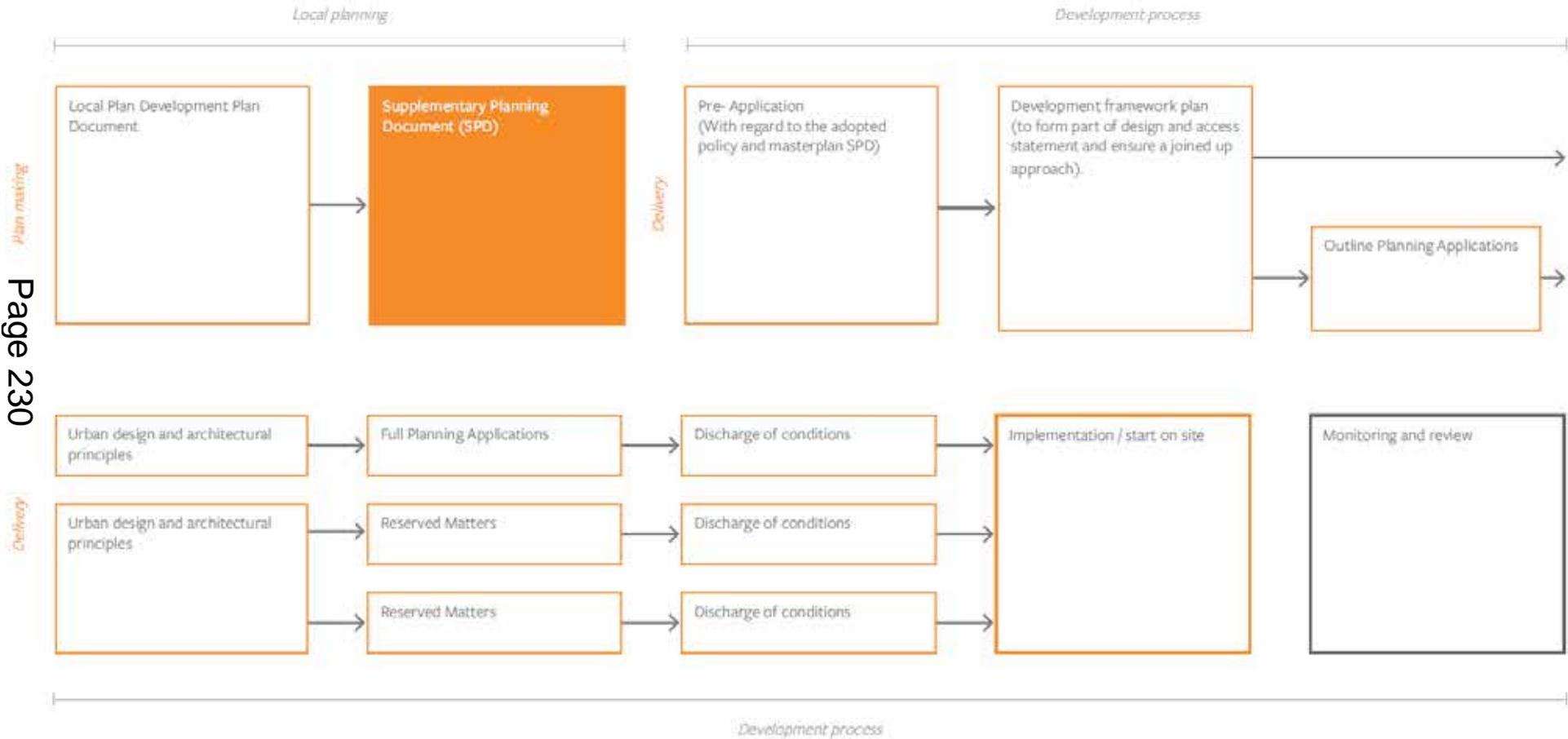


Fig.03 Plan making and development process - cross refer to 1.6 Design process

## 1.2 PURPOSE AND ROLE OF THE DOCUMENT

“the purpose of the document is to bridge the gap between high level policy aspirations and delivery on the ground in order to ensure high quality design and quality of place” ...

The document has been prepared as a Supplementary Planning Document (SPD) and as such is a material consideration to be assessed when determining planning applications.

The main objective of the document is to set out the key principles that planning applications will need to have regard to if they are to be considered acceptable by Mid Devon District Council (MDDC). Accordingly, the purpose of the document is to bridge the gap between policy aspiration and implementation in order to ensure high quality design and the delivery of a successful place. Another important role of the document is to where possible, co-ordinate the different phases of development and the delivery of infrastructure.

The flow diagram opposite (“Fig.03 Plan making and development process - cross refer to 1.6 Design process” on page 8 illustrates where the SPD sits in the development process.

The guidance will inform developers and their designers when preparing planning applications, MDDC when considering proposals, and stakeholders and people in the local community when reviewing and responding to emerging schemes.

So that the guidance retains its legitimacy over time and is able to adapt to different proposals and changing circumstances, it has been designed to be inherently flexible. It identifies what is likely to be acceptable by MDDC.

The SPD therefore sets out guiding principles on a range of high level design matters that are intended to structure the urban extension. Further, more detailed guidance, concerning issues such as street and public realm design and the character of the development, are set out in a more detailed illustrative framework plan (Fig 29) and in a series of urban design and architectural principles to guide detailed proposals. These elaborate upon the principles within this SPD and clarify design expectations that are important to the overall character and appearance of the new neighbourhood.

The overriding objective of the document is to improve the quality of proposals and the resulting developments, ensure that infrastructure and phases are co-ordinated and strategic policy aspirations are met. It should provide a foundation for improving the speed, efficiency and effectiveness of the pre-application and determination processes.

**This document should be read in conjunction with the 2018 SPD. It is not intended to replace the 2018 SPD but provides an update in the form of an addendum update with specific reference to Area B. This update document completes the masterplanning process for the EUE.**

The Area B masterplanning exercise provides the opportunity to review the requirements set out in the 2018 SPD where relevant to Area B. This document does not seek to provide new or amended requirements in relation to Area A.

This update document is therefore set out in such a manner as to follow the format and structure of the adopted SPD to aid the reader.

**This document should also be read in conjunction with the Design Guide for the EUE produced for the Council in June 2016.**

## 1.3 MEETING PLANNING POLICY OBJECTIVES

The 2018 SPD was considered under the Adopted Local Plan Policy and the SPD provides an overview of the adopted policy context, notably policies AL/TIV/1 to AL/TIV/7 within the AIDPD which relate specifically to the allocation of the Tiverton EUE. However whilst these policies remain relevant to an extent, the preparation of the Area B masterplan, has been considered under the Local Plan Review (2013-2033) which seeks to further refine the policy requirements (as detailed below). Therefore whilst we have highlighted both the adopted and emerging policy requirements below we expect future decision making within Area B to be made in the context of the Local Plan Review once adopted.

### Allocations and Infrastructure DPD

Policy AL/TIV/7 (AIDPD) requires MDDC to carry out a major public consultation exercise into the masterplanning of the site before planning applications are made. This was undertaken in the preparation of the 2018 SPD and this document covers the requirement for Area B. Section 1.5 below provides an overview of the consultation process.

The key points of relevance highlighted in the 2018 SPD policy objectives include the following:

Policy AL/TIV/1 proposes from 1550 to 2000 dwellings and from 95,000 to 130,000 sqm of employment.

The 2018 SPD identifies capacity of around 1520 dwellings, 30,000 square metres of employment

floorspace, and community and infrastructure facilities (all subject to further design development) across the EUE. Whilst the 2018 SPD established these as guide, the Area B masterplan process has been undertaken on the basis that there is scope to consider increasing the density of Area B given the overarching policy context of AL/TIV/1 in the adopted AIDPD and emerging Local Plan Review.

### Policy AL/TIV/2 Transport Provisions

Further to the preparation of the 2018 SPD a number of highways infrastructure elements have been delivered including the environmental enhancements along Blundell's Road and the construction of the southern side 'Left In Left Out' (LILO) junction with the A361.

### Policy AL/TIV/3 Green Infrastructure

The Area B masterplan has taken forward the 2018 SPD principle of strategic green infrastructure within the southern edges of the EUE.

### Policy AL/TIV/4 Community Facilities

The 2018 SPD identifies the delivery of a primary school, shopping and community centre provision within Area A. Detailed proposals were being brought forward through the pre-application planning process at the time of the Area B masterplan exercise but further consideration will need to be given at the earliest opportunity in order to ensure a satisfactory interaction with the north western section of Area B.

The potential housing development capacity of Area B is discussed later in this document but of key relevance are the assumptions that have informed the 2018 SPD, notably the identification of the public informal open space above policy requirements but with formal play and recreation calculated at the lower level of housing.

### Policy AL/TIV/6 Phasing

The phasing arrangements for Area B are discussed within section 6, however the context of Area A and current phasing arrangements is of relevant consideration. At the time of writing development has now started to the north of Blundell's Road by Barratt David Wilson Homes for their Braid Park development.

The Chettiscombe Trust (land north and south of Blundell's Road) is understood to be placing land parcels on the market to seek developer interest to deliver the first phases of their scheme.

### Local Plan Review (LPR)

Whilst MDDC is pursuing a Local Plan Review (LPR) at the time of writing, the document has reached Examination stage so therefore does not carry full material weighting. However the document is expected to be adopted in time to carry full weight in determining planning applications on Area B and therefore once adopted the LPR will supersede and replace the following earlier plans:

- Core Strategy 2026 (adopted 2007)
- Allocations and Infrastructure Development Plan Document (adopted 2010)
- Local Plan Part 3: Development Management Policies (adopted 2013)

The proposed LPR Submission version with modifications (January 2017) retains the thrust of the above mentioned policies AL/TIV/1 to AL/TIV/7 but consolidates them into policies TIV1 to TIV5 as follows:

#### Policy TIV1

The key consideration within the Employment Land Review is TIV1 and the reference to a reduced housing target of 1580 to 1830 dwellings and at least 30,000 square metres of employment. The emerging Policy TIV1 requires:

A site of 153 hectares east of Tiverton is allocated for mixed use development as follows:

- a) 1580 to 1830 dwellings;
- b) A proportion of affordable dwellings subject to further assessment of viability to include at least five pitches for gypsies and travellers;
- c) At least 30,000 square metres commercial floorspace;
- d) 47 hectares strategic green infrastructure;
- e) Highway mitigation measures and transport provision to ensure appropriate accessibility for all modes;
- f) Environmental protection and enhancement;
- g) Community facilities to meet local needs arising, including a new primary school and neighbourhood centre;
- h) An agreed strategy to bring forward development and infrastructure in step and retain the overall viability of development; and
- i) Compliance with the adopted masterplan and completion of a public Masterplanning exercise in respect of the southeast of the site (Area B in the adopted masterplan).

The supporting text to Policy TIV1 requires the development target of 35% affordable housing although it is recognised that this is subject to

viability as phases come forward. The text (3.11) also acknowledges that the site will be zero rated for Community Infrastructure Levy reflective of the high cost of infrastructure on the site, instead being secured by Section 106 agreements.

#### Policy TIV2 – EUE Transport Provision

The transport related requirements set out within AIDPD Policy AL/TIV/2 Transport Provision have been largely carried forward into Policy TIV2. Requirements include the provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, and cycle and pedestrian links to the Railway Walk, Grand Western Canal and nearby public rights of way which is of key relevance to Area B.

#### Policy TIV3 EUE Environmental Protection and Green Infrastructure

The new policy TIV3 refines the AIDPD policy AL/TIV/3. The new policy retains reference to the majority of requirements including the 47 hectares of strategic green infrastructure on the western and southern edges of the EUE, although additional reference is now made (within clause b) to the implementation of management and funding arrangements of this space.

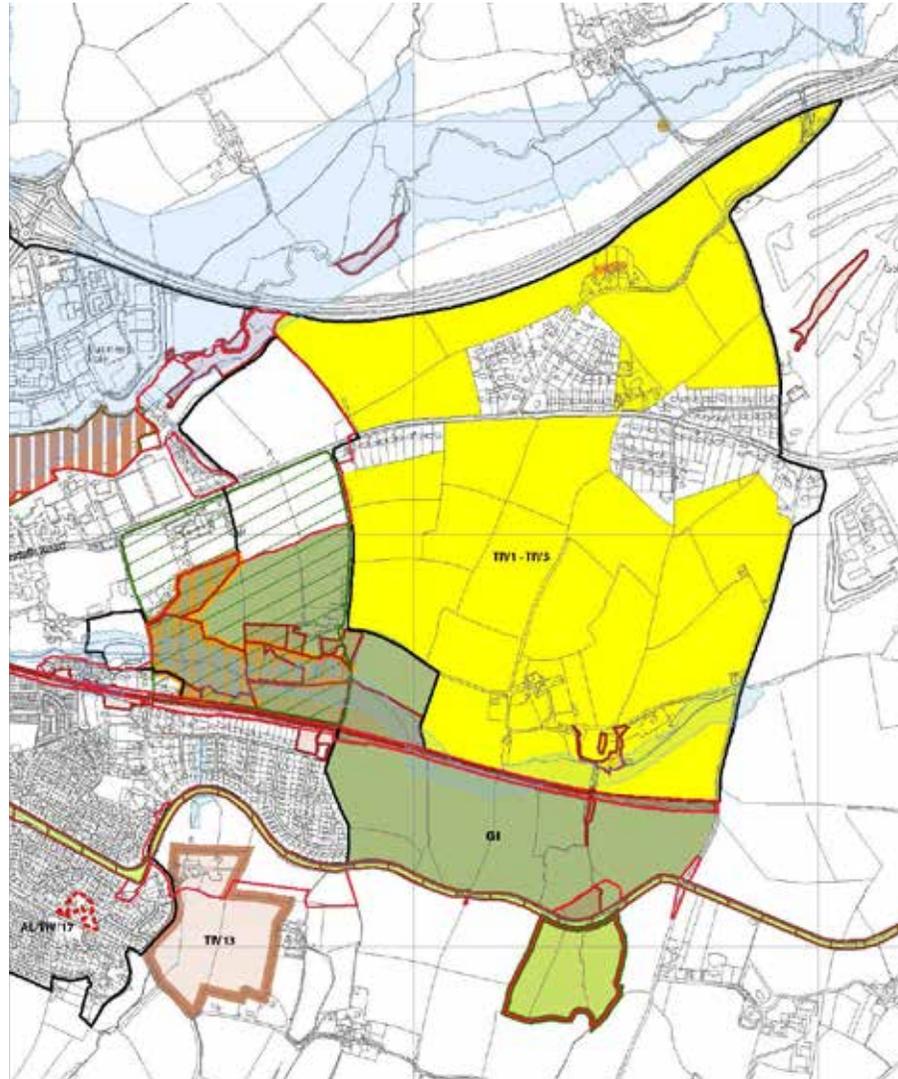


Fig.04 Extract from key diagram Local Plan Review 2013 - 2033

#### Policy TIV4 EUE Community Facilities

Policy TIV4 broadly retains the requirements of AL/TIV/4 but these predominantly relate to the provision of education, shopping and community facilities which will fall within Area A. Consideration will however need to be made to the contributions referenced within the policy wording.

#### Policy TIV5 EUE Phasing

This policy replaces AIDPD Policy AL/TIV/6 and adds a number of additional clauses. The policy criteria should be read in conjunction with the delivery strategy elements discussed further within Section 6 of this document, and as noted above a number of triggers will be met through the delivery of Area A.

#### Other LPR Policy Considerations

Future planning applications within Area B will be considered against the full suite of policies within the ELR beyond those in TIV1 to TIV5. Other policies and guidance of particular note include:

- Policy S3 – ‘Meeting Housing Needs’ which includes reference to self-build and custom dwellings being required on sites of over 20 dwellings or more through 5% of serviced dwelling plots. Reference is also made to the provision of gypsy and traveller pitches which are discussed later into this document.
- Policy S5 – ‘Public Open Space’ sets the required standards all types of open space.



where we are:



1. In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and MDDC's Statement of Community Involvement.

2. Pursuant to Section 23(1) of the Planning and Compulsory Purchase Act 2004 including publication of a summary setting out the issues raised and accordingly, modifications made.

3. Pursuant to Section 23(1) of the Planning and Compulsory Purchase Act 2004 including publication of a summary setting out the issues raised and accordingly, final modifications made.

Area A: Principal land holdings and NHS  
Area B: Land in multiple ownership



Fig.05 Where we are in the process

## 1.4 THE SUPPLEMENTARY PLANNING DOCUMENT

A similar process set out within the 2018 SPD has been followed in preparation of the Area B masterplan. The above mentioned policy background remains as previously, albeit with the acknowledgment of the forthcoming Local Plan Review. However the same flexibility, referred to in the 2018 SPD applies with regards to the potential for the SPD to differ from policy where justification is provided.

Sustainability remains a key consideration and the required provisions have been considered in a consistent manner as the 2018 SPD.

There will be one round of public consultation in early 2020 and liaison with landowners and key stakeholders including a stakeholder workshop which took place in October 2019. The document has therefore been reviewed throughout this process in order to take account of the feedback received.

The work also builds upon the extensive consultation undertaken during preparation of the 2018 SPD which included a Feasibility Study which formed the basis for a Stage 1 public consultation for Area B that was undertaken over a 4 week period between June 2017 and July 2017. The Feasibility Study considered the scope of the remaining masterplanning work, including significant issues to be addressed. Therefore the two stage consultation process (as required through the MDDC Statement of Community Involvement, October 2016) has been undertaken.

The 2018 SPD refers to a robust evidence base and two stage process. Further technical work has been undertaken on Area B as discussed within section 2.4 below.

In addition, the further information produced to support the planning applications submitted on Area A provides further contextual evidence to assist in determining the key constraints and opportunities for the Area B masterplan.

## 1.5 CONSULTATION

The content of the draft masterplan SPD has been informed by a workshop and meetings with a range of local residents, stakeholders and landowners. The following provides a brief overview of the issues raised at events:

### Workshop 1

A workshop for key stakeholders was held on Wednesday 9 October from 5pm until 7:30pm to discuss the emerging design proposals and vision for the Area B masterplan for the Tiverton Eastern Urban Extension Masterplan. Around 22 representatives from local residents' groups, landowners and statutory stakeholders attended the event. The following notes provide a summary of the key messages recorded at the event:

#### Natural landscape and public open space:

There was strong support for the Country Park but there was concern from a number of attendees about how this and the other green spaces within the masterplan area will be managed and maintained. It was felt that this strategy should be set out as part of the masterplan. Careful consideration was felt to be required about how the canal is accessed from within the park. Access on foot should be promoted but there should be limited access points for cyclists. There was support for the retention of the existing green infrastructure including hedgerows and a call for more allotment

space. The character of the environment along the country lanes was felt to be an important asset to protect – these should be used in the future as recreational routes with no additional vehicular access, but with an emphasis on their role as green infrastructure.

#### Character and built development

Feedback during the workshop emphasised that the rural setting must have an impact on the development's character. Designated conservation areas and the surrounding lanes should be protected. The existing countryside setting and green edges of the lanes is an important part of the setting of heritage assets and listed buildings. Some commented that 3.5 storeys was not in keeping with the character of the existing area. One landowner who attended the workshop raised concerns about restrictive covenants which have been placed over land to the north of the area. The County Council raised concerns of archaeological constraints within the site and the potential impact this might have on development viability.

#### Movement and transport

The movement and transport theme was the topic that received the greatest level of discussion. The strategy to protect Manley Lane and West Manley Lane from any additional traffic was supported. This should be a leisure route and connect into the Country Park and the canal edge. There was concern from the representative from the Grand

Western Canal Country Park about the number of connections proposed onto the canal route, particularly for cyclists. Others supported lots of routes to strengthen the relationships between this route and the new county park.

Access to the site was discussed at some length. It was recognised that one of the access point options was beyond the settlement boundary and involves other land. One landowner was keen to see Mayfair provide limited capacity access to a part of the site.

It was felt that the masterplan presented a positive opportunity to encourage use of the sustainable route along the old railway corridor into the town centre. Connections to this from the residential area should be direct and strong and opportunities including the improvements of the junctions and level changes to the route, surfacing improvements and lighting, which should be delivered as part of the masterplan. There was significant support for other sustainable modes such as an improved bus route and/or good routes to Blundell's Road to the existing bus route.

In terms of connections within the site, there was concern about the scale and potential effect of the primary route through the site. Discussions emphasised the importance of this road feeling like a street and not to be too wide. It was felt that there should be very safe routes planned within the area to schools and that cyclists should be separated from traffic on the main routes to help encourage people to cycle.

Other comments were made about car parking and a concern over the use of parking courts. Stakeholders were keen to emphasise that parking should be carefully planned for, with some feeling that parking standards should be exceeded to take account of other uses such as visitors to the sports facilities and country park.

**Sustainability and climate change**

There was support for the strategy to integrate new green spaces and protect existing assets. It was felt that the announcement of a climate emergency should have a significant impact on the masterplan proposals. Ideas included car charging places, an increase in street tree planting, consideration of housing orientation, water attenuation, carbon zero homes, reduction in hard surfaces and the consideration of terraced houses as a typology that was felt to be sustainable given its efficient use of land.

Engagement was also undertaken as part of the formal consultation on the draft masterplan and comments received helped to shape the final draft of the document.



Fig.06 photos from workshop event

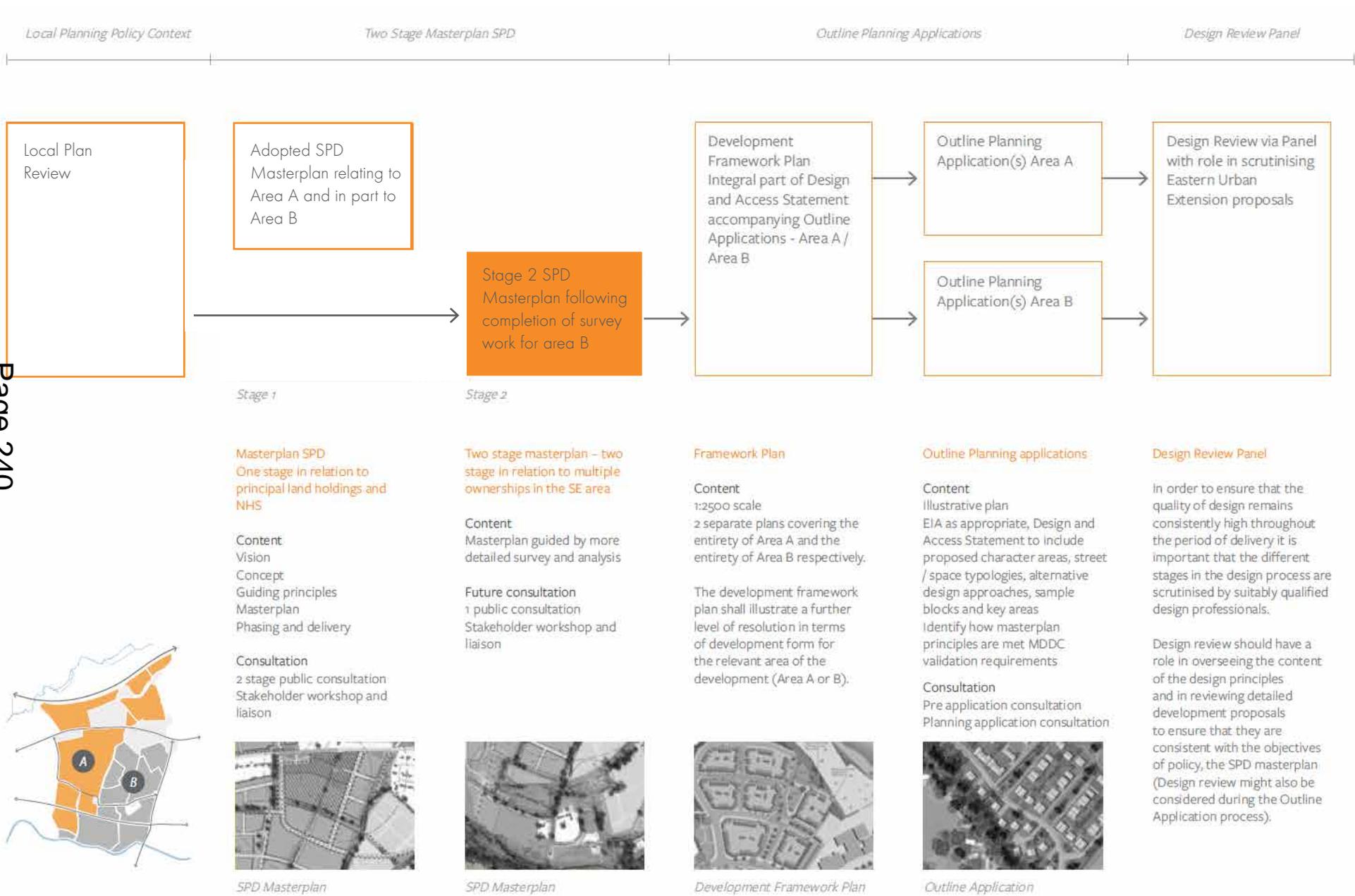
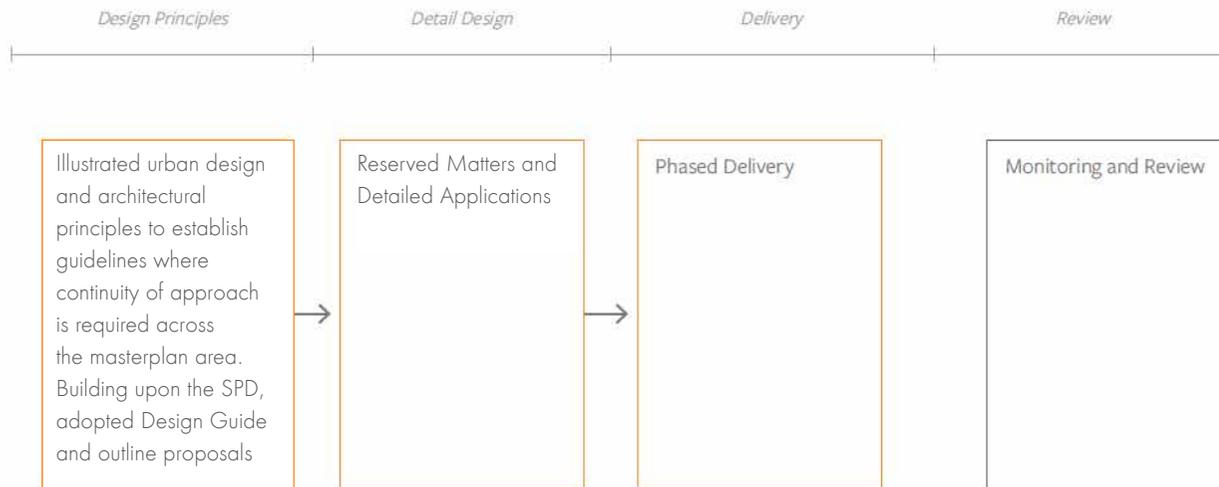


Fig.07 Design process

## 1.6 DESIGN PROCESS



### Urban design and architectural principles - Illustrative content

**Reinforcing the structure**  
Block types and principles, parking, boundaries, public realm codes for character areas, architectural guidelines

**Consultation**  
Public consultation  
Stakeholder workshop and liaison



Urban Design Principles

### Reserved matters and full planning application

**Content**  
Detailed design in accordance with MDDC validation requirements  
Demonstration of compliance with policy, SPD masterplan, and the urban design and architectural principles

**Consultation**  
Pre application consultation  
Planning application consultation



Reserved Matters / Full

### Phased delivery

To be developed in a number of phases in accordance with agreed phasing programme and delivery of community and transport infrastructure

### Monitoring and review

Review effectiveness of design process to ensure that successful built development is being achieved. Adapt guidance as appropriate and in accordance with changing circumstances

### 1.6.1 Background

A clear design process that ensures continuity, a comprehensive approach to design, and a focus upon quality, is an important pre requisite of ensuring that a successful neighbourhood is designed and built. This will require attention and flexibility throughout the period of delivery.

The design process outlined here proposes an approach for achieving these objectives and therefore a better foundation for securing a successful new place.

The preparation of more detailed design information comprising urban design and architectural principles prior to the submission of detailed proposals will ensure that there is a consistent approach to the design of key structuring elements across the EUE area. These elements will build upon the principles established in the 2018 SPD, the Adopted Design Guide and this document. They will come together to shape the overall character and appearance of the area. The detailed design information referred to above will not necessarily restrict variety if it is felt to be appropriate but will ensure that the area feels like an integrated community.

The involvement of a Design Review Panel in scrutinising the quality of detailed designs as they come forward, at one or more stages in the design process, will provide invaluable support to MDDC as they make planning decisions. MDDC will expect landowners and developers to follow the prescribed design process which is adopted as an integral part of this SPD.

The development framework plan will illustrate development form at a greater degree of resolution for the whole of Area A / Area B as relevant.



# 2 ABOUT THE TIVERTON EUE SITE





Fig.08  
Site of new neighbourhood  
in relation to town and countryside

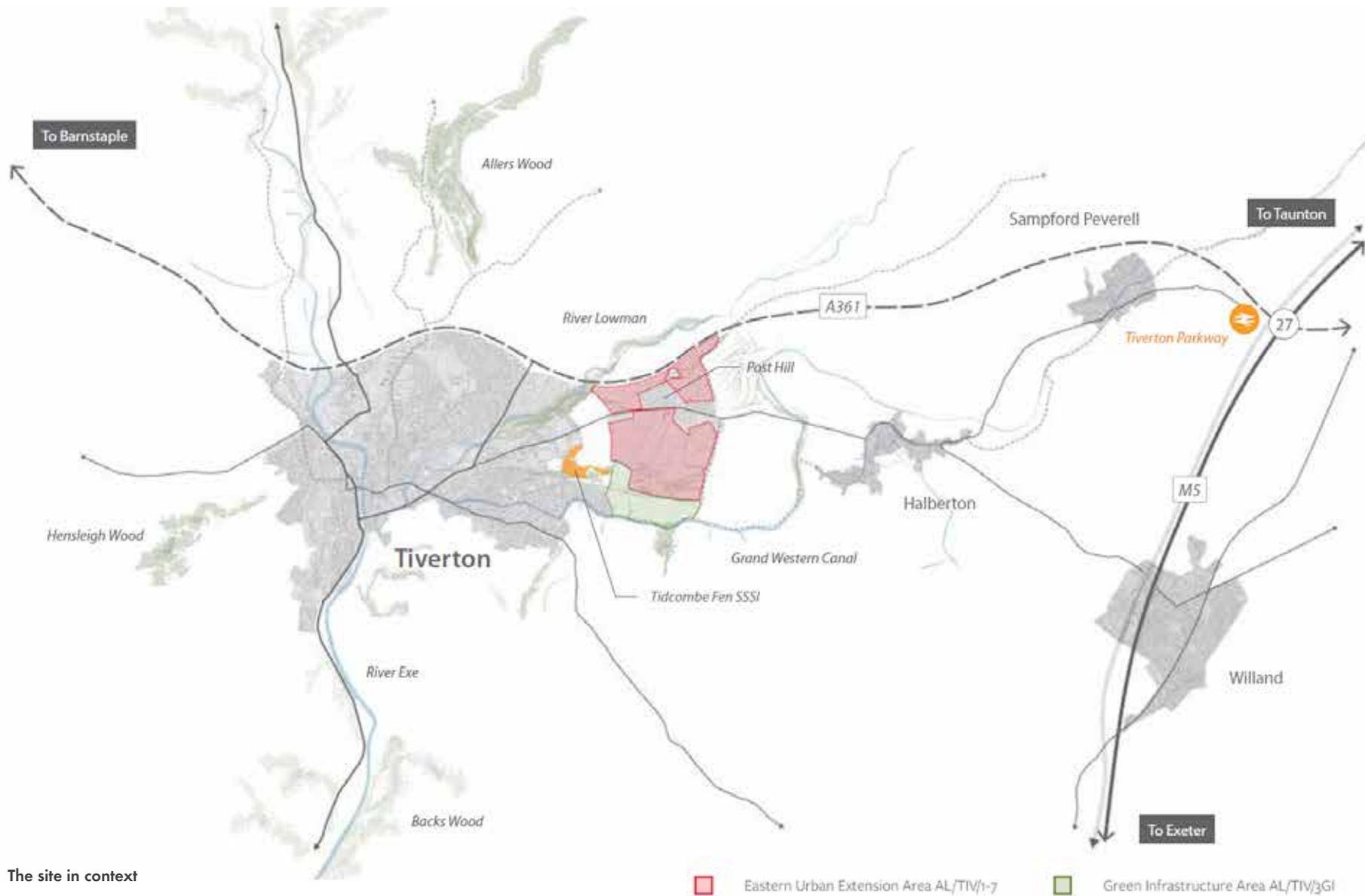


Fig.09 The site in context

## 2.1 THE SITE AND LOCATION

### 2.1.1 The Tiverton EUE Site in context

Tiverton is well connected and accessible with good links via the A361 to North Devon and the M5 to Exeter, Plymouth (via A38), Taunton and Bristol. The site is well positioned in relation to Tiverton Parkway Station and the Grand Western Canal, the River Lowman corridor, disused railway (a Sustrans route) and numerous footpaths, bridleways and cyclepaths connecting back to Tiverton and into the countryside.

The site comprises about 200ha of land and is located on the eastern fringe of the built up area of Tiverton. The land can be broadly divided into three areas; a parcel to the north of Blundell's Road, a larger parcel to the south and a final area further south again between the disused railway and the Grand Western Canal.

Blundell's School and its land holdings including sports pitches lies immediately to the west and the site wraps around the existing residential area of Post Hill. Further to the east is the village Halberton. Sampford Peverell is some 3 miles further to the east, near to Tiverton Parkway Railway Station and Junction 27 of the M5.

### 2.1.2 The site

The land at the Tiverton EUE can be characterised as follows:

**North of Blundell's Road:** The land to the west comprises three relatively levels fields laid to pasture, bounded to the north by the A361, to the east by detached housing of Post Hill and a Long Barrow (a Scheduled Ancient Monument), to the south by Blundell's Road and to the west by Blundell's School. The land to the east of the area north of Blundell's Road straddles Uplowman Road and is bounded by a lane, with Tiverton Golf Course to the east and housing fronting onto Fairway to the south. A mature belt of trees forms the western boundary and the A361 defines the northern boundary. The landform is generally steeper in this area than in the western parcel.

**South of Blundell's Road:** The land comprises a series of irregular shaped fields, divided by hedgerows with trees. To the north the area is bounded by residential development around Post Hill and Blundell's Road, to the east by Manley Lane, and to the south by the disused railway. West Manley Lane runs from east to west across the

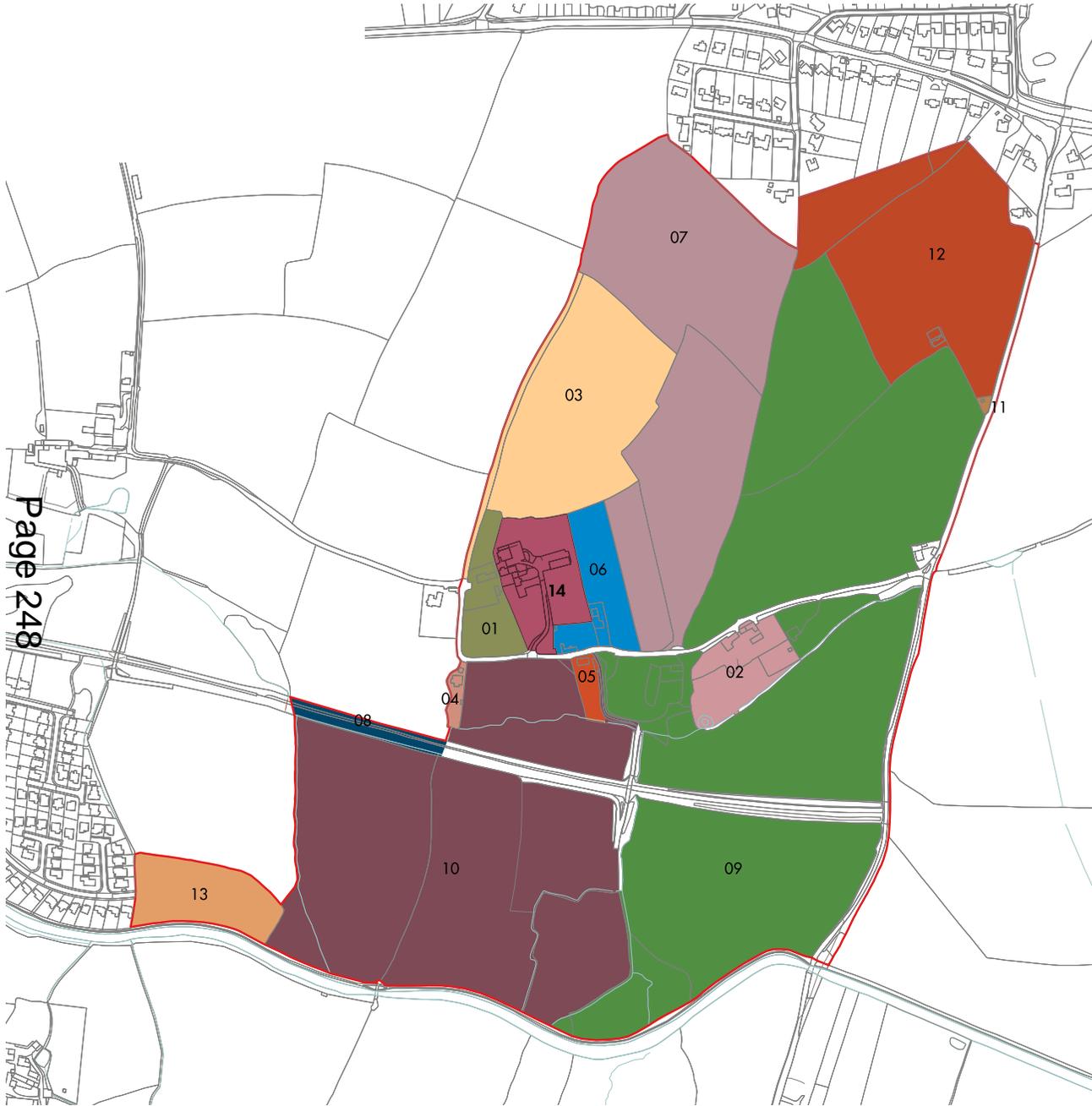
southern area of the parcel and forms the western boundary. The land form is undulating with a distinct band of steeper ground running from north east to the south west. To the west of the site lies Tidcombe Fen - a hydrologically sensitive Site of Special Scientific Interest.

Between the disused railway and Grand Western Canal are a series of irregular shaped fields divided by hedgerows. These are allocated for an area of Green Infrastructure to support the new neighbourhood.

For the purpose of the masterplanning of the Tiverton EUE the area has been treated as two broad land parcels known as Area A and B. This masterplan deals with Area B.



Fig.10 Tiverton EUE Area A and Area B



**Land Description**

- Area B boundary
- 01 West Manley Farm, West Manley Lane, Tiverton, EX16 4NH DN229092
- 02 Copplesone House and Copplesone Farm, West Manley Lane, EX16 4NH, DN238521
- 03 Land lying to the north of West Manley Lane, adjacent to the western boundary, DN242646
- 04 Chapel Anthony Lodge DN322144
- 05 Rosebarn DN324984
- 06 Prowses Farm and land on the north west side of West Manley Lane, DN344457, DN438636
- 07 Land on the north side of West Manley Lane, and extending to the north west boundaries, DN438634
- 08 Land forming part of the former railway DN525520
- 09 Including land north and south of West Manley Lane DN535401, DN535405, DN533407, DN535408
- 10 Land south side of West Manley Lane DN564794
- 11 Electricity sub-station, Manley Lane DN569742
- 12 Land adjacent to north eastern boundary DN639084
- 13 Land adjacent to Glebelands (located in Area A) DN615755
- 14 Land at Sweet Meadow

**Fig.11 Land ownership plan**

## 2.2 LAND OWNERSHIP

Area B is in a complex mix of ownership interests with only one party having an ownership interest in both Area A and B.

The allocated area within Area B can be divided into 14 different land parcels by ownership with no single preponderant landowner. The masterplan team for Area B have met with the majority of landowners. This document clarifies the policy requirements and attempts to provide the various interests with a clear understanding as to what will be expected through the planning process.

The fragmented nature of land ownership demands that the various landowners recognise that each of their land holdings will contribute to the holistic delivery of a successful Masterplan and to co-ordinated development. Further commentary on the expected cooperation between landowners is provided within chapter 6 of this document.

Within the 14 ownership parcels, there are a number of existing residential properties accessed from West Manley Lane, some of which are not being promoted for development and are therefore retained as such within the Area B Masterplan proposals.

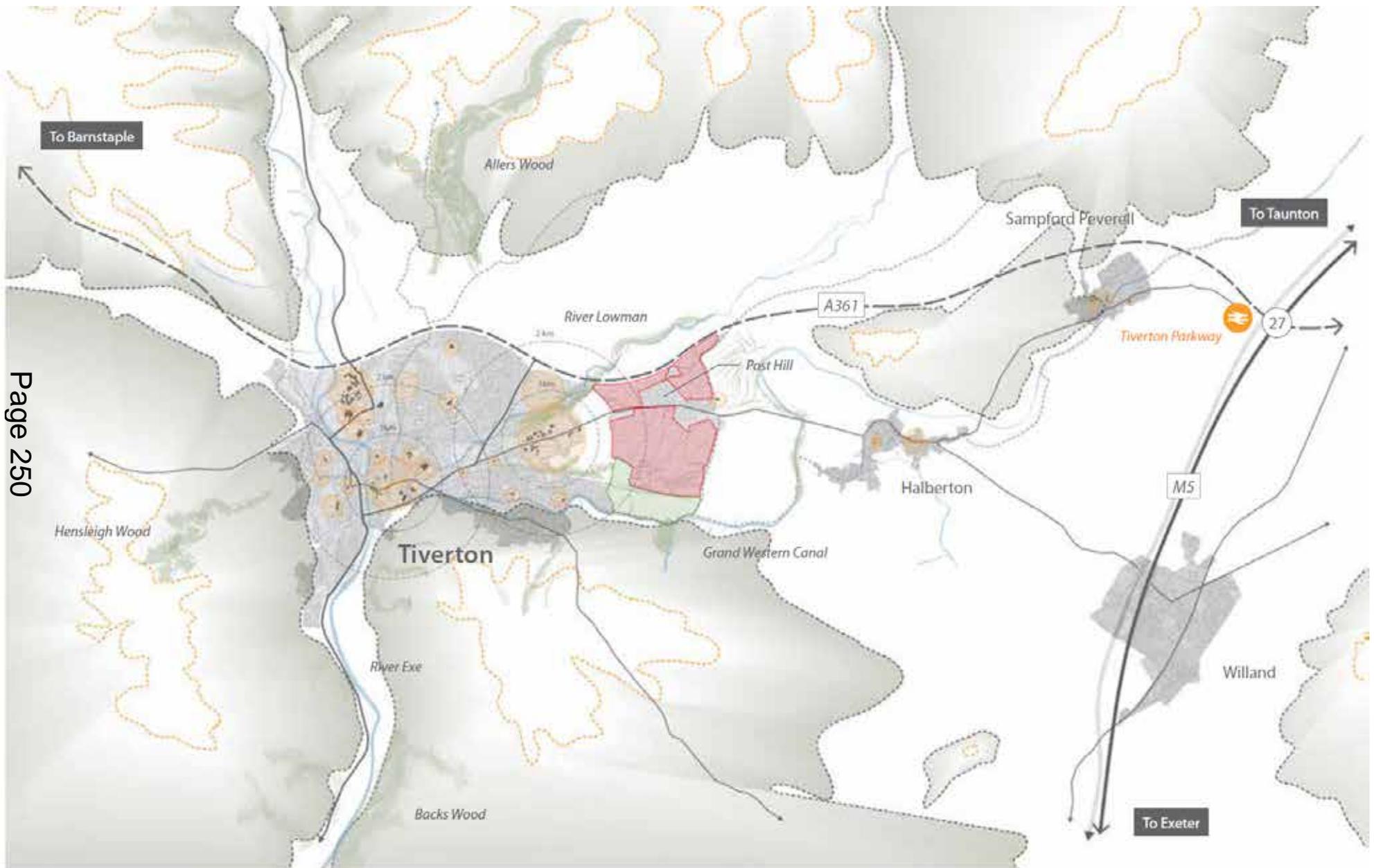


Fig.12 Key constraints and opportunities at a wider scale

- Local facilities
- High areas
- Low areas
- Eastern Urban Extension Area TIV1-5
- Green Infrastructure Area TIV3

## 2.3 TIVERTON EUE SITE

### 2.3.1 An appropriate location

The Tiverton EUE site is considered to be the most appropriate and sustainable location for developing an urban extension to Tiverton. This has been demonstrated by sustainability assessment and examination in front of a planning inspector. This is manifest by the sites location in relation to topography and other environmental constraints, transport connections and infrastructure, accessibility to facilities and amenities and proximity to existing employment centres.

### 2.3.2 Topography and visual sensitivity

Whilst there are many complex localised layers to landform in the area, broadly speaking Tiverton is surrounded on three sides by hills with the landscape opening to a wide valley floor and the town lies within this plateau at the confluence of the Rivers Exe and Lowman. The site lies to the east of the town and as such is likely to be visible from a number of elevated vantage points in the surrounding hills.

From most viewpoints it is possible to view Post Hill and therefore likely that the development will be seen in this context.

### 2.3.3 Connections, access and movement

The site is well positioned with access to all modes of transport locally and regionally. Very good road and bus links exist to all local amenities. There is excellent access to a range of pedestrian and cycle routes including a Sustrans route, footpath and bridleways. Many of these routes connect directly to the town centre. Access to the rail network is available nearby at Tiverton Parkway Station near Sampford Peverell. Wider connections by both road and rail make journeys to regional centres and beyond quick and easy.

### 2.3.4 Facilities and amenities

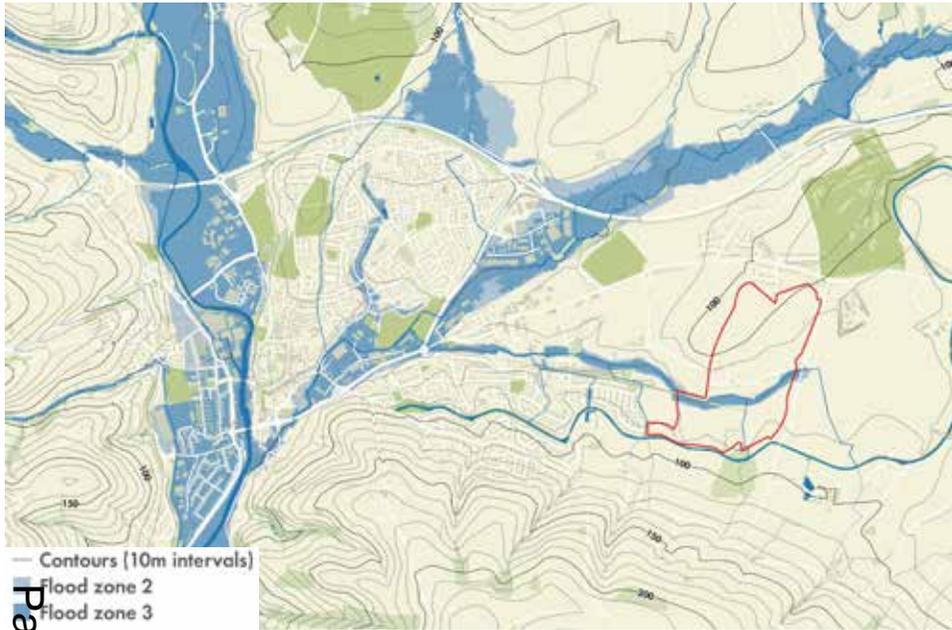
Tiverton has a wide range of easily accessible facilities and amenities including; shops, healthcare (hospital, surgeries, dentists and pharmacies), education (nurseries, primary, secondary and further education) and leisure opportunities.

Tiverton Town Centre and the area to the north west in the area of Kennedy Way are centres for facilities in the town. The main outlying villages (Halberton and Sampford Peverell) also have a number of local community facilities.

All of these facilities and amenities are within easy reach of the site by a range of transport modes.

### 2.3.5 Employment

Tiverton has a range of employment locations and opportunities which vary in scale and sector. These are primarily focused within the urban area of the town. All are easily accessible from the site by a range of modes of transport.

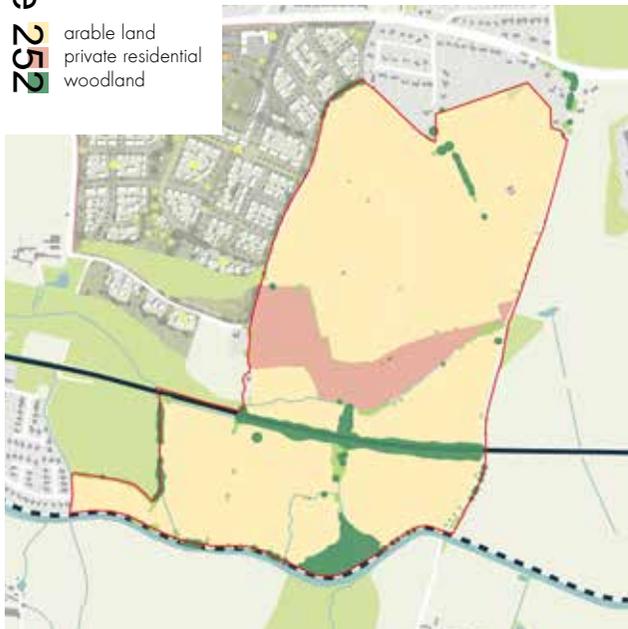


flooding and topography

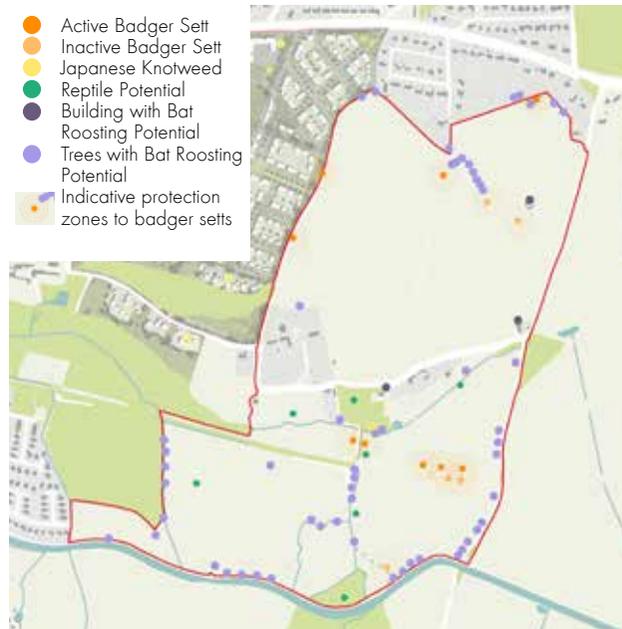


movement and access

arable land  
private residential  
woodland



landscape typology



fauna



trees and hedgerows

Fig.13 Summary diagrams of site constraints

## 2.4 AREA B CONSTRAINTS AND OPPORTUNITIES

### Surveys

A range of studies have been commissioned and undertaken on the principal land holdings comprising Area B, some by the individual landowners, some on behalf of MDDC and others by interested parties including the West Manley Lane Conservation Group.

The Council has commissioned the following surveys or reports (largely in 2016) in relation to Area B since the first adopted version of the SPD (2014). This information has informed the overall shape of this plan and amount of development that can reasonably be achieved thereby updating the previous masterplan work:

- Topography
- Arboriculture
- Ground conditions
- Ecology
- Noise Assessment
- Air Quality
- Area B vehicle trip forecast, options for access and capacity assessment
- Residential Amenity Assessment (produced to support the consideration of access feasibility)

In addition to the above, the evidence base for Area B also includes:

- an Archaeological Magnetometer Survey (June 2019) for a large proportion of Area B (identifies a potential archaeological feature of interest in the central northern section of the site);
- analysis of access and movement by Hydrock Transport consultants as part of the masterplan commission for Area B;
- landscape character analysis by PRP landscape architects as part of the masterplan commission for Area B.

The constraints and opportunities identified previously remain largely relevant to Area B but have been more recently updated as a result of work. It is worth highlighting the following key considerations:

- the challenging topography across Area B (to a greater extent than Area A);
- the requirement for new surface water attenuation features, and existing surface water features including Alsa Brook and its flood plain in the south of the site;
- the implications of the Tidcombe Fen Site of Special Scientific Interest with regards to ecological and hydrological characteristics and the Grand Western Canal County Wildlife Site;
- the Grade II listed buildings within Area B, largely on West Manley Lane; and
- the listed bridges over the former railway line and Grand Western Canal which is also a designated conservation area.

### Access

A key consideration for Area B is the means of vehicular access. The previous Masterplan work identifies the principal point of access into Area B as coming through Area A. Area B is therefore currently dependent upon the creation of this highway link in order to deliver development. Public consultation has previously sought to understand if access in to Area B should be supplemented by additional means of access by an additional means of access either temporary or permanent to accelerate the delivery of this part of the EUE. Options considered as part of the consultation were:

- 1 Continue to gain access solely through Area A in addition to
- 2 Two way access from Mayfair
- 3 Two way access from Manley Lane
- 4 Access via Mayfair and egress via Manley Lane; and
- 5 Access via Manley Lane and egress via Mayfair.

It was resolved at MDDC Cabinet (26th October 2017) that subject to acceptable planning impacts, alternative access arrangements may be considered as part of the scope of this master planning. However, these potential amended access arrangements should not include those at Mayfair and/or Manley Lane / Post Hill Junction.



Fig.14 Relevant nearby planning applications

## Housing Numbers

The extant planning permissions granted within Area A equate to up to 1030 dwellings in outline, of which 248 have reserved matters consent. A further 12 apartments have been granted permission in full via 14/00604/MFUL. The key applications being:

13/01616/MOUT Outline for the development of up to 330 dwellings together with public open space, associated infrastructure and other works including vehicular access, pedestrian / cycle links and highway improvements. The applicant Waddeton Park gained outline planning permission with signed S106 on 18th September 2015.

14/00881/MOUT Outline for up to 700 dwellings, 22,000sqm B1/B8 employment land, care home, primary school, neighbourhood centre with LILO junction on to A361 and access / egress on to Blundell's Road. The applicant Chettiscombe Trust Estate was given outline permission with Section 106 agreement on 12th June 2017.

18/0133/MARM Reserved Matters application, pursuant to Outline application 13/01616/MOUT, for the construction of 248 dwellings, 3 Gypsy and traveller pitches, public open space, landscape planting, pedestrian, cycle and vehicular links; and associated infrastructure. Barratt David Wilson secured consent in August 2018.

Therefore outline planning permission for 1030 homes has been granted of which, at the time of writing this masterplan (early 2020) 248 have also been granted Reserved Matters planning permission. In addition, to date, a further 12 homes have full planning permission. Accordingly, a total of 1042 homes are currently proposed within Area A. With the AIDPD proposing upto 2000 dwellings this would allow a potential for a further 958 dwellings (approx) within Area B. However, the emerging Local Plan figure (Policy TIV1) proposes a range of between 1580-1830 homes within the Tiverton EUE equating to a target range of 538-788 dwellings on Area B.



# 3 VISION AND OBJECTIVES

## A garden neighbourhood

The overall design of the masterplan is based around a series of design principles that seek to create a new garden neighbourhood with a character and appearance inspired by the defining characteristics of Tiverton and its immediate surroundings and that is reminiscent of a garden city environment. Whilst the plan is designed around modern requirements and standards (including making efficient use of land for the provision of new homes) and takes account of sustainability objectives; it seeks to establish a firm foundation for a place that is green, leafy with generous private gardens, making the most of sunlight and natural daylighting, and creating opportunities for community recycling and food production.



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Fig.15 The vision - capturing the feeling of the place

## 3.1 THE VISION

**The overarching ambition of this project is to ensure that an attractive and well-designed garden neighbourhood creates a positive future for the east of Tiverton and Post Hill.**

**2035.** Living in the garden neighbourhood at Post Hill means being able to enjoy the best of Devon rural living, whilst also being close to the heart of Tiverton - which is a couple of miles away. Post Hill is within a lovely rural parkland setting and is a sought after place to live. It is a place that offers a healthy and sustainable lifestyle where local facilities are an easy walk away. Today, the generous green spaces provide a fabulous resource wrapping around the new neighbourhood. The new parkland extends from the Tidcombe Fen and Grand Western Canal to the Lowman River corridor.

Post Hill is unique because of its outstanding natural assets. The diverse local green spaces which dominate its character have established a great backdrop for the new housing; this has been innovatively designed to be modern, comfortable, in keeping with local traditions and to minimise its impact on the planet.

At Post Hill, it is possible to live a life where all aspects of everyday living are available nearby. Residents can work from home or in one of the many supported local business spaces; go to the local primary or Blundell's School; walk, cycle or catch a bus into town or to the Railway Station for

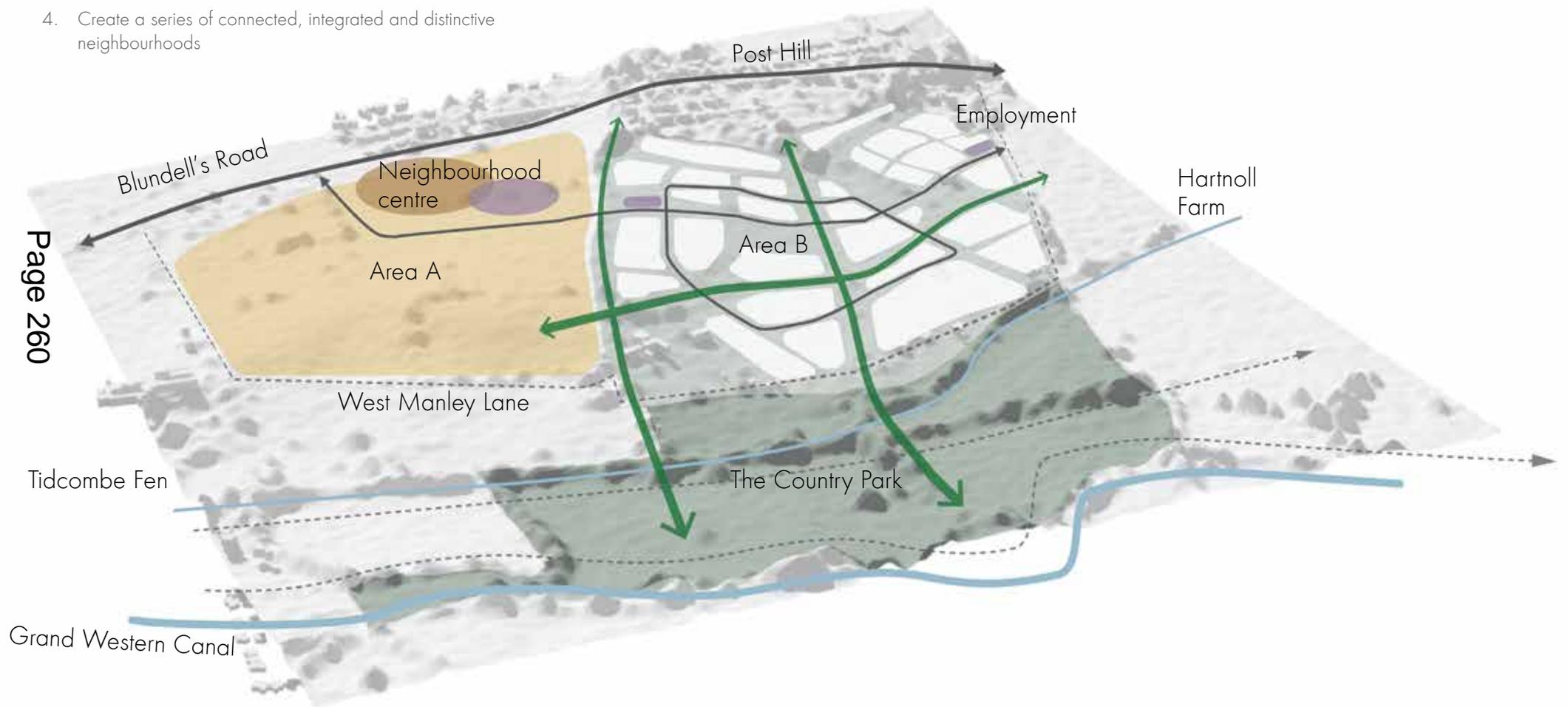
a train to Exeter, Bristol or London; visit the doctor or dentist at the local medical centre; shop at the Post Hill stores and post office; grow food in the numerous local allotments and community orchards – including the reestablished orchards which used to be a feature of the area.

What really sets Post Hill apart is the ability for people to live a modern lifestyle in an area that is part of Tiverton and where a parkland scene meets the countryside. This is made possible by the interplay of the landscape, the country park, and the leafy residential community. New energy efficient homes in Post Hill are sought after by people of all ages. People are choosing to live in what has become a mature and thriving garden neighbourhood set within a quintessentially Devon landscape in the heart of Mid-Devon.

Today's Post Hill is modern, green, vital with local flora and fauna, and really convenient. It is a stunning addition to Tiverton's built environment and today represents a model of how to design a new community in a market town. Its success is borne out by the pride that local residents have in where they live.

The development concept for the masterplan framework is defined by four key objectives. The masterplan and development framework....

1. Is defined by green corridors
2. Set within, but discrete from, the surrounding country lanes
3. Should support the establishment of a new Country Park
4. Create a series of connected, integrated and distinctive neighbourhoods



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Fig.16 Plan highlighting the key development concepts

## 3.2 DEVELOPMENT CONCEPT

The concept layout for the new garden neighbourhood has been determined by four key objectives which will ensure the vision is deliverable and policy objectives are met. The objectives are outlined as follows:

**The masterplan and development framework for Area B is defined by green corridors** – The distinguishing feature of Tiverton's Eastern Urban Extension will be the new garden neighbourhood's relationship with its landscape setting. The structure of Area B is defined by a grid of generous green corridors, the alignments of which are defined largely by retained landscape assets. These corridors traverse the undulating landscape, in both north-south and east-west directions, establishing easy access via green linkages for all new residents to the country park to the south.

There are two principal north-south green corridors. The first is formed by the existing informal lane, lined on each side by mature hedgerows and trees, which defines the threshold between Area A and Area B. The corridor follows the fall in the land from the western edge of the Mayfair properties, down to and across the sharp bend in West Manley Lane towards the canal corridor. At the very southern end of this axis is a small bridge over the canal.

The second north-south axis extends from the southern end of Mayfair and follows an existing hedgerow, down the slope to meet with West Manley Lane to the south. This will provide a generous green route connecting new and existing residents with the Country Park.

**The new garden neighbourhood for Area B will be set within, but discrete from, the surrounding country lanes** – The built extent of the garden neighbourhood is contained within the area bounded to the north side by the existing properties along Post Hill and Mayfair, and to the south by West Manley Lane. It is important that the form and character of new development within Area B responds positively to its landscape setting. **In doing so, it is important to consider the southerly extent of the development.** MDDC has previously sought to restrict development south of West Manley Lane other than in that associated with Green Infrastructure uses including sport and leisure. Further, in seeking to protect local character and amenity it is not intended that vehicular access for residents or commercial development will be gained from Area B directly from either West Manley Lane, Manley Lane or Mayfair. These principles are important to protect the rural and open character of the proposed Country Park and the existing character of West Manley and Manley Lanes.

**The new garden neighbourhood should support the establishment of a new Country Park** – The establishment of a Country Park south of West Manley Lane will provide areas of diverse ecological richness and a distinctive range of environments for wildlife, and enjoyment for local residents and the wider community. The Park has the potential to become a focus for community and educational activities and the Council will seek to prepare and agree a neighbourhood management plan jointly with the applicants prior to the commencement of development. The Park will create a unique environment, directly connected to the Tiverton EUE garden neighbourhood, which will significantly enhance the setting of the new housing. The links and paths created through

this Country Park will directly connect with the canal towpath in a controlled way through specific locations. This will enable the canal corridor to emerge as the increasing focus of activities with the potential to support ongoing investment in, and improvement of, the corridor and wider park setting.

**Creation of a series of connected, integrated and distinctive neighbourhoods** – Combining to create the opportunity for the establishment of a series of connected, integrated and distinctive neighbourhoods - the fall of the land; the distribution of existing landscape assets; the resultant proposed green infrastructure framework; the need for a range of housing types and densities and the pattern of land ownerships. The proposed network of permeable and connected routes will ensure phases of development do not result in cellular and unconnected neighbourhoods. New streets will interlink together within the site and establish direct connections beyond the site boundary to ensure new development in Area B forms a key part of a fully integrated garden neighbourhood. The scale and density of development will vary across the site. This is reflected in the local street hierarchy, location within the site in relation to the planned neighbourhood centre in Area A and the sites more rural fringes. Distinctive neighbourhoods will be established as phases of development are delivered. Each will contain a mix of housing types and tenures which respond positively to the opportunities and assets around it. Generally, higher densities will be focussed along the main routes towards the western side of Area B and closest to the proposed neighbourhood centre.



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Housing on Blundell's Road (south side)



Uplowman Road



A private drive in Post Hill

Fig.17 Aerial photograph highlighting structural elements of the Post Hill area

## 3.3 GUIDING PRINCIPLES

This chapter draws together the planning policy aspirations and the key messages from the vision into a series of guiding principles from which the development concept and subsequent masterplan will be drawn. These have also been carried over from the previous masterplanning, being equally relevant to the current considerations of Area B. They have been updated where necessary to reflect the latest position.

### 3.3.1 A. Character

#### A. Establishing a garden neighbourhood character

The new neighbourhood will be an extension to the existing town and as such it is important that its character and appearance is derived from Tiverton and most especially Post Hill.

An overarching guiding principle is that the new place establishes a mature garden neighbourhood that takes its cues and inspiration from the character of the locality.

A defining character of Post Hill is the simple arrangement of houses in gardens set within a mature landscape setting. Originally developed during the inter war years, many of the design principles that guided the development of the area were taken from those of the garden city movement - these were responsible for new towns such as Letchworth and Bourneville.

More remote housing in the area such as the residential clusters on West Manley Lane have a more traditional rural character.

The challenge is to create a garden neighbourhood that is inspired by the best of the past and yet is relevant to today's requirements – this means creating a place with suitable densities, guided by sustainable design principles and responsive to the character of the site and the locality.

In order to secure a garden neighbourhood the following characteristics of Post Hill and garden city design should be considered in by designers in shaping the new place:

#### A1 Structuring elements

A united and cohesive layout – making the most of natural contours and features - a green and leafy open character – a clear overall structure to streets and spaces - views to the surrounding countryside – straight roads – straight hedgerows – consistent and straight building lines – simple rectilinear geometry – the layout of houses creates a rhythm with regular spacing and regular gaps – cul-de-sacs – single and two storey buildings – detached houses in gardens – landscape dominated streets – glimpse views of houses through landscaped front gardens – wide frontage housing – informal layout in some areas – private lanes – retention of existing routes – detached, semi detached and terraces set in front gardens – grid street patterns – open spaces and recreational areas – tree lined streets – grass verges – existing trees and hedgerows – landscape dominated streets – streets radiating from the centre – meandering country lanes – rural character in more remote areas – individual houses in the countryside – farm complexes on West Manley Lane

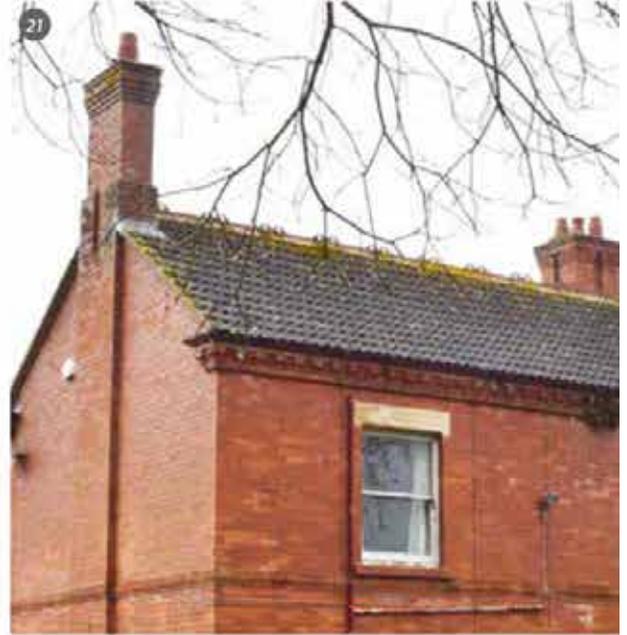


Fig.18 Images representing different characteristics of the Post Hill area



A2 Detailed design

Architecture inspired by local design and the arts and crafts movement – gables – garden city aesthetic – white render – red brick – variety in architectural styles – grass verges – tree lined streets – stands of trees – timber – devon banks – hipped roofs – chimneys – beech hedges – stones walls – individual trees – some mature evergreen trees – rural lanes – slate roofs and clay tiles – hedges – painted timber





Fig.19 local architectural character

### 3.3.2 B. Urban Design - Placemaking and quality design

#### Building for Life and Safer Places

The new garden neighbourhood should be designed in accordance with best practice in urban and rural design and as such should respond to Building for Life 12, Safer Places criteria together with the National Design Guide (2019) and more locally the Tiverton EUE Design Guide (2016). These represent a tangible measure for determining how successfully a new neighbourhood has been designed including emphasis on creating a community.

#### Integrating into the new neighbourhood

##### B1 Connections

The scheme should integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site.

##### B2 Facilities and services

The development should provide (or be close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés appropriate to the scale of the development.

##### B3 Public transport

The scheme should have good access to public transport to help reduce car dependency.

##### B4 Meeting local housing requirements

The development should have a mix of housing types and tenures that suit local requirements and need.

#### Creating a place

##### B5 Character

The neighbourhood should create a place inspired by the defining characteristics of Tiverton and its immediate surroundings with the aim of achieving a high quality environment.

##### B6 Working with the site and its context

The scheme should take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimate.

##### B7 Creating well defined streets and spaces

New buildings should be designed and positioned with landscaping to define and enhance streets and spaces. They should also be designed to turn street corners well.

**B8 Easy to find your way around**

The development should be designed to make it easy to find your way around.

**Street & Home****B9 Streets for all**

Streets should be designed in a way that will encourage low vehicle speeds and allow them to function as social spaces.

**B10 Car parking**

Resident and visitor car parking should be sufficient and well integrated so that it does not dominate the street and building frontages. Electric vehicle charging points provision should as a minimum meet Local Plan policy requirements.

**B11 Public and private spaces**

Public and private spaces should be clearly defined and designed to be attractive, well managed and safe.

**B12 External storage and amenity space**

Adequate external storage space for bins, recycling, vehicles and cycles should be properly considered.

**Safer Places**

The Planning System and Crime Prevention

The seven attributes of sustainable communities that are particularly relevant to crime prevention are:

**B13. Access and movement**

The scheme should have well defined routes, spaces and entrances that provide for convenient movement without compromising security;

**B14. Structure**

The neighbourhood should be structured so that different uses do not cause conflict;

**B15. Surveillance**

Proposals should ensure that all publicly accessible spaces are well overlooked;

**B16. Ownership**

The development should promote a sense of ownership, respect, territorial responsibility and community;

**B17. Physical protection**

The neighbourhood should include necessary, well-designed security features;

**B18. Activity**

The scheme should be designed to ensure that the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

**B19. Management and maintenance**

The place should be designed with management and maintenance in mind, to discourage crime in the present and the future.

### 3.3.3 C. Movement - transport

Policy TIV2 sets out requirements for transport provision to support the proposed EUE. The policy includes provision of a new junction onto the A361 along with other enhancements.

Trigger levels for the provision of highway infrastructure and routes have been appraised based upon greater understanding of the likely highway impacts of the development between Heathcote Way and Putson Lane. The triggers are set out in Infrastructure Requirements and Triggers for Delivery in Section 6.

MDDC expects that policy and the following guiding principles will be met.

C1. The new garden neighbourhood will have a network of movement corridors and connections with the existing town that ensures the promotion of sustainable modes of transport and the reduction of the need to travel by private motor car.

C2. The structure of the overall development should create a well connected and walkable neighbourhood focused around a mixed use neighbourhood centre. This should include good pedestrian and cycle connections throughout the area and provision for public transport.

C3. The new neighbourhood should have a clear and legible hierarchy of streets and spaces to respond to different travel and movement needs.

C4. There should be strong links and connections between the existing community, adjacent neighbourhoods, Tiverton town centre and the new community.

C5. Where appropriate streets should be designed to provide pedestrian priority.

C6: Provision should be made to enhance connections and the ability to travel by cycle.

C7. Environmental enhancements and traffic calming should be introduced on Blundell's Road and Post Hill. This should have regard to a village green focused around local facilities.

C8. Blundell's Road will continue to play an important transport role in the way that the area relates to the wider town. TIV2 (6) requires traffic calming and environmental enhancement to Blundell's Road to ensure suitable transport management. It is to be retained as a through route, however a range of measures are proposed. Traffic calming measures and environmental enhancement on Blundell's Road between Heathcote Way and Tidcombe Lane have been designed and constructed. Development of Area B will necessitate the delivery of traffic calming measures on Blundell's Road between Tidcome Lane and Putson Lane.

These could include; shared surface and potential 20mph zones at the neighbourhood centre, new pedestrian crossings and an enhanced cycle lane.



Fig.20 sustainable movement

- 1 A361 to North Devon, the M5 and Tiverton Parkway
- 2 Local road connections to Tiverton and villages
- 3 Pedestrian and cycle routes to town and countryside
- 4 Pedestrian and cycle routes to town and countryside
- 5 Shared surface, 20mph zone at key locations

- Neighbourhood centre
- Employment
- Green Infrastructure and open space
- Proposed development
- Existing development
- Existing routes
- Grand Western Canal
- Walk distances (circa 400m distance)
- Connections

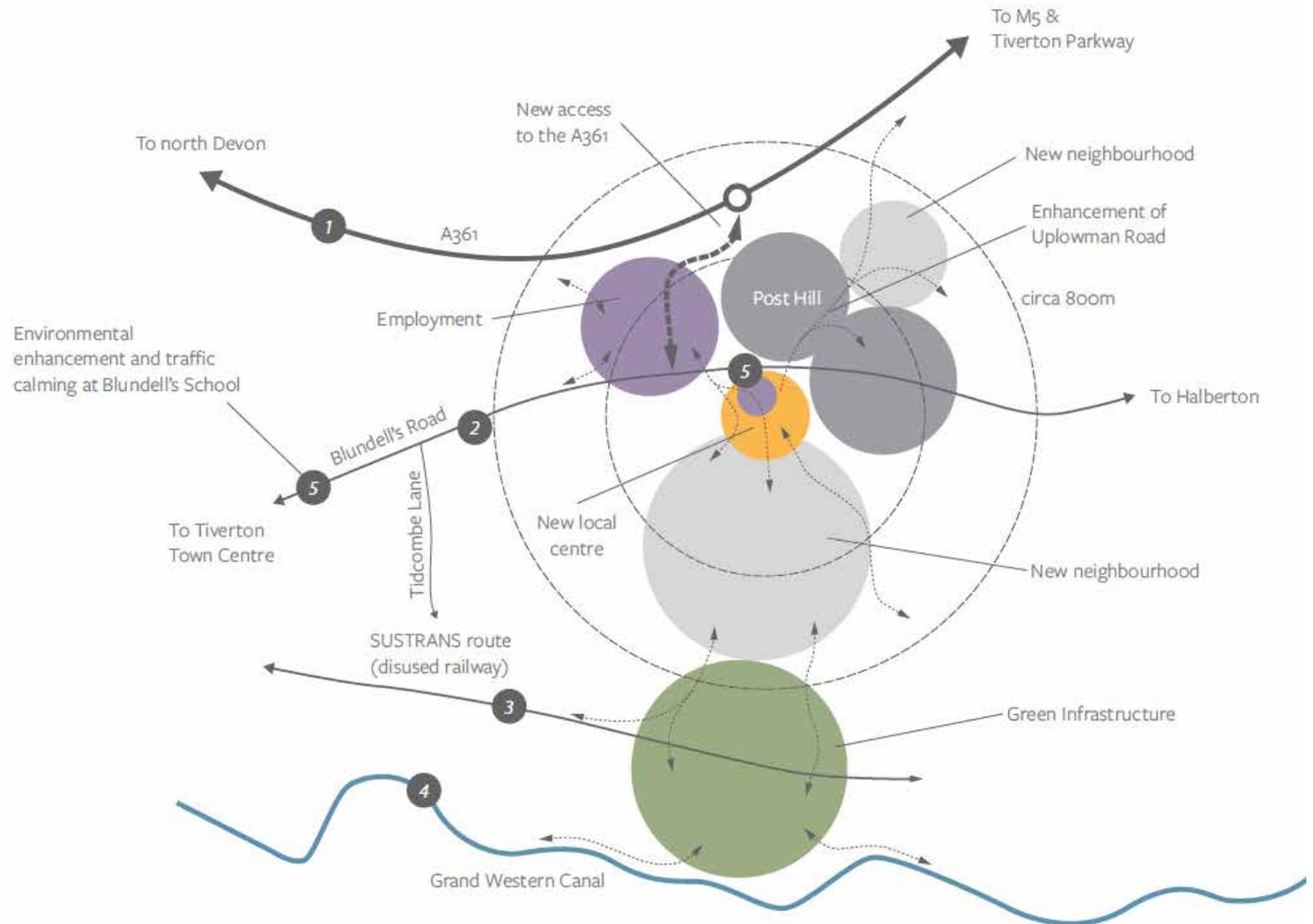


Fig.21 A well connected and walkable neighbourhood focused around the neighbourhood centre

The impact of traffic and air quality will need to be taken into account in the design of the scheme.

Guiding principles for the detailed design of this section of traffic calming and environmental enhancement scheme should include:

C8a. Reducing traffic speeds;

C8b. Reducing pedestrian / traffic conflict and ensuring safe pedestrian crossings;

C8c. Enhancing cycle provision;

C8d. Creating an attractive traffic calmed environment reflective of the significance of Blundell's Road as a gateway to Tiverton from the east; and

C8e. Ensuring air quality is not detrimentally affected and mitigation measures (as appropriate) are incorporated.



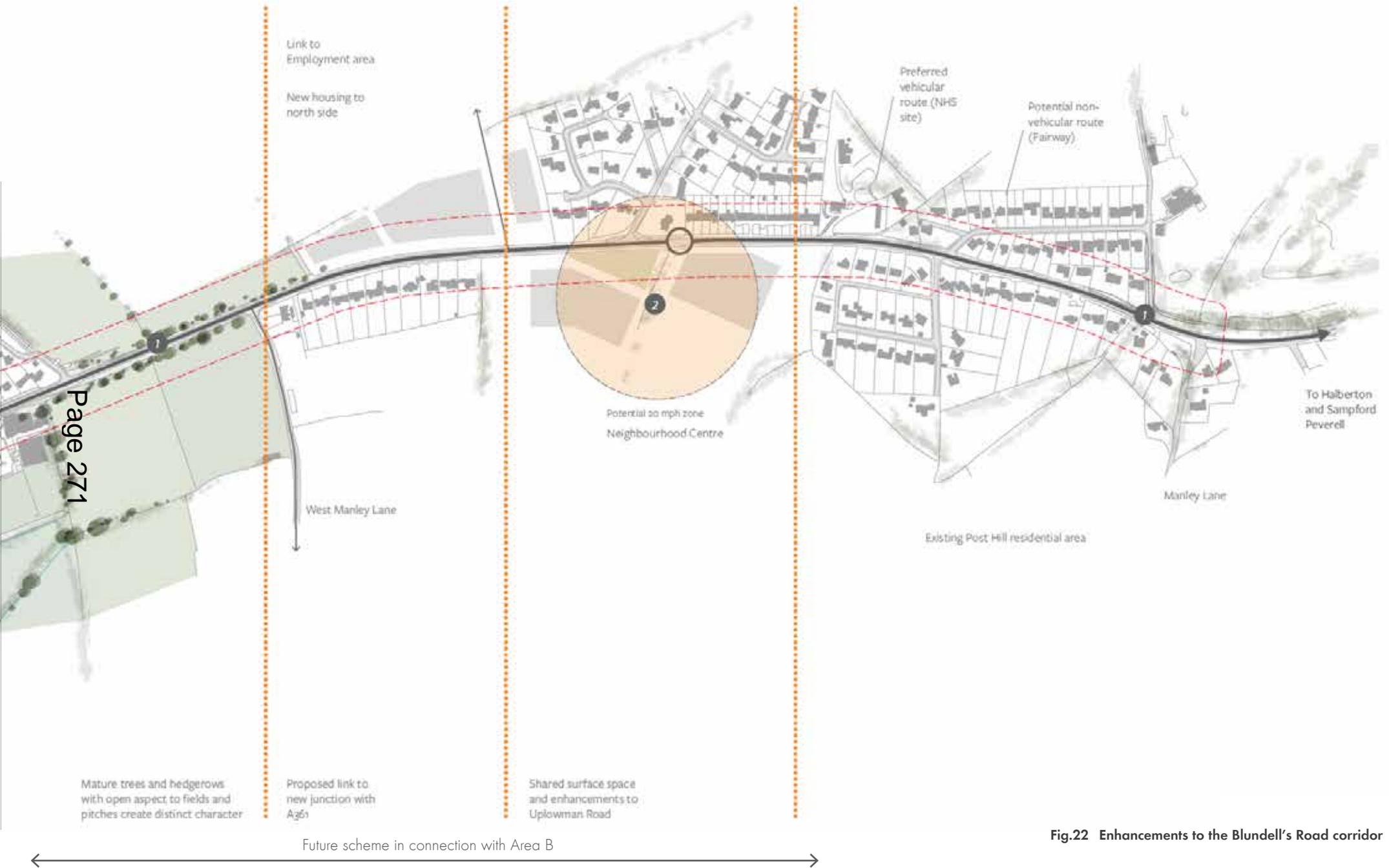


Fig.22 Enhancements to the Blundell's Road corridor

### 3.3.4 D. Landscape, open space and recreation

Policy TIV3 sets out policy requirements for green infrastructure including open space, sports and recreation provision and environmental protection and enhancement, to support the proposed EUE. The new garden neighbourhood will comprise significant areas dedicated to landscape, open space, Sustainable Urban Drainage Systems (SUDS) and wildlife habitats commensurate to the scale of development.

Policies within the Local Plan Review set out policy expectations for the delivery of infrastructure as part of the overall approach to the phasing of the development. This includes triggers for the provision of areas of green infrastructure. Development will be required to deliver public open space and Green Infrastructure in a comprehensive and co-ordinated manner. Means of delivery and timing of public open space and green infrastructure need to be secured in phases with residential development.

With the exception of identified areas of deviation, MDDC expects that policy and the following guiding principles will be met.

D1. The structure of the development should be shaped around the existing character and features of the landscape, reinforcing the qualities of the neighbourhood.

D2. Development should retain and enhance existing important fauna and flora across the site

meeting at least the requirement of planning policy guidance and legislation.

D3. Development should ensure that landscape and open space is integrated into the new community, and is used to connect the various parts of the neighbourhood together, creating strong green links and corridors into the wider landscape.

D4. The landscape and greenspaces should be multi-functional, incorporating water attenuation (SUDS), food growing (allotments and orchards), informal, formal and children's play and recreation.

D5. Provision should be made for appropriate management regimes to be put in place to ensure ongoing maintenance and stewardship of the landscape areas and SUDs. The SUDs management regime to include a planting and maintenance regime and water quality monitoring programme linked to future mitigation where necessary. Management regimes also to be supported by appropriate evidence base.

(Tidcombe Fen, its catchment and buffer zone to the west of Pool Anthony Railway Bridge is identified as Green Infrastructure in the Local Plan Review - no change is proposed to this area).



Fig.23 local landscape and open space

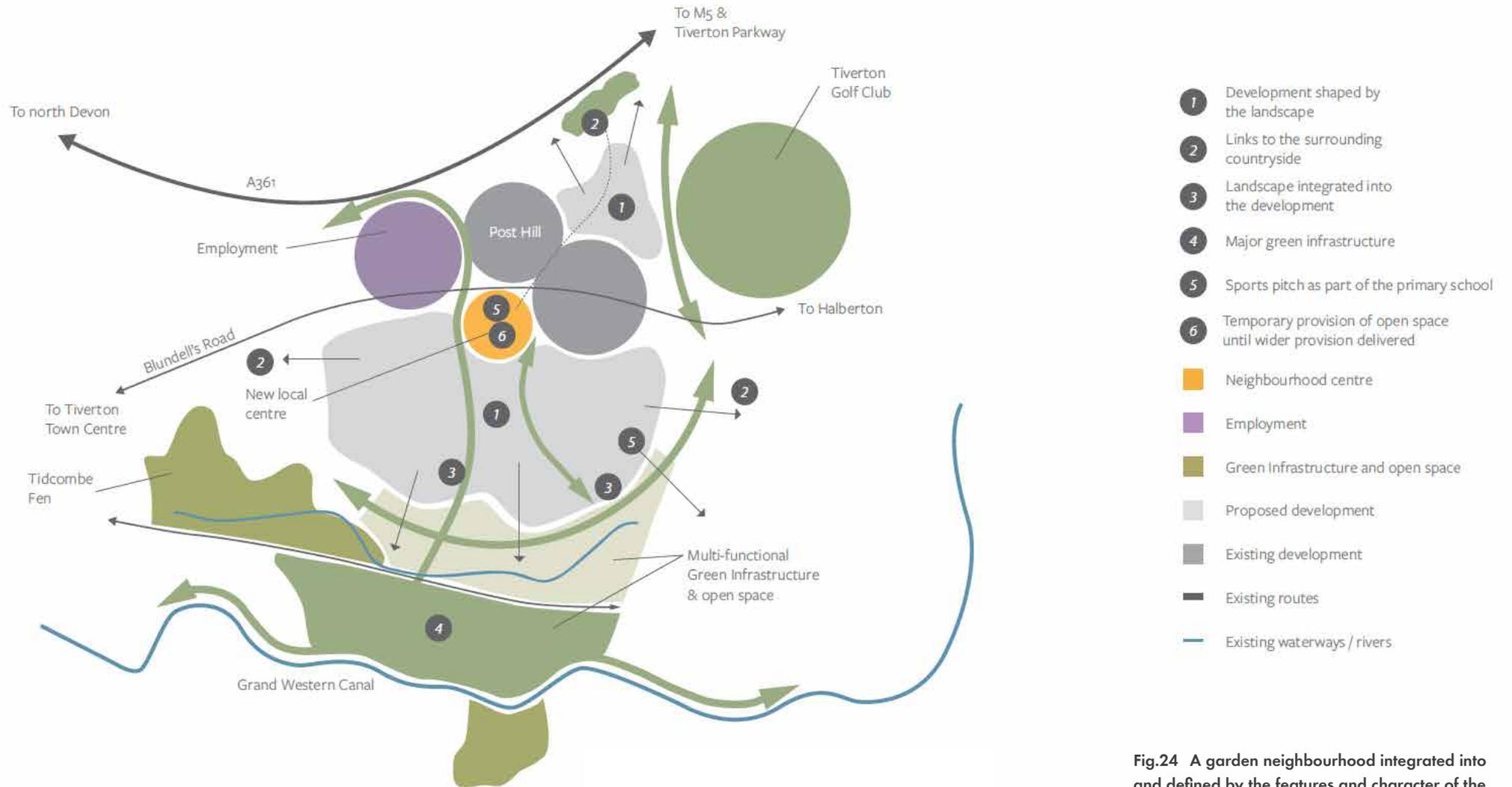


Fig.24 A garden neighbourhood integrated into and defined by the features and character of the landscape. Green links connecting the community and landscape together.

### 3.3.5 E. Socially equitable

The role of the wider EUE will be as a new neighbourhood for Tiverton that is self sustaining, respectful of the existing Post Hill community and part of the wider town. The new neighbourhood should be designed to be equitable, balanced and fair for all ages of society.

E1. In the new neighbourhood there should be access for all to employment opportunities - either within the community or within easy reach.

E2. There should be access for all to nursery and primary education. Wider opportunities should be available for secondary, further and adult education.

E3. In the new neighbourhood there should be access for all to health facilities, either within the community or within easy reach.

E4. Open space and landscape should be an integral part of the new community. Opportunities for food growing, safe walking and cycling, sports and play should be available to everybody.

E5. The new neighbourhood should have a suitable balance and distribution of housing comprising homes of all types and tenures including; affordable housing (target of 35% subject to viability), self and custom build serviced plots and at least 5 pitches for gypsies and travellers across the wider EUE area.

E6. The neighbourhood should be designed so that it respects and integrates positively with existing communities and so that they share the benefits.

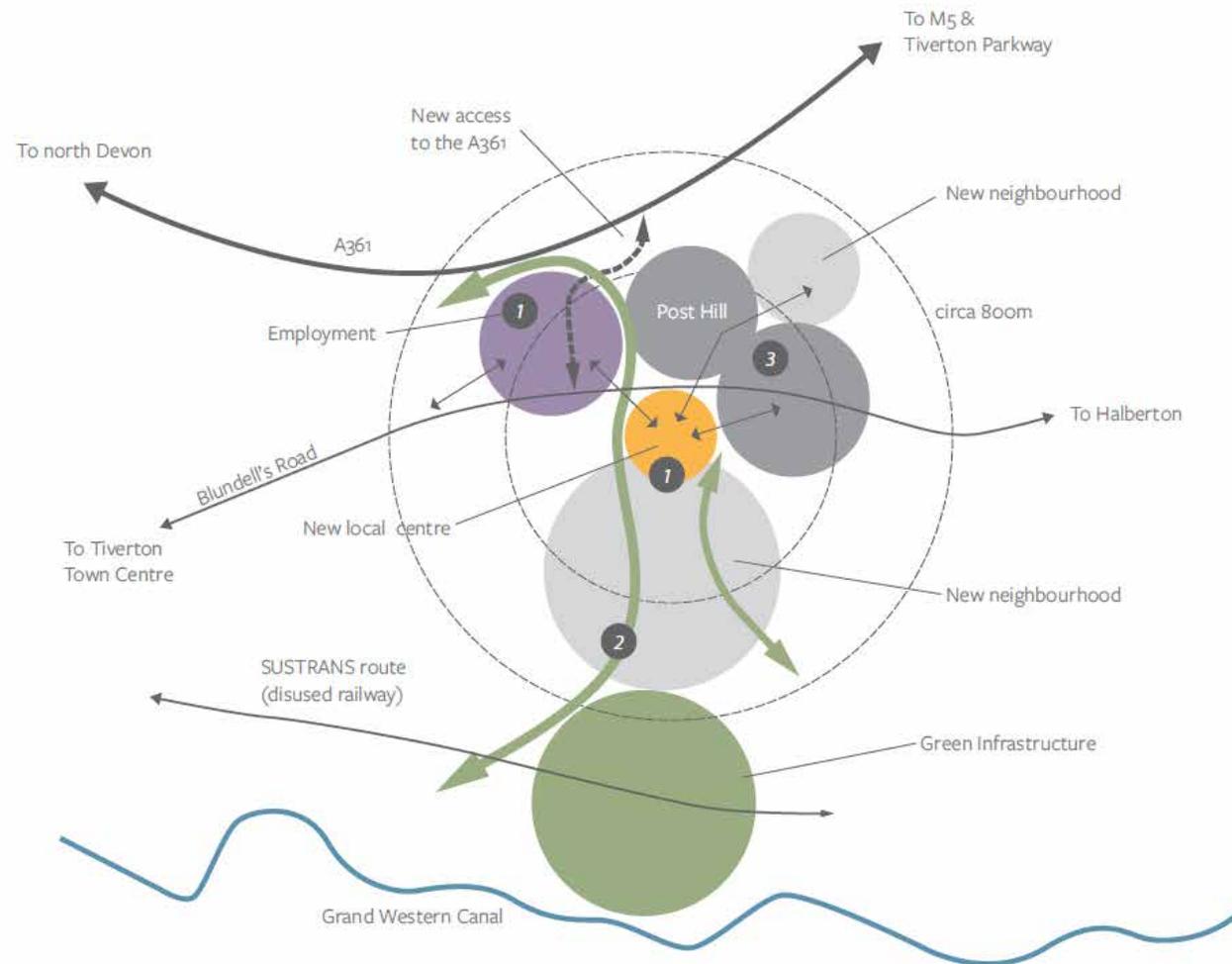


Fig.25 A balanced neighbourhood where everyone is able to access facilities and services

- 1 Employment, services and facilities accessible by all
  - 2 Open space and landscape integrated into the development
  - 3 Existing communities at Post Hill
- 
- Neighbourhood centre
  - Employment
  - Green Infrastructure and open space
  - Proposed development
  - Existing development
  - Existing routes
  - Grand Western Canal
  - Walk distances (400m and 800m distance)
  - Connections



Fig.26 Existing route along the canal

### 3.3.6 F. Economy and employment

Policy TIV1 sets out a requirement for at least 30,000sqm of employment floorspace to be provided over the whole of the Tiverton EUE area and phased in relation to the delivery of housing and infrastructure. Of this 22,000sqm of B1/ B2 employment land together with a care home has been granted outline planning permission in Area A. Area B will be expected to deliver the outstanding balance of employment floor space of circa 2,500 sqm. **This is expected to fall within use class B1 (office or light industrial) and therefore by definition suitable for location in close proximity to residential uses.**

The level of employment provision also takes into account the need to create a high quality, attractive approach to Tiverton along the Blundell's Road corridor and from the A361.

MDDC expects that policy and the following guiding principles will be met. Whilst the major of employment land will be provided north of Blundell's Road adjacent to the new A361 junction opportunity also exists to provide small 'satellite' clusters within the proposed residential areas.

It is important that the character and appearance of the employment area contributes positively to the sense of place of the new neighbourhood. The following guiding principles should be considered in shaping the form and character of the area.

#### Integrating into the neighbourhood

##### F1 Visibility and connections

The scheme should integrate into its surroundings by reinforcing existing connections and creating new ones; ensuring employment land is located to give businesses the best chance of success. The scheme should provide accessible employment land in a high quality environment at the heart of the community.

##### F2 Facilities and services

The employment land should be complementary and be located (or be close to) residential areas, community facilities and amenities in the neighbourhood centre as well as being well connected to services in the wider town.

##### F3 Public transport

It is envisaged that the EUE will drive greater bus patronage and service provision. This is likely to be linked with the phased delivery of the development, with initial phases served by buses on Blundell's Road/Post Hill, and subsequent phases providing bus access through Area B. In this regard, the main spine road has been designed to facilitate two-way bus movements, and a 'loop' has been provided which would enable buses to enter Area B, circulate and exit back onto Blundell's Road. Employment land should be positioned so that businesses will be directly linked to the new and existing communities in order that people can walk, cycle and use public transport to get to work.

##### F4 Meeting local employment requirements

Enterprises in the new neighbourhood should where possible support existing business and the wider Tiverton economy helping to meet local requirements and need. The new neighbourhood should provide a varied range of employment opportunities from different sectors and at different scales.

##### Creating a place

##### F5 Character

The employment area should create a place that is locally distinctive and complements the wider neighbourhood.

##### F6 Working with the Area B site and its context

Employment land should be accommodated satisfactorily from an environmental, residential and viability perspective.

##### F7 Creating well defined streets and spaces

New employment buildings should be designed and positioned with landscaping to define and enhance streets and spaces. They should also be designed to turn street corners well.

**F8 Easy to find your way around**

The employment area should be designed to make it easy to find your way around.

**Street & workplace**

**F9 Streets for all**

Streets should be designed to take account of all transport modes and servicing and access requirements within an attractive public realm.

**F10 Car parking and servicing**

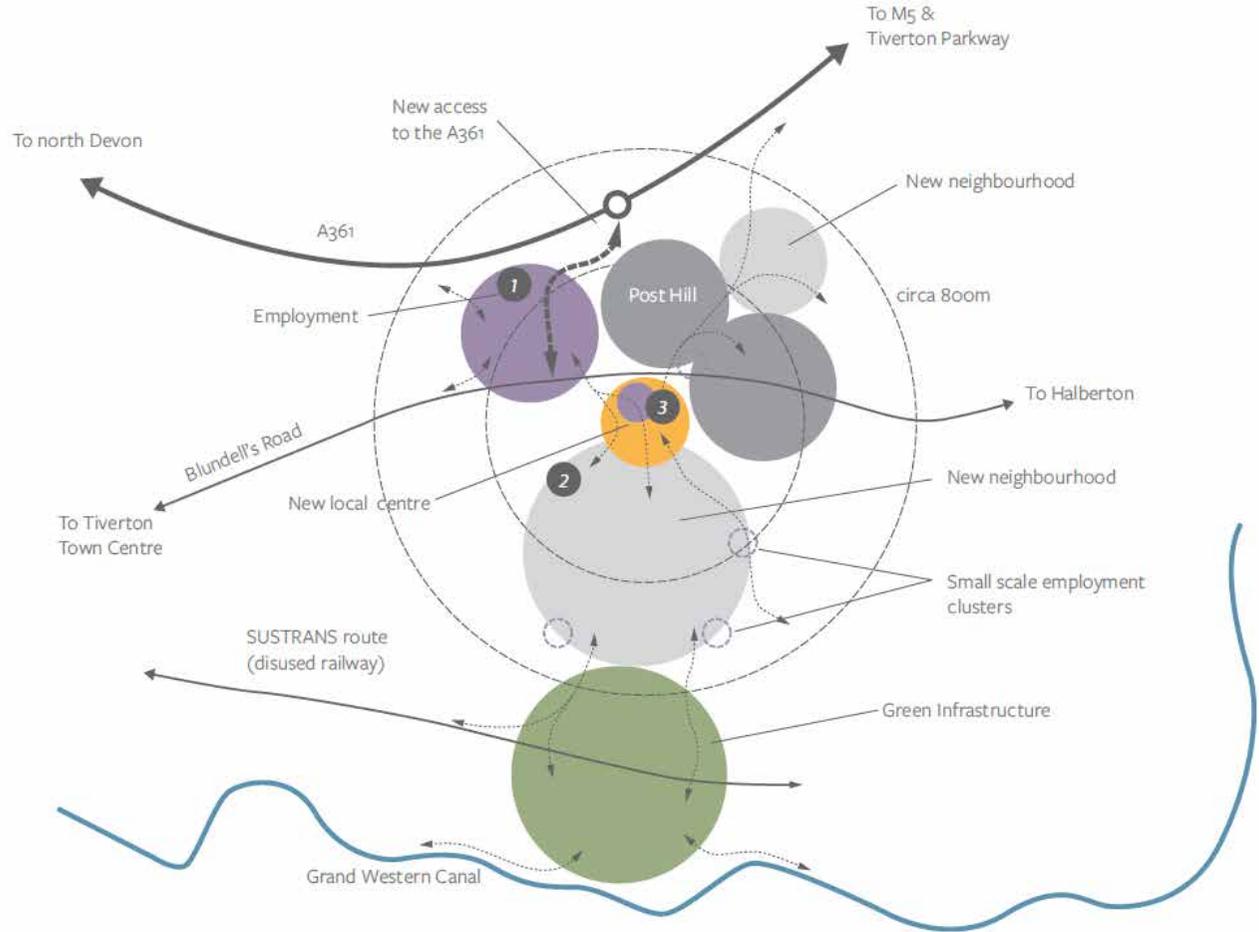
Car parking and servicing arrangements should be sufficient and well integrated so that it does not dominate the street and building frontages. Electric vehicle charging points provision should as a minimum meet Local Plan policy requirements.

**F11 Public and private spaces**

Public and private spaces should be clearly defined and designed to be attractive with well managed and safe service areas.

**F12 External storage and amenity space**

Adequate external storage space for bins, recycling, vehicles and cycles should be properly considered.



**Fig.27 Employment integrated into the heart of the neighbourhood, located to ensure the best chance of success**

- Neighbourhood centre
- Open space
- Proposed development
- Employment
- Existing development
- Existing routes
- Grand Western Canal
- Walk distances
- 1 Employment with excellent access in a prominent location
- 2 Employment directly link to existing and new residential areas
- 3 Employment at the heart of the new community



Fig.28 Energy and resource efficiency

### 3.3.7 G. Energy and resource efficiency

Policies S1 sets out the sustainable development priorities. Sustainability and carbon reduction are also dealt with through Building Regulations. MDDC expects that policy and the following guiding principles will be met.

Within the adopted Devon Waste Plan (2011-2031) Tiverton EUE is referred to as a 'Strategic Energy Recovery Location'. It should be noted that only part of the Tiverton EUE Area A is identified in the Devon Waste Plan, with the area covered by this masterplan (Area B) being excluded. Nevertheless, Devon County Council expect development in Area B should have the ability to connect into a heat network if such a facility be delivered at a future date. Planning permissions granted in Area A to date have secured the ability for development to connect into the heat network if such a facility should be delivered at a future date.

It is anticipated that reduced carbon levels will be achieved across the site through a combination of enhanced building fabric and provision on site renewables e.g. solar thermal and photovoltaic panels, where appropriate. MDDC would encourage developers to consider the incorporation of design innovation including for example zero carbon homes.

The new neighbourhood should be designed with energy and resource efficiency in mind.

G1. Development layout and massing should consider solar access for domestic properties - allowing passive heating and maximising natural day lighting.

G2. Streets, blocks, plots and buildings should be designed to consider the ability for renewable energy technologies to be introduced. This can be achieved for example by providing south facing roof slopes, large south facing gardens and larger windows on the south facing elevations.

G3. Consider the design of streets and buildings to enable passive solar control - avoiding summer overheating and permitting the benefits of solar gain in winter.

G4. Better buildings - consider the adoption of high standards of fabric efficiency to reduce the requirement for space heating.

G5. Consider the introduction of energy efficiency controls so that they are user friendly and can operated as they are intended by residents. For example provision of solar hot water.

G6. Water management measures (Policy S9, Local Plan Review) should be put in place across the new neighbourhood to ensure that SUDS and

attenuation ponds are provided reducing flood risk and retaining run off within the site.

G7. Water harvesting and reuse should be considered.

G8. Opportunities should be taken to provide permeable surfacing of streets and landscape.

G9. The new neighbourhood should be designed to reinforce the importance of waste recycling and the efficient treatment of waste as well as waste minimisation and re-use.

G10. The masterplan should be designed and delivered to ensure that residents and employees are encouraged to travel in the most sustainable ways. This should be achieved by distributing land uses, residential densities, public transport, pedestrian and cycle routes and community facilities in convenient and interrelated locations. Applications will need address these issues and submit a comprehensive travel plan. Electric vehicle charging points should be incorporated. Proposals should also consider a wide range of green travel initiatives. This may include the provision of a car club scheme.



# 4 THE MASTERPLAN



- Urban extension Area B boundary
- Waterway
- Green area
- Mature trees
- Hedgerow
- Vehicular access
- Indicative** - no direct access from Manley Lane  
Third party land required (see section 2.4)
- Pedestrian/cycle access
- approx. 50 dwellings per hectare
- approx. 40 dwellings per hectare
- approx. 30 dwellings per hectare
- approx. 25 dwellings per hectare
- Employment / mixed employment
- Primary road frontage
- Landscape frontage
- Residential frontage

Fig.29 Illustrative Framework Plan (see figure 35 for open spaces plan)

## 4.1 THE MASTERPLAN

The Masterplan contained in this Area B SPD provides a spatial representation of the Tiverton's new garden neighbourhood at Post Hill – to help illustrate how neighbourhoods, streets, open space and land uses should be arranged in order to ensure that the vision, concept and guiding principles are delivered in the right way.

The plan for Area B has been designed around a number of structuring elements that will define the quality and sense of place of the new neighbourhood. These are shaped and knitted together by the guiding principles.

### Terms of the masterplan

The framework plan is illustrative and as such is designed to provide guidance about the quantity and location of different land uses as well as where key connections should be made throughout the neighbourhood. The plan is intended as a flexible tool so that the shape of different aspects of the new garden neighbourhood can be designed in many ways to respond to different circumstances. The actual position and alignment of routes, shape of blocks, streets and open space will of course vary from what is illustrated in the framework plan.

### Responding to context

The context for Area B is largely established by the progress that has been made in the masterplanning of the adjacent Area A. There are two aspects of Area A in particular which are of critical importance to Area B:

- 1 The location of the planned neighbourhood centre which is proposed to be located north-west of Area B;
- 2 The alignment of the principal street providing access to Area B crossing over Area A.

The adjacent proposed neighbourhood centre, centred around a new village green, will be an important focal point for community life in the area. As well as housing accommodation – a mix of town houses and apartments of a slightly higher density than the surrounding parts of Area A – the centre is anticipated to comprise a new primary school, shared community facilities including public open and formal sports spaces, local shopping facilities to meet every day local retail needs and some smaller scale employment opportunities. The neighbourhood centre would also be a hub for bus services into the town centre. The neighbourhood centre is located to serve both Areas A and B.

### Working with the landscape assets

Area B's gently undulating topography affording views down to, and across the canal corridor, is one of its principal environmental assets. The rolling character of the landscape presents opportunities to inform the alignment of streets and lanes across the site.

The site also benefits from an existing network of mature and ecologically rich hedgerows and areas of mature trees and pockets of mature woodland, principally south of West Manley Lane. It is important that these assets are retained as the site comes forward for development. Retention of these assets has formed the basis of the landscape strategy for the site which underpins the masterplan outlined in this SPD.

### Establishing a Country Park

As outlined in the 2018 SPD, there is a unique opportunity to establish a new Country Park between West Manley Lane and the canal corridor. This would provide a defining characteristic of the garden neighbourhood and the masterplan has been designed around making the most of this opportunity. As part of this concept, no built development (unless directly associated with the Country Park GI uses including sport and recreation (will be permitted south of West Manley Lane). West Manley Lane therefore defines the southern boundary of the area to be developed.

The Country Park would be a community, open space, recreation and ecological resource for the Tiverton EUE. The vision for the Park includes the establishment of the following features and attractions:

- Improved links to the canal corridor and towpath/via specific managed access points;
- **Wetland areas, attenuation ponds and other SUDs features subject to hydrological analysis.**
- Woodland areas with retained veteran trees and new tree planting;
- Retained and enhanced hedgerows for enhanced biodiversity;
- Areas of pasture **and meadows**;
- Open spaces and flat landscapes and in the parkland; and
- Informal areas for play and recreation;
- Generous green links with the garden neighbourhood to the north.

Opportunities are likely to arise for the creation of allotments and orchards throughout the parkland providing easy access from all parts of the community. Improving connection to the canal is a key priority as there is scope to improve and intensify leisure activities along this beautiful corridor. Similarly, improving links to the old railway line which is now part of the National Cycle Network Route 3 long distance route connecting Land's End in Cornwall to Bristol.

Some areas of the park will feel remote from housing and others will be overlooked directly. The new parkland will provide a fabulous resource for the community, as well as a beautiful setting for the new neighbourhood.

### **A permeable and connected network of streets and lanes**

It is essential for the garden neighbourhood to be integrated, accessible and connected. A permeable network of streets, fully integrated as a natural continuation of Area A to the west, is required. Supported by appropriate developer contributions, access to an enhanced local bus service network will be provided, with the nearest stops likely to be within the proposed adjacent neighbourhood centre.

Establishing vehicular access to the residential part of the site is clearly a pre-requisite for development. The site however does not benefit from direct access to Blundell's Road / Post Hill. Manley Lane to the east and West Manley Lane to the south form the only existing highway boundaries to the area to be developed. These historic narrow country lanes, lined on either side by mature hedgerows, are not suitable for the levels of traffic that would be generated by the garden neighbourhood. Vehicular access to the site must therefore be secured from access points that operate independently of these lanes. With the exception of emergency access, no direct vehicular access to serve the residential and employment development areas shall be provided via Manley Lane, West Manley Lane or Mayfair.

The principal point of vehicular access to Area B is established through the masterplan for Area A. The main road linking the neighbourhood centre and central part of Area A with Blundell's Road turns east to meet the boundary with Area B. This road alignment is continued in the Area B masterplan,

west-east across the site towards Manley Lane. The delivery of Area B would benefit from additional alternative vehicular access point. There are a number of potential opportunities for this to be delivered, although all would require land beyond the direct influence of this SPD.

The masterplan for Area B establishes a hierarchy of streets and lanes which provide direct, safe and overlooked pedestrian and cycle routes across the site as a whole which align with potential routes within Area A to the west. Pedestrian and cycle connections are also established to the south, linking with the Country Park and its network of paths, spaces and facilities.

### **A collection of neighbourhoods and places**

Conditions associated with the land surrounding Area B present a range of different contexts. Existing properties along Post Hill and Mayfair present their south facing back gardens to the northern part of the site. Older, detached rural dwellings, dispersed informally along West Manley Lane, create a more informal threshold to the south of the area to be developed. To the west, the development of Area A creates a less sensitive threshold where development should naturally transition to create an integrated garden neighbourhood. **A key objective of the footpath network is to secure good access between these neighbourhoods.**

These different conditions create opportunities for a range of different housing types and densities to be provided across the site. The character of new development in different parts of the site will

therefore vary, with different neighbourhoods and respond positively to their particular contexts.

Whilst housing will be the predominant land use across the site, there is a requirement for a modest amount of employment development. Employment uses are considered to be most appropriately located at either end of the principal street that crosses the site, close to the neighbourhood centre to the west and the commercial uses of Hartnell Business Centre assuming appropriate access can be secured.

### A network of open spaces

In addition to the Country Park, the redevelopment of Area B will be delivered with the benefit of a site-wide network of green routes, parks and open spaces, allotments and formal sports facilities. The distribution of these community assets will ensure they are accessible to all new and existing local residents.

The network of green routes, connecting spaces and places is determined, where possible, by existing hedgerows. **The exact alignment of routes will be determined during later design stages.** A key objective of the green infrastructure network across the site is to secure good access from all parts of the site to the Country Park. A key north-south green spine extending the hedgerow axis from the south of Mayfair all the way to West Manley Lane will provide pedestrian access to the Country Park. **Designation of public rights of way and bridleways will be reviewed at later stages in the planning process.**

There is a requirement for formal sports provision within Area B which will provide facilities for all new and existing residents. These sports pitches are best located on the flatter central part of the site north of West Manley Lane. Other open spaces will provide opportunities for community allotments, informal play spaces and a centrally located community green within which opportunities to express or interpret the site's archaeological features should be taken.

The play spaces are distributed evenly across the northern, residential part of Area B so that opportunities for informal and formal play for all ages are located within 300m (6-7mins walk) of the new homes and so that a range of play experiences can be provided. This is in accordance with the draft local plan.

### A sustainable settlement

The masterplan for Area B has been designed to provide a suitable foundation for achieving a sustainable development form. Similar to the proposed development of Area A, this is manifest in a number of the key characteristics of the proposed neighbourhood:

- New development will be within walking distance of the adjacent planned neighbourhood centre;
- The neighbourhood centre provides critical community facilities for new residents, including a primary school;
- Developer contributions towards enhanced public transport and good quality cycle infrastructure will

ensure residents are well connected to Tiverton and other nearby centres.

- The framework provides scope for a range of different housing neighbourhoods, typologies and tenures to be provided, at a range of housing densities. This will help to deliver mixed, vibrant and sustainable communities;
- The establishment of a new Country Park, with integrated links to the canal corridor, will evolve into an important ecological, recreational and community resource for the Tiverton EUE urban extension.
- Opportunities are provided for community food production close to home;
- Play, sports pitches and attractive parkland areas provide the basis for a healthy lifestyle;
- **Opportunities to enhance and deliver net gain in biodiversity throughout the plan area are numerous. A clear plan including a mitigation hierarchy that at least meets the requirement of planning policy guidance and legislation to deliver net gain in biodiversity within the site will need to be set out at the planning application stage;**
- SUDs features along key streets and wetland areas in the Country Park provide opportunities for sustainable water management. **This should include a SUDs planting and maintenance regime and a water quality monitoring programme to help determine any further mitigation where necessary;**

- residential
- employment
- allotments
- country park
- main equipped play space
- formal sports
- water attenuation swales (no ponds)
- Green area and play spaces
- infrastructure



Fig.30 Amount and use

## 4.2 AMOUNT AND LAND USE

The Area A SPD contains the land use budget. The land use budget for Area B is contained in Fig 31. In combination with Local Plan Review Policy TIV1, with a total of 1580-1830 dwellings and at least 30,000sqm of employment floor space it has been used as a guide in testing the capacity of Area B.

The assessment takes account of the need for green infrastructure including the Country Park, other open spaces within residential areas, SUDs and highways infrastructure. In order to safeguard character MDDC Cabinet has previously indicated areas south of West Manley Lane should only be used for Green Infrastructure and associated sport and recreational development. At the application stage, arrangements will need to be put in place for the long term management and stewardship of these important community assets.

Informed by an understanding of prevailing property market conditions, the assessment for the developable land indicates that the capacity assessment of 684 dwellings at 35 dph should be considered a minimum. Studies reveal that Area B has potential for additional dwellings which would still be delivered at densities and heights in accordance with the guidance in this SPD and other relevant guidance and policy. Updated figures are provided as a new column to the original Area A SPD capacity table in Fig 31.

However, the overall level of development will be, to a large extent, determined by the mix of dwellings proposed. Higher density forms of development may be appropriate in design and planning terms, but they must also be deliverable and viable. Market conditions will continue to change. However, the planning requirements outlined in the NPPF will remain that development proposals should meet identified market demand, making efficient use of land, taking account of:

- a. the identified market demand for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b. local market conditions and viability;
- c. the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d. the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e. the importance of securing well-designed, attractive and healthy places. Further suggested references include on creating such places include:
  - <https://www.gov.uk/government/publications/active-travel-a-briefing-for-local-authorities>
  - <http://www.gloucestershireccg.nhs.uk/wp-content/uploads/2012/12/Active-Planning-Toolkit-2.pdf>
  - <https://www.gov.uk/government/publications/improving-health-through-the-home-a-checklist-for-local-plans-and-policies>
  - <https://www.devon.gov.uk/energyandclimatechange/strategy/climate-change-strategy>
  - <https://www.gov.uk/government/publications/healthy-weight-environments-using-the-planning-system>

| Tiverton Eastern Urban Extension |                             |  |                             |                                |                              |                                  |
|----------------------------------|-----------------------------|--|-----------------------------|--------------------------------|------------------------------|----------------------------------|
| Area B                           |                             |  |                             |                                |                              |                                  |
| Area A                           | Phase 1a                    | Phase 1b   | Phase 1c                    | Total                          | Total                        | Total                            |
| Residential                      | 5.9ha                       | 10.6ha   | 8.55ha                      | 25.05ha                        | <b>19.55ha</b>               | 39.31ha                          |
| Avg resi density 36dph           | 200 dwellings (34dph)       | 445 dwellings (42dph)                            | 290 dwellings (34dph)       | 935 dwellings                  | <b>684 dwellings (35dph)</b> | 1,619 dwellings *                |
| Employment                       | 4000sqm (circa 0.8ha @ 50%) | 8,500sqm (circa 1.7ha @ 50%) <sup>§</sup>        | 15,000sqm (circa 3ha @ 50%) | 27,500sqm (5.5ha) <sup>§</sup> | <b>2,050sqm (0.41ha)</b>     | 29,550 sqm (5.91ha) <sup>§</sup> |
| Neighbourhood centre             | n/a                         | 0.5ha  | 1.5ha <sup>±</sup>          | 2ha <sup>±</sup>               | n/a                          | 2ha <sup>±</sup>                 |
| School (inc sports pitch)        | n/a                         | 1.93ha (land / delivery of 1 <sup>st</sup> part) | (build out continues)       | 1.93ha                         | (build out continues)        | 1.93ha                           |
| Total                            | 6.7ha                       | 14.73ha  | 13.05ha                     | 34.48ha                        | <b>19.96ha</b>               | 49.15ha                          |
| Allotments                       | n/a                         | n/a  | 2.25ha                      | 2.25ha                         | <b>0.38ha</b>                | 2.63ha                           |
| POS including children's play    | 1ha                         | 5.38ha   | 20.73ha                     | 27.11ha                        | <b>29.96ha</b>               | 57.07ha                          |
| Formal sports                    | 0                           | On school site (circa 0.4ha) accounted for above | 0                           | 0                              | <b>1.95ha</b>                | 1.95ha                           |
| Water attenuation                | 1ha                         | 0.4ha  | 0.78ha                      | 2.18ha                         | <b>1.11ha</b>                | 3.29ha                           |
| Infrastructure                   | 2ha                         | 1.5ha  | 2.6ha                       | 6.1ha                          | <b>2.54ha</b>                | 13.99ha                          |
| Total                            | 4ha                         | 7.28ha   | 26.36ha                     | 37.64ha                        | <b>35.94ha</b>               | 78.93ha                          |
| Grand total                      | 10.7ha                      | 22.01ha  | 39.41ha                     | 72.12ha                        | <b>55.96ha</b>               | 128.08ha                         |

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**Fig.31 Area B land use budget table**  
**This updated land use budget reflects the revisions to the original masterplanning exercise that have resulted from this Area B masterplanning work**

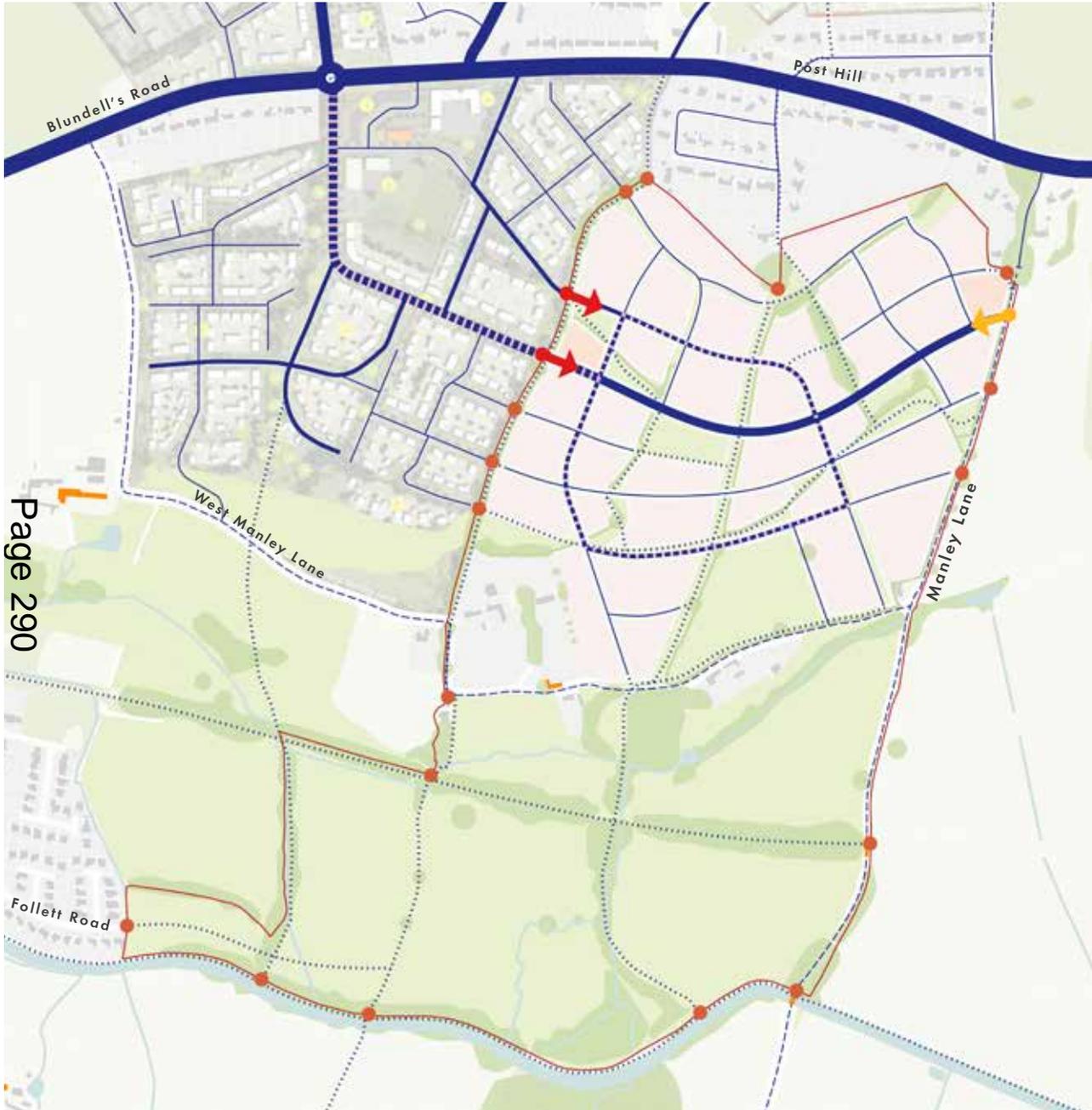
\* Target quantum. Actual number delivered may vary subject to detailed understanding of constraints. Figure includes 5 gypsy pitches. More information on phasing is at 6.3 Approach to development phasing (Area A Masterplan)

§ Assumes 2500sqm care home on NHS land

± Refer to 4.4 Land use. Quantum to be reviewed subject to market demand (Area A Masterplan)



Fig.32 Existing site and land use context (top left to bottom right: West Manley Lane vegetation, Follett Road, open farm land, West Manley Lane house, canal path, Sustrans cycle route along disused railway, West Manley Lane houses, open farm land, West Manley Lane houses, West Manley Lane barns, views across open farmland, canal path near existing car park)



- Area B Urban extension boundary
- Primary road
- Secondary road
- Tertiary road
- Lane - local access only
- Local street
- Pedestrian/cycle route
- Route suitable for buses (one-way around loop)
- ➔ Vehicular access
- ➔ **Indicative** - no direct access from Manley Lane  
Third party land required (see section 2.4)
- Pedestrian/cycle access
- Development / new homes
- Development / employment

Fig.33 Movement

## 4.3 MOVEMENT

The masterplan is focussed on a network of permeable and easy-to-use sustainable transport corridors, enabling walking, cycling and public transport access. These comprise of footways, paths, shared spaces and access through the green infrastructure spines within the site. Alongside this, the masterplan incorporates appropriate provision for motor vehicle access, with streets designed to provide for a range of vehicle types (including cars, vans, delivery vehicles and buses) whilst creating a safe, low-speed environment for all users.

The development builds on the 'walkable neighbourhood' principles described in Manual for Streets, ensuring ease of access on foot to the neighbourhood centre, bus routes, and into the surrounding network - including recreational access to the canal. The site benefits from wider sustainable transport links, including the direct National Cycle Network (NCN) route to/from Tiverton town centre via the former railway line. This direct, off-carriageway route is an existing amenity which provides an exceptional and unusual (in a rural context) connection to the site for pedestrians and cyclists alike, as well as recreational opportunities for residents.

At the time of writing this SPD the national trend is that travel patterns and transport preferences are rapidly changing, with diminishing levels of car ownership/licence holding amongst younger people, and technological advances including increasing demand for Electric Vehicles and the development of Autonomous Vehicles. The masterplan takes account of such changes through the provision of flexible spaces which accommodate current travel needs, and which can be re-purposed or adapted to differing levels of demand.

Vehicle access from the surrounding highway network will be principally via Area A, with connections reflecting the pattern and grain of streets within the adjacent Area A Masterplan SPD area. Consideration has also been given to the provision of an alternative or additional vehicular access via Post Hill or to the east of the site **requiring third party land** (but protecting Manley Lane from additional vehicular traffic movements). Pedestrian, cycle and emergency vehicle access would be provided at locations around the site boundary. Other alternative or additional access arrangements have been carefully considered, but have been ruled-out on the basis of acceptability.

### Development Plan Position

Policy TIV2 describes the transport infrastructure required as part of the Eastern Urban Extension. Much of the key infrastructure has been delivered or is in the process of delivery, as described in the Area A Masterplan SPD - including the new A361 junction and the environmental enhancement scheme on Blundell's Road. The Area B masterplan engages with policy, delivering:

- Bus, pedestrian and cycle routes
- Cycle & pedestrian links - including to the former railway path (NCN) and the canal
- Sustainable travel links through the green infrastructure network

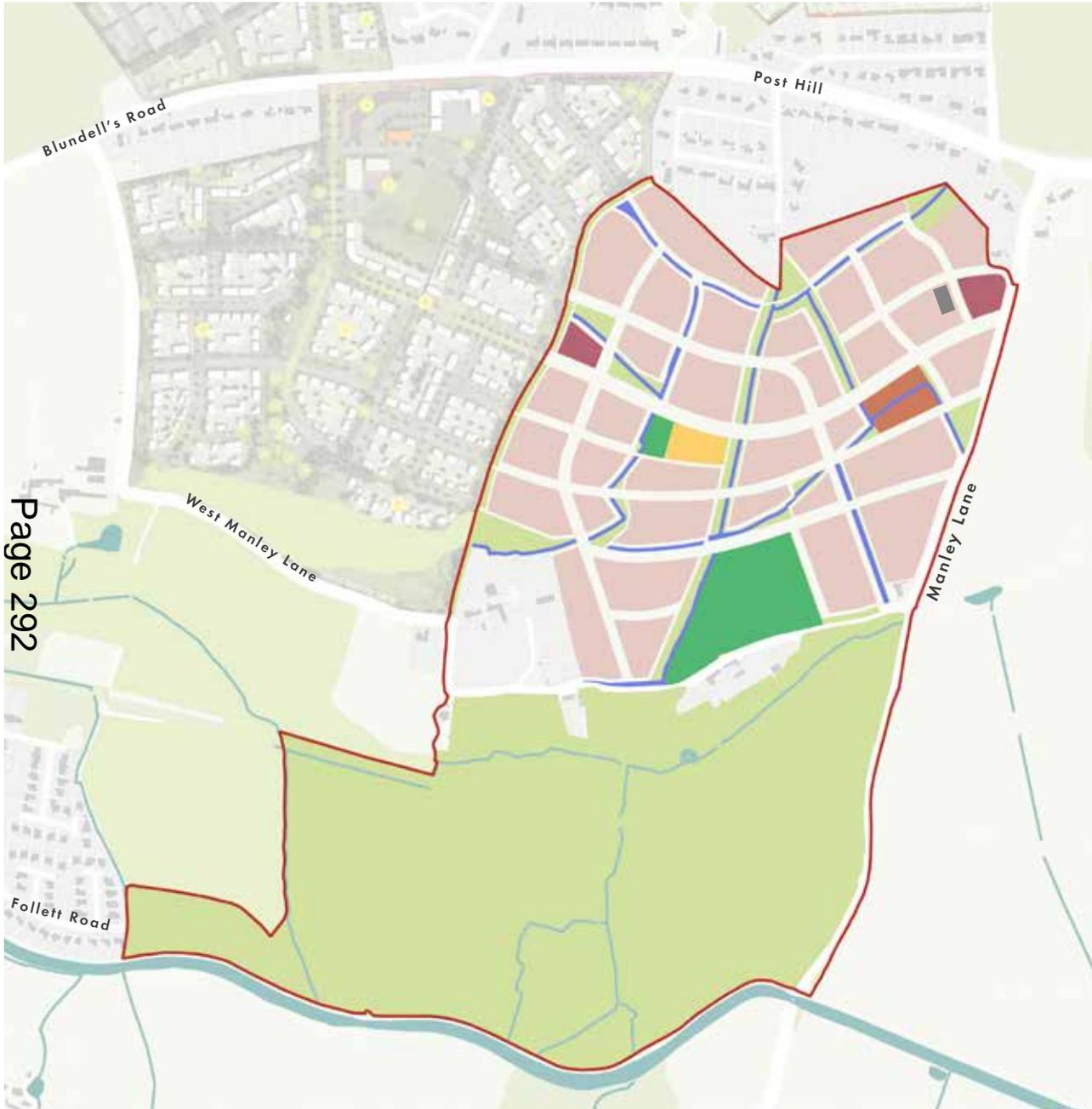
The development will carry-forward other policy requirements including bus service enhancements (as listed in Policy TIV2), the completion of the A361 junction and Blundell's Road traffic calming and environmental enhancement of bus, cycle and walking provision across the wider area, and the delivery of a robust Travel Plan including measures and targets to maximise the transport

sustainability of the development, minimising its carbon footprint and any adverse air quality effects.

### Local Connections

The Area B masterplan provides connectivity by all modes through Area A, including to the local centre, and onwards to Blundell's Road/Post Hill. Alongside this, there is the potential for a new vehicular access onto Post Hill or to the east of the development should these opportunities become available and be acceptable (but protecting Manley Lane from additional traffic movements **via knock down bollards or similar for emergency access only**). Pedestrian/cycle connections would be formed on the northern boundary via Mayfair (including a potential emergency vehicle only access with a knock-down bollard or similar), onto Manley Lane to the east, and south onto the canal towpath/existing residential streets. West Manley Lane would be retained in its current form, respecting the historic context of the lane and its buildings, delivering vehicular access for residents whilst also continuing to provide a quiet rural route for pedestrians and cyclists. **'Gateway' features, a Traffic Regulation Order (access only) and reducing speed limit would be options to help make the 'shared' nature of this lane clearer.**

The principal route through the site has been designed in liaison with Devon County Council Highways in order to accommodate two-way bus movements. The internal network provides for a range of vehicle types, and key corridors within the masterplan area provide off-carriageway footways and cycleways. Quieter streets provide safe, low-speed environments, including shared spaces, which prioritise sustainable transport users over vehicle movements. Overall, this creates a high-quality, direct and convenient network for non-car travel.



- Area B urban extension boundary
- Development / new homes (including some custom and self build)
- Development / employment
- Three Gypsy and traveller pitches (indicative location)
- Main equipped play space
- Waterway
- Green area and play spaces
- Allotments
- Sports
- SUDs

Fig.34 Illustrative land use plan

## 4.4 LAND USE

The Area B masterplan defines a new development that will complement the Area A development and allow Areas A and B together to establish a well-balanced and sustainable community that is positively integrated with the existing built form and green infrastructure. The land uses to be delivered within Area B comprise:

### Residential

A mix of housing types and tenures including affordable housing at a variety of densities. An affordable housing target of 35% will be sought, subject to viability. Affordable tenure housing will be tenure blind. Whilst the average residential density is calculated at 35 dwellings per hectare (dph) (giving circa 680 units), housing will be developed at different densities across the site in response to site circumstances. For example housing in the centre of the site will be developed at densities of between 40dph and 50dph, whilst housing on the periphery is likely to be developed at around 20 – 30 dph. It is expected that custom and self build will comprise 5% for serviced plots and they the Gypsy and Traveller community will also be provided for and the final location of this will be determined at the detailed application stage. The opportunities for providing live work accommodation should also be encouraged within the site.

### Employment

Areas for new and relocated businesses are expected to fall within use class B1 (office and light industrial) so they can be located close to residential uses are proposed within development parcels with a typical plot ratio of 40% - 50% (achieving circa 2,500 sqm).

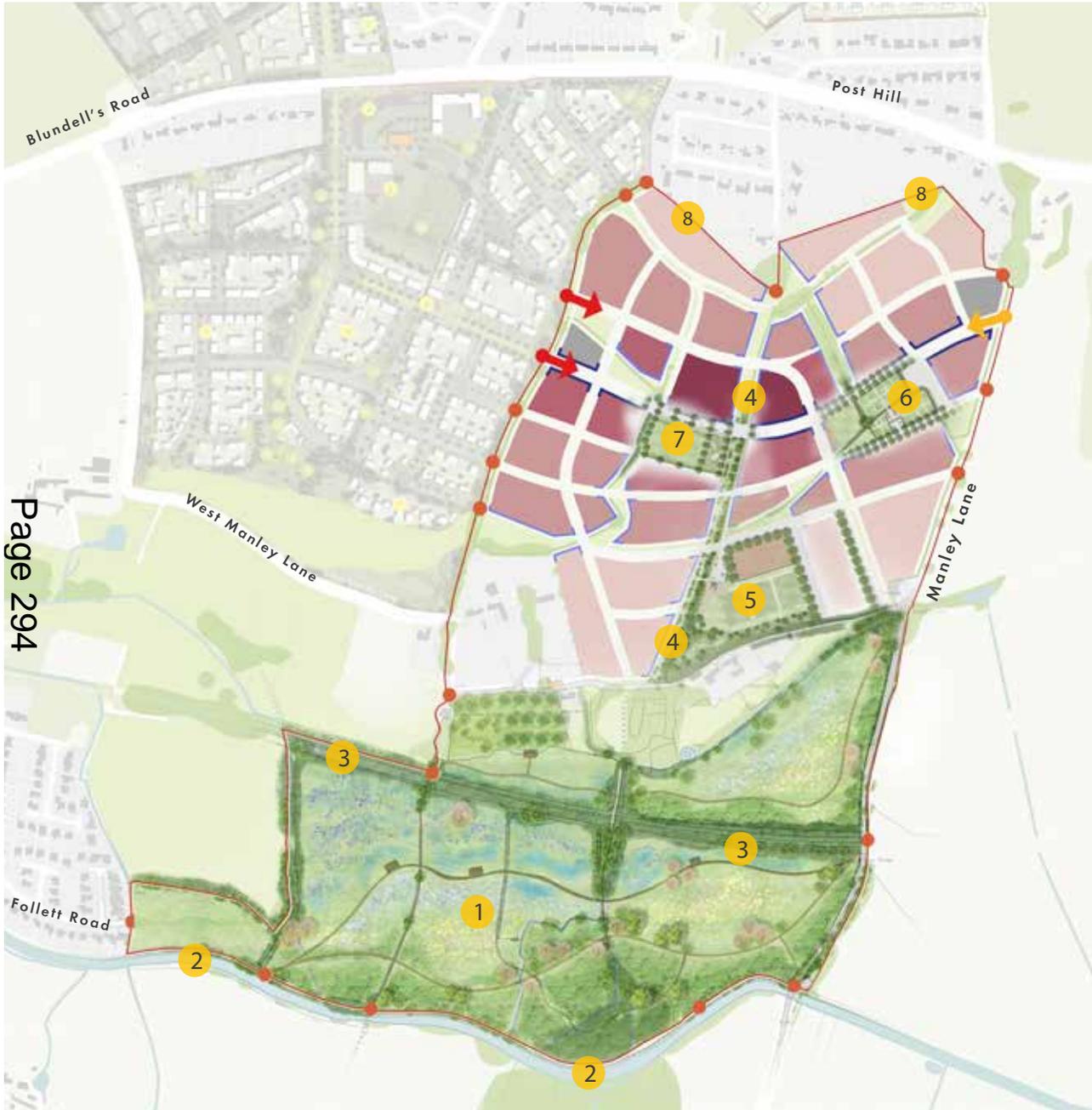
### Green Infrastructure

A new multi-functional Country Park comprising informal, publicly accessible areas, childrens' play areas, habitat areas, community orchards, allotments, and water attenuation ponds will be provided and forms the largest area of Green Infrastructure. The new Country Park will be linked to the residential areas by a central pedestrian route connecting new homes to the country park and cycleway and integrating existing hedgerow and trees with new paths, swale and meadows.

The proposed SPD masterplan includes a series of accessible, green spaces distributed evenly amongst the new homes in the northern part of the site and connected by footpaths to the wider neighbourhood and the Country Park in the south. The green spaces incorporate existing and new planting and will also provide a wide range of opportunities for play, exercise and activity for children of all ages within walking distance of their homes. The central green space will be the main formal play area with equipment, seating and bespoke play elements relating to interpretation of the archaeological site and the rural site setting.

The more peripheral areas will be informal green spaces and linear routes for scooters, bikes and walking which include natural play elements and playable features such as landforms rather than formal equipment. The sports area to the south of the site will include spaces for older children and teenagers and the country park will also provide a variety of green spaces, paths, routes for cycling and scooters and natural play elements.

The quantity and distribution of the play spaces is in line with the draft local plan which sets out a requirement for play spaces to be within 300m or 6-7mins walking distance of new homes and spaces for teenagers to be within 600m or 12-13mins walking distance (policy S5). The provision of a variety of informal and formal play spaces and safe walking routes is also in line with Play England Guidelines and other movements in planning for children's play such as UNICEF's Child Friendly Cities Initiative.



- 1 Country Park
- 2 Canal
- 3 Disused railway /cycleway
- 4 Green spine
- 5 Sports area
- 6 Allotments
- 7 The Green
- 8 Larger gardens and green spaces  
proving a buffer to existing Post Hill  
properties

Fig.35 Illustrative landscape and open spaces plan

## 4.5 LANDSCAPE AND PUBLIC OPEN SPACE

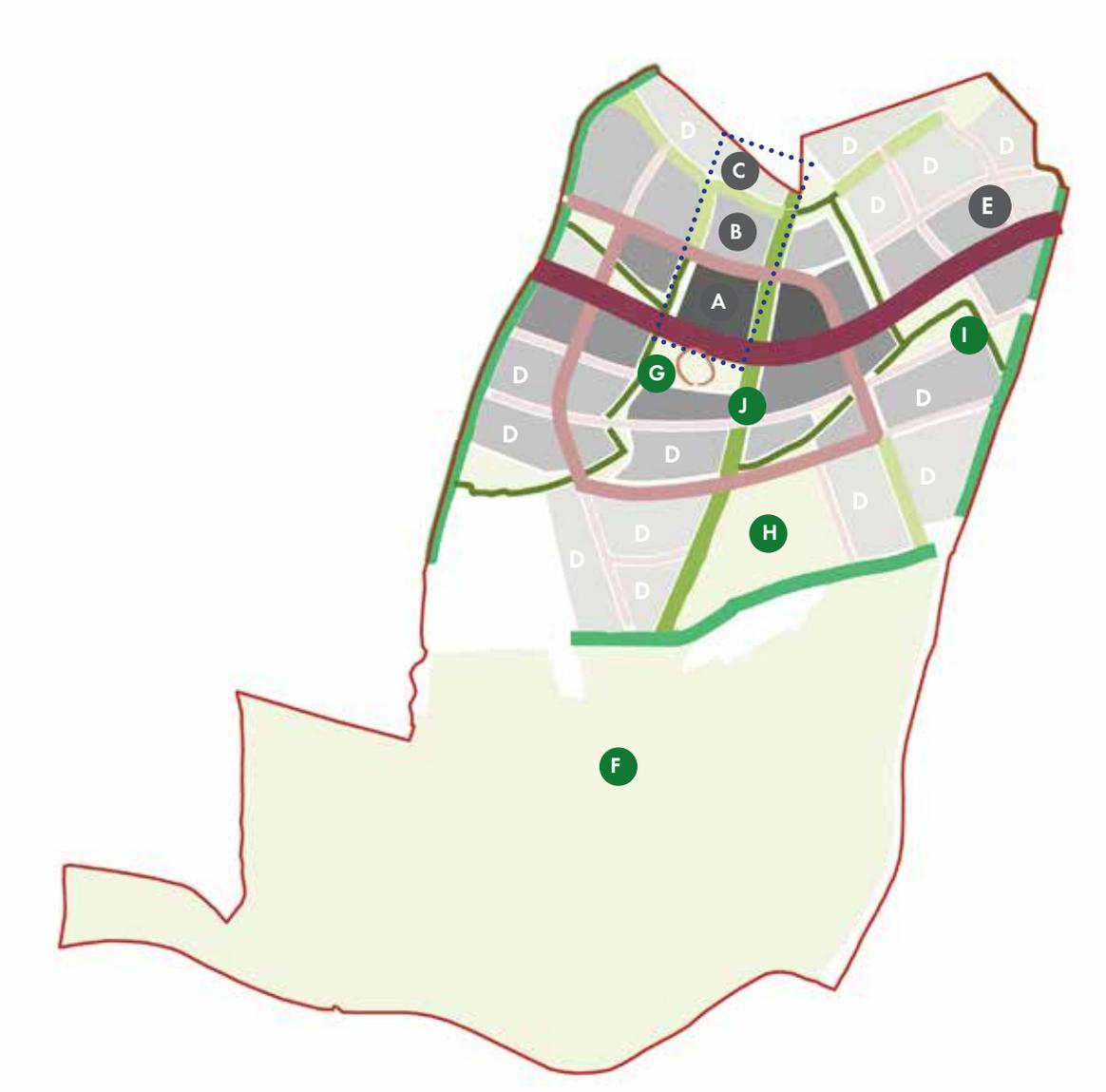
Critical to achieving the vision of a garden neighbourhood is the delivery of green and open space located towards the south of the wider Tiverton EUE. It will be a green environment incorporating established vegetation and the field structure of the site. Area B will be designed as a collection of new neighbourhoods. By working with the topography it will be in keeping with the surrounding landscape character. **The path and road network are designed to retain and follow the existing hedgelines and blocks of trees where possible and will provide direct walking and cycling routes to open space, sports and recreational facilities and attractions within the urban extension. A good network of open spaces and connections will help to encourage an active lifestyle for new and existing residents.** This will be supplemented with street trees and areas of open space within the development that together will connect into the surrounding rural landscape to enhance biodiversity and green corridors. This will help integrate the new roads and development into their surroundings.

The character of the country park will be informed by the existing hedges, groups of trees, wildflower meadows and wetland and will connect to the landscape and rural setting of the urban extension as well as the former railway line and Grand Western Canal. This will form a green setting for the new homes.

Please see section 5.4 for more detail about the green spine, the Green, allotments, sports areas and the country park.



# 5 CREATING THE PLACE



**BUILT TYPOLOGIES:**

- A** A higher density residential neighbourhood
- B** A medium density residential neighbourhood
- C** A lower density residential neighbourhood
- D** Custom and self build (within lower density plots away from the main street)
- E** Gypsy and traveller pitches (indicative location)

**Density:**



 See section 5.2

**STREET TYPOLOGIES:**

-  Main street
-  Loop street
-  Local streets
-  Central spine
-  Edge paths
-  Hedgerow paths
-  Local street with hedgerows

**OPEN SPACE TYPOLOGIES:**

- F** The country park
- G** Central play space
- H** Sports provision
- I** Allotments
- J** Central spine

Fig.36 Street typologies and placemaking

## 5.1 REINFORCING THE STRUCTURE

This chapter helps to communicate the varied character of new development and green infrastructure across Area B of the Tiverton Eastern Urban Extension garden neighbourhood. Eight distinctive locations are described in more detail within the following pages, alongside a series of street sections which are important to convey the varied character and response required in different areas of the masterplan.

### Design approach

The guidance within this section should be used to help inform more detailed design work required in the design of detailed development proposals across the site. In view of the fractured land ownership across Area B, the guidance is intended to assist in ensuring a coordinated approach is taken the development of the site. The more detailed guidance within this section is intended to elaborate on the series of structuring principles that are illustrated within chapter 4 of this SPD and that should also be read in conjunction with the Tiverton EUE Design Guide (2016).

Whilst the guidance is not a blueprint, co-ordination will be required in the provision of site infrastructure, the design and management of streets, the provision and maintenance of the area's green infrastructure and in the layout and design of new buildings.

The eight areas identified here, alongside the street sections, take into account the existing characteristics of Area B, including the topography, landscape and built character. The design and character of new development will vary across the site, with schemes taking account of their immediate context. **It is expected that the final design approach will be subject to and reflect additional archaeological investigations as required.** The guidance seeks to take account of the range of housing densities, open spaces and different street types that will be delivered across the site and will complement the design approach already established for the Tiverton EUE with existing masterplanning work and design guide.

**5.2 Built character:** provides guidance on the range of anticipated housing densities and typologies, providing a steer on appropriate building heights and how different approaches to car parking should be adopted. An illustrative layout for a sample part of the site provides the basis of the guidance. Covering locations A, B and C on Fig 38, this sample area provides a range of different housing and street conditions, including areas of higher and lower densities **to help encourage varied design and character.**

**5.3 Street typologies:** provides guidance on the range of street types that are considered to be appropriate for Area B. Care will need to be taken to ensure a consistent approach is taken across both Areas A and B and liaison with the highway authority will be essential in ensuring the design and delivery of site infrastructure of this type is to adoptable standards. The street guidance has been prepared in view of the aspiration to create distinctive streets and neighbourhoods, which respond positively to garden community principles and which respect existing landscape character and assets across the site.

**5.4 Open spaces:** describes the locations F to J as labelled on Fig 36. The masterplan will be served by a rich and diverse range of public open spaces which include a new country park, play spaces, formal sports provision and growing spaces / allotments for new residents. These all form distinctive components of a green infrastructure network which is linked by a network of landscaped streets and lanes.

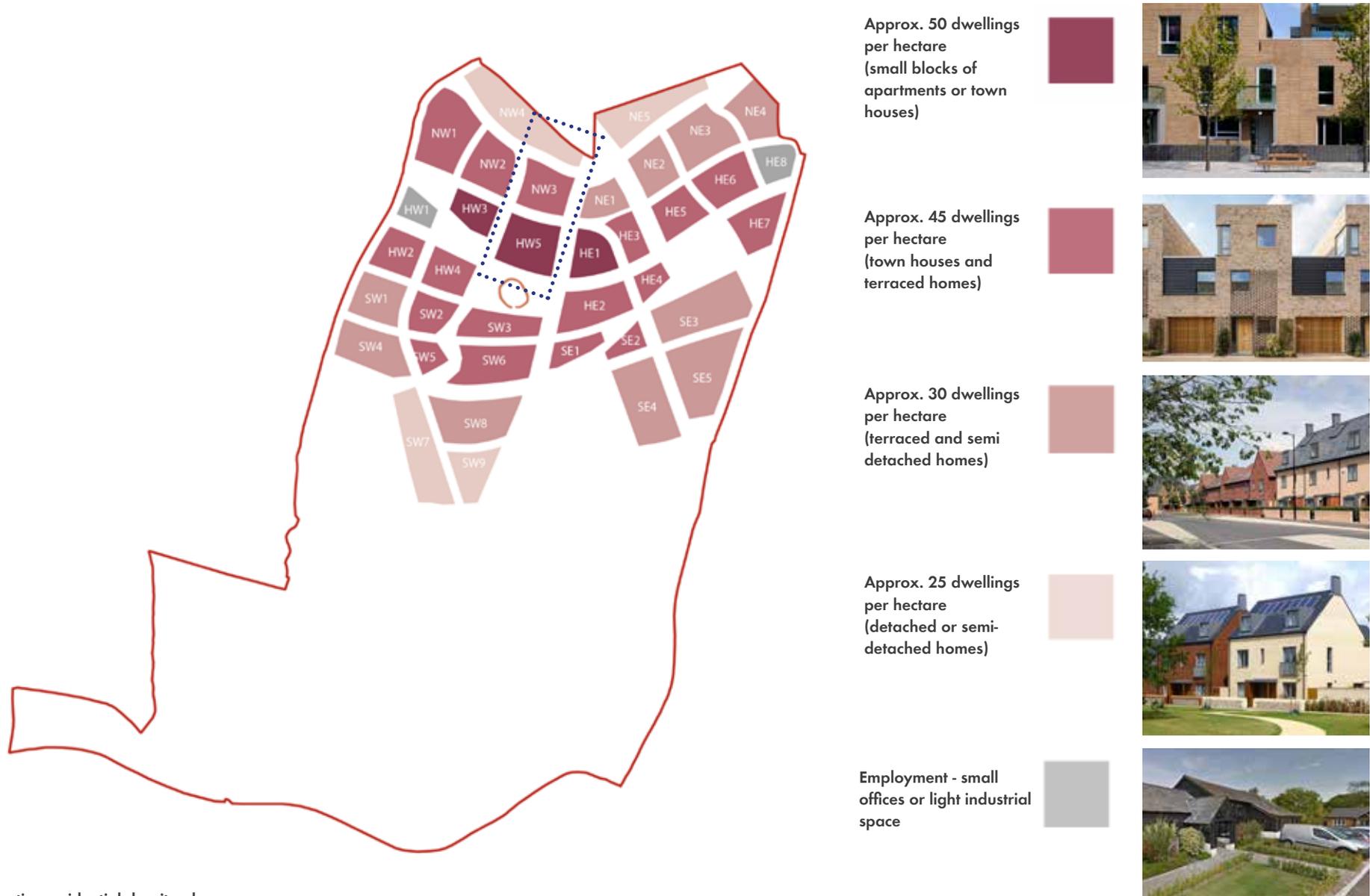


Fig.37 Illustrative residential density plan

## 5.2 BUILT CHARACTER

The Tiverton Eastern Urban Extension Design Guide of June 2016 provides useful design guidance. Reflecting on some of this guidance, the following housing high-level design principles should be applied in the design of new development across Area B:

### Topography and layout design

- New streets and development parcels should work with the undulating landscape (where gradients permit).
- Where possible, streets should either align with topographical contours or be perpendicular to them to avoid costly excavation and in-filling.
- Individual buildings within development parcels should respond to the natural topography of a site in a range of ways.
- Higher densities should be delivered along the central tree lined boulevard with lowest densities at the edges of the site.

### Boundary treatment

- Boundary treatments should clearly distinguish between public and private land - maintenance responsibilities should be clear and unambiguous.
- Boundary treatments for principal streets should be more formal - low walls, hedges and railings, not higher than 1m.
- Boundary treatments on secondary and less prominent streets can be softer, incorporating low walls, hedges and planting.
- Materials used for boundary walls should complement those used for the main building.

### C A lower density residential neighbourhood/block

*summary characteristics: detached and semi-detached homes, bigger plots, larger gardens, on-plot parking. Homes with larger gardens helping to prove a buffer to existing Post Hill properties*

### B A medium density residential neighbourhood/block

*summary characteristics: semi-detached and terraced homes, medium sized gardens, on-plot parking.*

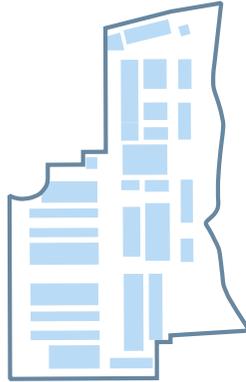
### A A higher density residential neighbourhood/block

*summary characteristics: terraced homes and small blocks of apartments or town houses, smaller gardens or balconies, on-street parking with some integrated garages or small landscaped private parking areas only where on-street parking not possible.*



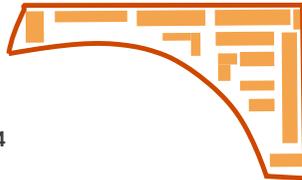
Fig.38 Indicative plan for residential neighbourhood

**ACCORDIA**  
 Location: Cambridge  
 Developer: Countryside Properties  
 Size: 378 units  
 Area: 9.5 Ha  
 Density: 40 - 50 dph  
 Code: Sustainable Homes Code 4



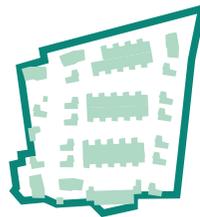
Architects: Feilden Clegg Bradley

**SEVEN ACRES**  
 Location: Cambridge  
 Developer: Skanska  
 Size: 128 units  
 Area: 3 Ha  
 Density: 42 dph  
 Code: Sustainable Homes Code 4



Architects: Formation Architects

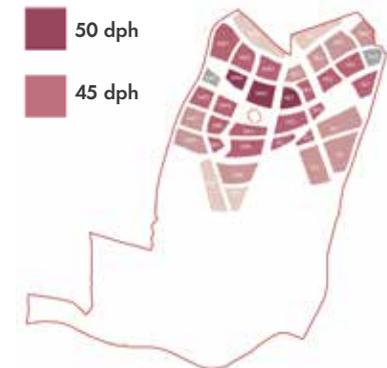
**NEW HALL**  
 Location: Harlow  
 Developer: Linden Homes/Galliford Try  
 Size: 84 units  
 Density: 50 dph



Architects: Alison Brooks



Fig.39 Three successful housing developments have been placed at the same scale on a plan of the masterplan area. This helps to demonstrate the scale of the site, but also helps to indicate appropriate housing densities. The higher density areas of the framework along the main tree lined boulevard (45 and 50dph) will need to be delivered at similar densities as the exanples on this page



### Building lines and types

- Building lines should be strong and consistent on principal streets.
- Building lines along secondary and less prominent streets and lanes can be more informal and varied.
- Whilst variety is important, each different building type should be simple in its design and economical in its delivery.

### Elevations

- Access to all houses and properties should be gained directly from the street front.
- All ground floors should include windows which create a direct relationship between building and street.
- Window reveals should be at least 100mm deep to help add visual richness and shadows to the elevation.
- Roofs should project from buildings by a minimum of 150mm, the direction of the pitch may vary from building to building to create a sense of visual diversity across a roofscape.
- The roof lines of proposed buildings should complement rather than dominate their natural setting.

### Waste management and cycle storage

- The design of bin stores should be fully integrated into housing design
- Bin stores should be easily accessible, though not visually prominent, from the street
- Dedicated bicycle storage should be provided to facilitate everyday ease of use (e.g. space at the front of garages, not the back).

### Building materials and construction

- Local building materials should be used where possible to help reflect and strengthen local character.
- Where brickwork is employed, a multi-brick palette should be used that complements the vernacular of the area.
- Where a render finish is employed, a neutral (not pure white) colour should be used.
- New buildings should be of sustainable design and construction in accordance with the latest building regulations.
- The Council encourages new developments embracing the highest standards in environmental performance – as supported by RIBA 2030 Climate Challenge.

- 1 storey
- 2 - 3 storeys
- 3 - 3.5 storeys



Fig.40 Building heights

## Residential densities and building heights

Building heights and rooflines should give consideration to the topography of the landscape and proximity to existing dwellings in terms of impact on views and skyline. The highest densities will be at the heart of the residential area along the Main Street running east west across the masterplan area; this area will deliver at density of circa 40 dph to 50 dph and will provide town houses with gardens and small blocks of flats at 3-3.5 storeys.

Density will reduce in the areas moving away from the Main Street and in the areas adjacent to the eastern boundary of the Area A masterplan, which will be delivered at medium densities of circa 30 dph to 40 dph in the form of terraced, semi-detached and detached 2 storey housing.

The residential areas on the edges of the country park and the northern edge of Area B adjacent to existing housing will provide the lowest density housing at circa 25 dph to 30 dph, allowing the built form to gradually feather into the landscape at the edges of the development. Housing in the lowest density areas will respond to the character of existing development both adjacent to and in proximity beyond the limits of the masterplan area. This comprises relatively large 2 storey homes set within generous gardens and arranged in small groups with informal layout and distinctive rural character. The new housing in the lowest density areas will be designed to evoke and sustain the rural character created by existing development. Large gardens will help to provide a buffer to existing dwellings and reduce the impact on views.

## Employment densities

The employment parcels are situated at the eastern and western extremities of the Main Street and will deliver circa 2,500 sqm of B1 accommodation. Businesses would be in close proximity to bus services and the centre of the residential area which will make it a good location for new and relocated businesses. Employment buildings will be delivered at appropriate density for dispersed employment floorspace adjacent to residential dwellings, with associated car parking and parkland landscaping, at a typical plot ratio of circa 40%-50% achieving circa 2,500 sqm in total. In scale and form, the employment floorspace will be two storeys with consistent form and related scale to the surrounding existing and proposed residential character. Form will be flexible to respond to eventual end user requirements. Townscape, landscape and architecture will be designed so that it is complimentary to the adjacent residential neighbourhood and its landscape setting. Buildings which incorporate employment uses as part of a mix, for example, office spaces on lower floors with residential accommodation above, will be acceptable in principle.



Fig.42 Examples of small offices or light industrial employment



Fig.41 Examples of integrated and attached garages

### Car parking

Onsite parking will be provided in line with current Mid Devon District Council policy, which presently requires at least 1.7 vehicle parking spaces per dwelling, alongside comprehensive on-plot cycle parking, and one Electric Vehicle charging point per 10 dwellings. The masterplan allows for sensitive on-street parking - e.g. for visitors - which also serves to manage speeds.

It is anticipated that consumer demand and changes in transport technologies (e.g. the widespread adoption of Electric Vehicles) will result in a more comprehensive network of Electric Vehicle charging points in the future - for example, delivered by homeowners, potentially supported by Government grants. Likewise, it is reasonable to assume that parking policy could change over time to adapt to prevailing demand - e.g. the longer-term adoption of Autonomous Vehicles and/or differing car ownership levels.

Consideration has therefore been given to the provision of parking in a way which enables technological change, and which facilitates the ongoing use/re-purposing of parking areas (e.g. changing on-plot parking to private gardens) in a coherent and appropriate manner, retaining high-quality urban design principles in the long-term.

A range of methods will be used to meet required parking standards for residential dwellings:

- The largest proportion of car parking will be provided through dedicated spaces within the curtilage of each home.

- On-street car parking - when unallocated, this makes very efficient and flexible use of street space and can also have the benefit of helping to slow vehicular speeds and accommodate visitors.
- There will be more limited on-street car parking within the local streets / shared space neighbourhoods to prevent these spaces being dominated by cars.
- Small off-street private landscaped parking areas. This form of provision will only used to meet the requirements for small apartment blocks, which are likely to be located within higher density parcels on the main street, where dedicated or on-street parking cannot meet parking requirements. These areas should be designed so they are directly overlooked by adjacent properties.



Fig.43 Example of a landscaped parking area where on-street parking may not meet requirements (CGI image credit: Redvertex)

- on-plot garage
- integrated garage
- on-street spaces
- private landscaped parking areas (only if required)



Fig.44 Car parking typologies





Fig.45 This sketch is designed to illustrate the scale and design of the higher density buildings and spaces in Post Hill. Their detailed design will follow as part of future planning applications. The adjacent plan illustrates the location of the view



Local residential streets will have a shared surface environment with an integrated green infrastructure network that provides space for trees and sustainable urban drainage

The main street is slightly wider than in other areas of the masterplan so that it could accommodate a bus route if required. A segregated cycle route and generous pavements provide a comfortable environment for pedestrians

Delivering a range of types of dwelling will meet the needs of a wide cross section of people. Slightly higher densities at key locations along the main tree lined boulevard, such as opposite the park will help improve legibility and create a more varied character. Lower densities will be located at the edges of the site.

Ground floors that provide the street edge with overlooking and activity - to help make streets and spaces feel safer for all uses

High quality cycling infrastructure will help to encourage residents and commuters to choose other means of transport than the private car

These new homes face 'the green'. This is a central play and green space which will be central and well overlooked, at the heart of the new community to help build community spirit





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Fig.46 This sketch is designed to illustrate the scale and design of the mid and lower density buildings and spaces in Post Hill. Their detailed design will follow as part of future planning applications. The adjacent plan illustrates the location of the view

Topography has influenced the route of the street and the roofline and design of properties

A range of building typologies are illustrated here including terraced houses, semi-detached and detached homes in the lower density areas

Boundary treatments help to formalise the definition between public and private areas. The space between dwellings and the public highway will be used in a carefully designed way to accommodate bikes and bin storage, and in some areas, parking spaces for private vehicles

This greened route provides a direct connection from the existing homes at Post Hill, through area B to the country park and canal. This will be a safe, attractive and car free route that will have new homes facing onto the space



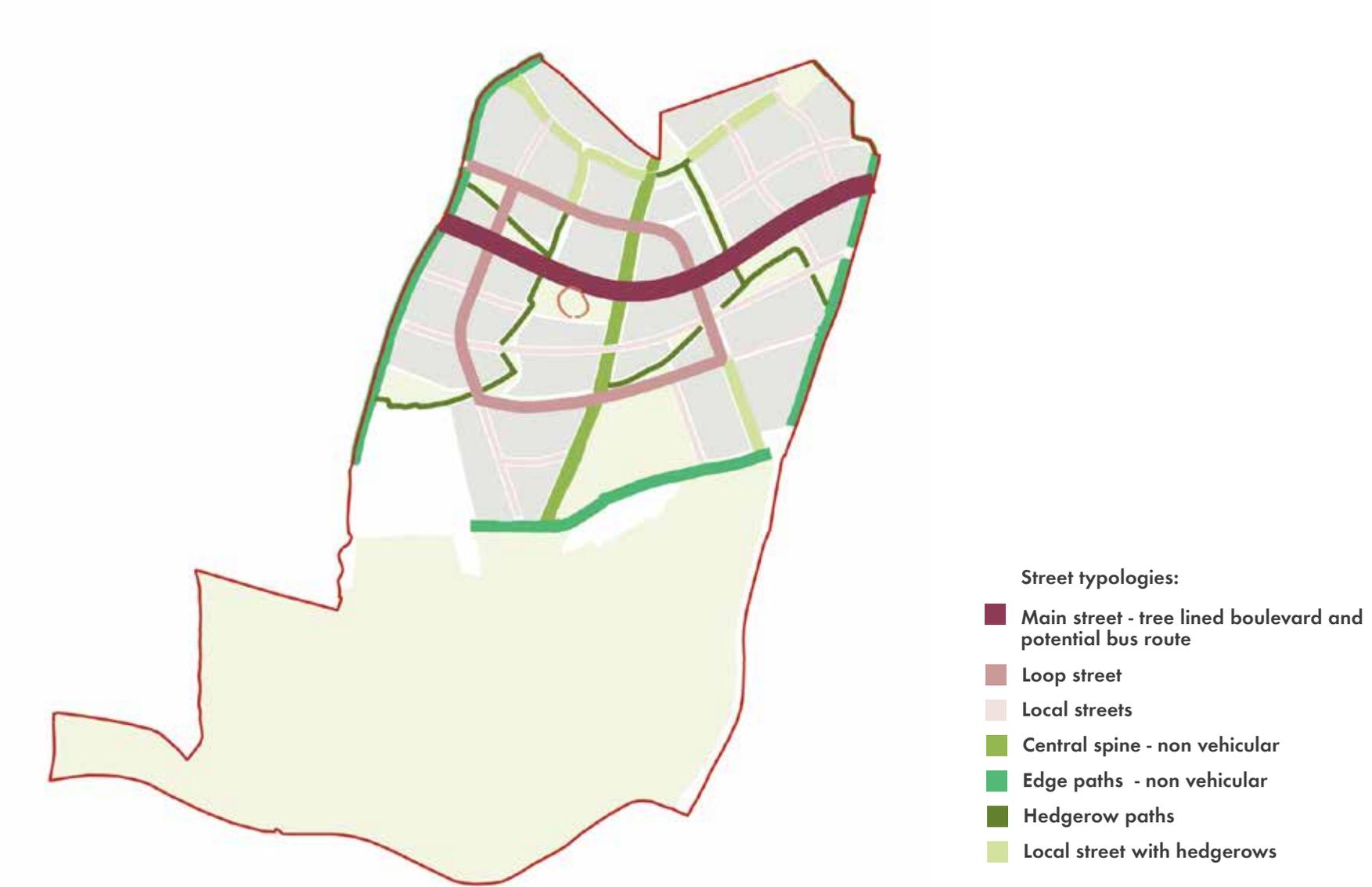


Fig.47 Street typologies and placemaking areas

## 5.3 STREET TYPOLOGIES

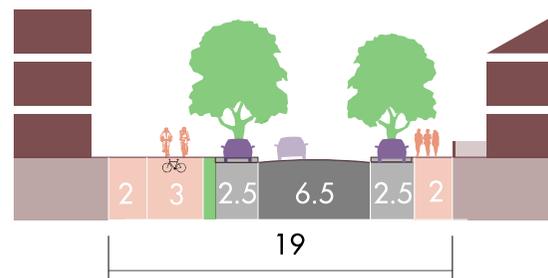
### Introduction

The masterplan has identified eight street typologies which are designed to help to deliver a varied character across Post Hill. These street typologies help to define the widths, parking requirements, green infrastructure and relationships between modes in each of the route types.

These typologies range from the most formal boulevard environment envisaged for the main street, through to a shared street environment for the more local streets between residential parcels. Green infrastructure is incorporated into each of these street types through a range of methods including street tree planting, retention of existing hedgerows, inclusion of SUDs and front gardens. All routes must be as safe as possible and should be overlooked with active frontages that are properly lit.

### Main street

The Main Street through the development provides an east-west spine capable of accommodating two-way bus movements, as requested by Devon County Council Highways, alongside a full range of other vehicles. The carriageway will be 6.5m wide, with 2.5m parking bays either side. The street will be a tree-lined avenue/boulevard, incorporating two 2m footways and a 3m two-way cycleway, separated from kerbside parking by a verge (protecting users of the cycleway and parking areas from collisions due to car doors opening).



### Loop street

The Loop Street provides for two-way movements, including by large delivery vehicles, as well as providing a circular route enabling bus permeability into the heart of the masterplan area. The carriageway width is consistent with the recommendations of Manual for Streets, alongside which there will be on-street parking and generous footways. Carriageway geometry will manage-down vehicle speeds, providing a safe environment for on-street cycling. The overall street width is slightly narrower than the main street, with no segregated cycle lane, but with on street car parking spaces identified between places for trees.

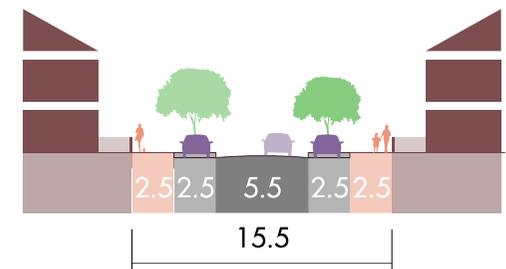
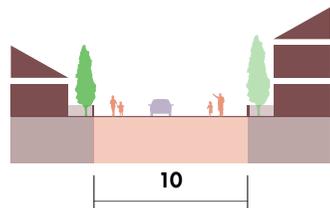


Fig.48 Street sections

**Local streets**

Local Streets will generally have shared-space characteristics, being low-speed environments with equal priority given to all users. An indicative total width of 10m would provide a generous space for vehicles (generally utilising the 5-6m central area of the street), pedestrians (able to use the whole space, but with at least 2-2.5m space at the street edges if traffic is passing), and cyclists. Detailed design should incorporate contrasting materials and textures for users with visual impairments. Verges could also be incorporated at property boundaries. Car parking will generally be provided within each residential plot.



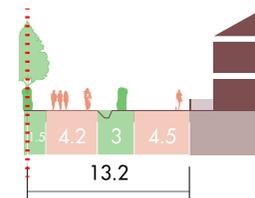
**Central spine**

The site includes a significant green spine which runs through the centre of the site along an existing hedgerow and SUDS, providing safe and direct off road access between existing residential areas at Post Hill with the new country park and sports facilities at the south. The route accommodates 3m and 4.5m foot/cycleways, which are generous spaces accommodating quick, safe and convenient sustainable movement through the site. These widths could also provide emergency vehicle access if required, with access control measures (such as lockable bollards). Front doors will be accessed via pedestrianised routes along this spine with properties facing this route to provide overlooking.



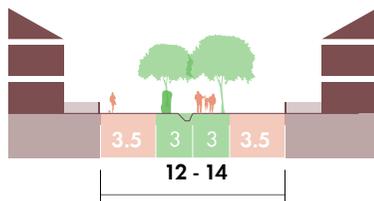
**Edge paths**

In some places at the edge of the site (such as the westerly Drivers Track), an existing path runs between two existing mature hedgerows which should be enhanced and protected. An additional access path should be set back from this existing route and green infrastructure spine for access to properties. Edge Paths provide generous spaces for recreation and sustainable access, improving existing access routes between current hedgerows. This route between the hedgerows should be a permeable bound surface material such as hoggin. Access controls may be needed to prevent access by motor vehicles.



### Hedgerow paths

Existing hedgerows within the site should act as the centre of a connected green infrastructure network. Existing hedgerows should be retained where possible, help shape the location of development and form features within the public realm. These routes also provide generous spaces for recreation and sustainable drainage. New homes should have frontage and front doors facing these spaces.



### Local street with hedgerows

Shared space streets, abutting residential frontages, would sit alongside new green corridors running parallel with existing hedgerows and sustainable drainage. Beyond these hedgerows, generous paths would create sustainable travel corridors whilst also permitting frontage access to properties.

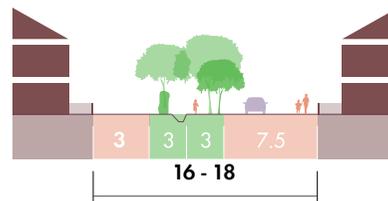
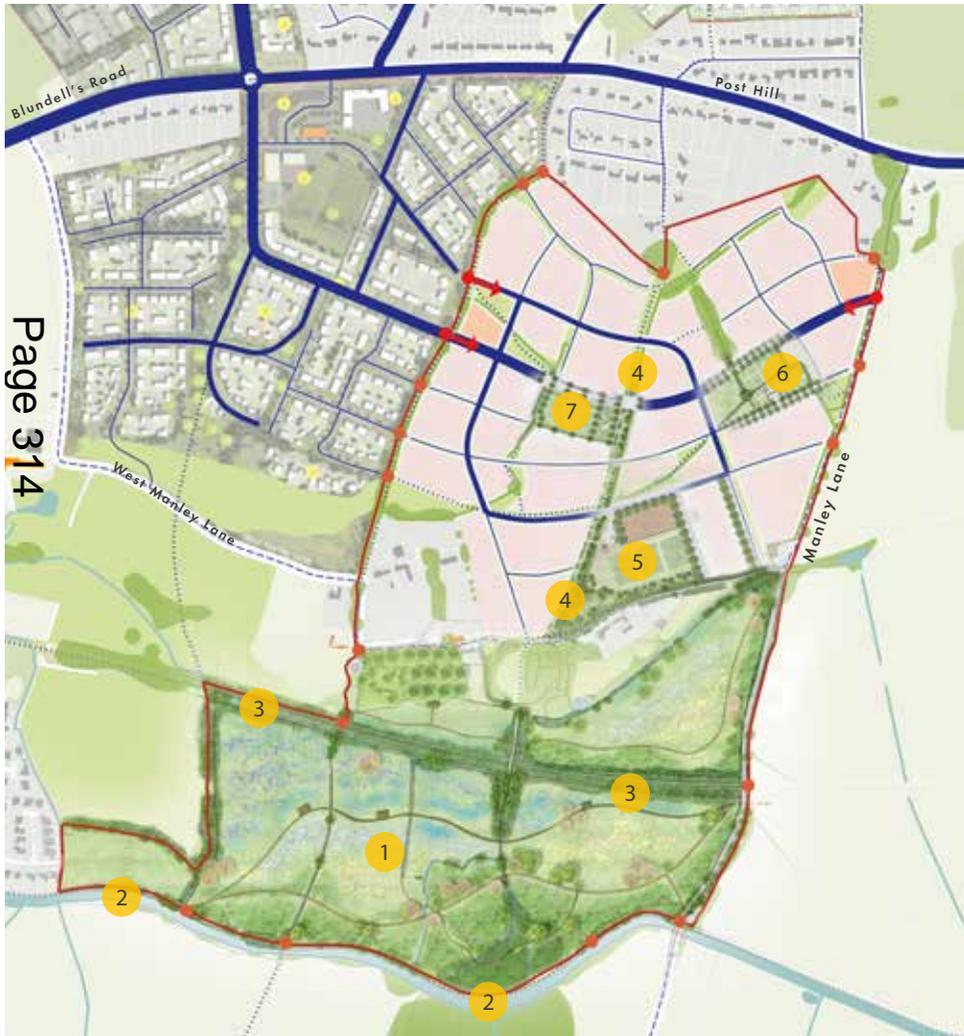


Fig.49 Precedent: Saxmundham, Suffolk  
The successful integration of existing green infrastructure such as hedgerows, trees and green spaces which are fronted by new homes



- 1 Country Park
- 2 Canal
- 3 Disused railway /cycleway
- 4 Green spine
- 5 Sports area
- 6 Allotments
- 7 The Green

- A Informal grass area
- B Path
- C Swale
- D Informal play
- E Footbridge
- F Existing hedgerow
- G Front gardens (indicative design)

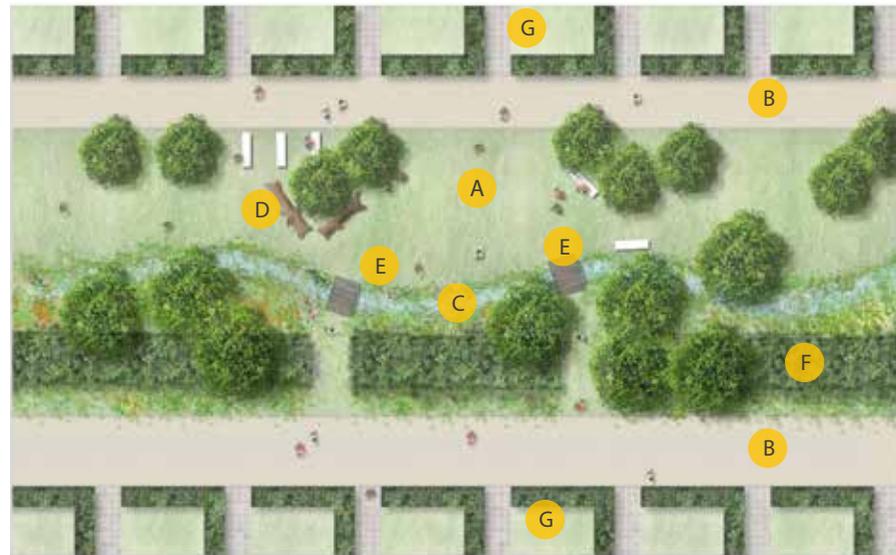


Fig.50 Open spaces plan

## 5.4 OPEN SPACES

The open spaces in Area B are distributed across the site so that they can be easily accessed on foot and by bike. They are designed to provide spaces for a variety of activities from play and sports to food growing, walking and relaxation. The provision of open spaces has been designed to meet the requirements set out in previous masterplanning work and to tie in with the requirements of the local plan review.

### Green spine - Greenway

The existing hedgerow running between Mayfair and West Manly Lane will be retained and will form the spine for a generous pedestrian and cycle route through the centre of Area B, providing a link between the Canal and country park, the main street, local centre and school. The green spine will be an attractive and comfortable route which encourages walking and cycling and adds to the green setting of the new neighbourhood.

The green spine illustrated in Fig 49 will be 24m wide and defined by two informal paths, one on either side of the existing hedgerow. The spine will be a richly planted, active route with play, fitness equipment, and broad paths for jogging, walking and cycling. Seating will be located in sheltered areas alongside play equipment and footbridges. A swale will be introduced to the west of the hedgerow and will collect surface water run off from the surrounding areas and connect into the wider sustainable urban drain system (SUDS). Timber footbridges over the swale will provide a connection between the east and west side of the green spine.

Ecology and biodiversity will be improved through planting of wildflower meadows alongside the existing hedgerow and reinforcement of the existing hedgerow planting using native species. Trees will also be introduced along the Green spine, both as part of the hedgerow and alongside the paths.

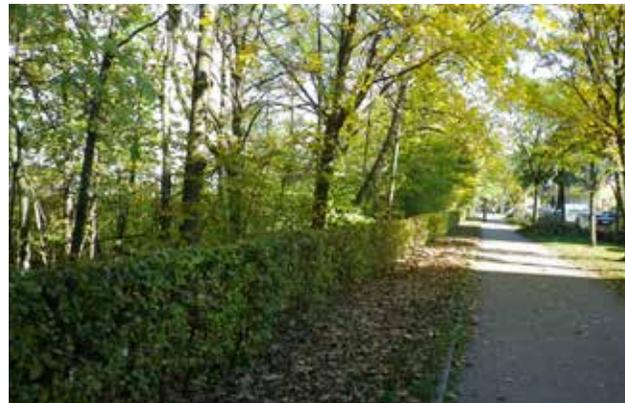
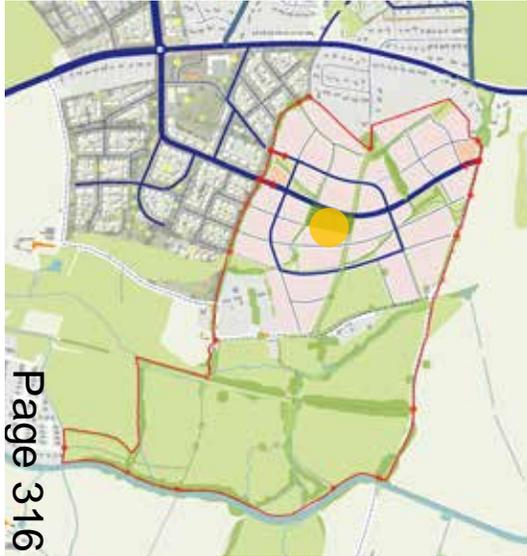


Fig.52 Illustration of the greenway concept



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Fig.53 Location plan of The Green ●

- 1 Informal grass area
- 2 Main street
- 3 Existing archaeology feature
- 4 Play area
- 5 Green spine
- 6 Existing hedgerow



Fig.54 Key features of The Green

### The Green

The central green is located on the main street in the centre of Area B. It provides 0.4Ha of open space and incorporates the existing below ground archaeological feature. The green will be within easy walking distance of all the new homes, close to the school and the local centre in Area A.

The main part of the green will be a grass space, which can be used for play and sports and for community events such as fetes and fairs, whilst protecting the archaeology. A geophysical survey has been undertaken for the majority of the site to assist in archaeological understanding across the site. Possible features of archaeological interest have been identified. The final design approach will be subject to and will reflect further archaeological assessment comprising additional archaeological investigations including trial trenching. Trees and planting will screen the south and western edges of the green whilst the eastern edge links into the green spine.

The Green will be the main play space for the northern part of the site with a large play area located to its eastern edge next to the green spine. Play features and equipment will be integrated into the sloping topography to create a whole environment for play which links closely to the green spine.

Seating under trees and planting around the perimeter of the green will create shelter and shade and quieter places for people to relax.

The space will deliver formal and informal recreation and be designed in line with Sport England's Active Design principles.



Fig.55 Illustrations of The Green concept

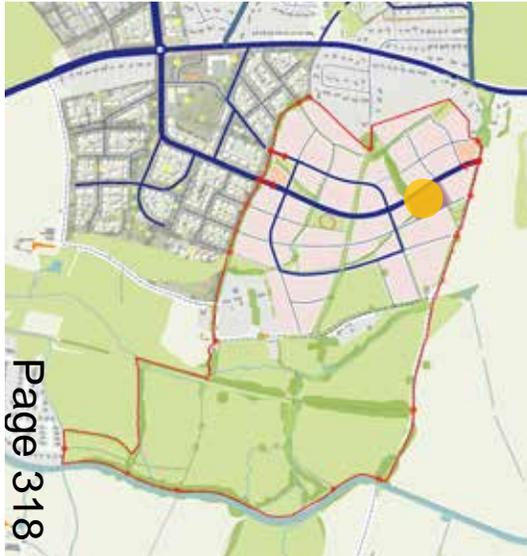


Fig.56 Location plan of the allotments ●

- 1 Half plots
- 2 Starter plots
- 3 Shed
- 4 Compost/soil stores
- 5 Parking and bikes
- 6 Existing hedgerow



Fig.57 Key features of the allotments

## Allotments

The allotment site is to the south east of Area B at a junction between two existing hedgerows, near West Manly Lane. The allotments will be easy to walk or cycle to and are located near the main street.

The illustrative scheme in the opposite plan shows a site of approx 0.5Ha which provides space for 20 half plots and 3 starter plots. Note that this is slightly larger than the area earmarked for allotments in the masterplan framework. Shared facilities such as compost bins and water butts will be located in the centre of the allotments alongside 8 parking bays and a communal storage shed.

The existing hedgerows and trees will be retained and enhanced to increase screening and shelter using native tree and shrub species.

The allotments will provide an opportunity for people to grow their own fruit, vegetables and flowers **and for bee keeping**. The allotments could also provide space for other outdoor activities related to conservation, gardening, ecology and food and will form one of the landscape community hubs set out in this masterplan.

Additional allotment space could be provided elsewhere within landscape areas including community planting areas within informal open space or in the Country Park if ecologically appropriate. In this event, the Town Council would be well placed to administer and manage such additional provision.



Fig.58 Illustrations of the allotment concept



Fig.59 Location plan of the sports provision

- 1 Grass sports pitches
- 2 Multi Use Games Areas (MUGAs)
- 3 Informal space for outdoor gym and informal sports
- 4 Changing rooms
- 5 Parking and bike store
- 6 Existing hedgerow enhanced and protected
- 7 Green spine
- 8 No vehicular access to West Manley Lane



Fig.60 Key features of the formal sports facilities

## Sports

The sports area is located to the south east of Area B on a relatively flat area east of the green spine and near West Manly Lane. The sports area provides circa 2ha for formal sports. The site is easily accessible by foot and cycle from the surrounding residential areas and will also be accessible by car from the new road network. A direct pedestrian and cycle connection between the sports hub and the wider country park will be delivered. There will be no vehicular access from West Manly Lane.

Existing hedgerows and trees around the perimeter of the sports ground will be retained and enhanced with new planting to increase screening and enhance biodiversity.

Reference should be given to the Local Football Facilities Plan and Local Planning Pitch Strategy. The sports area provides 4 Multi Use Games areas (MUGAs) which can be used for tennis, netball, basketball and/or 5 a side football. The grass field to the south of the MUGAs will be a flexible natural, grass sports field with drainage which can be laid out with line markings for a range of junior and senior sports. The type of sports provision will be determined at the detailed application stage.

A car park, changing rooms and cycle store will be located on the western side of the sports area and the car park may serve both the country park and sports area. To the south there will be an area for an outdoor gym and informal sports.



Fig.61 Illustrations of the formal sports provision concept



Fig.62 Key features of the Country Park

## Country Park

The new country park will provide 26 Ha of open space and provides the largest area of open space in the Eastern Urban Extension. The country park is also a significant area of green space and natural habitat and, in accordance with the SPD, will provide green infrastructure.

The natural habitats in the park connect to the existing local nature reserve on the canal and the existing SSSI at Tidcombe Fen. The design will be developed to strengthen **ecological** links with the SSSI and enhance ecology, **providing habitats for birds, invertebrates and mammals**. Existing hedgerows, woodland and trees within the country park area will be retained. It will be important to ensure the design takes account of water run off rate and quality in order to safeguard the

hydrology of the SSSI. The future maintenance and management of the park will be taken on by a local organisation and the arrangements and funding for future maintenance and management will be established and agreed with the local planning authority as part of the planning application(s) for Area B. (please see Section 6 for further details).

- 1 Existing cycleway (disused railway)
- 2 Existing canal tow path
- 3 Existing pasture retained
- 4 Orchard and picnic area
- 5 Informal and natural play
- 6 Wet meadow to be extended and protected (subject to hydrological analysis)
- 7 Wetland scrape-ephemeral pond
- 8 Boardwalk
- 9 Bird hide
- 10 Spring meadow
- 11 Summer meadow
- 12 Canal car park



Fig.63 Access and connections

**Access and connections, experience**

Access to the canal tow-path and existing cycle way will be improved and new wayfinding signage will be added at key park entrances and path junctions. The Country Park will include informal play and picnic facilities and an orchard in the area located east of Chapel Anthony near the southern end of the green spine route. Provision of areas for dog walking will be included at detail design stage.

New footpaths will link the tow path with the cycleway and West Manley Lane opening up the existing fields to public access. Footpath routes will be designed to tie in with the existing topography and existing features. Existing culverts and bridges will be restored to allow for new access routes. Secondary footpaths and timber boardwalks will run east west through the existing fields and new wetland meadow areas, subject to hydrological design, providing opportunities for longer walking routes and access to the meadows and bird hides.

The detail of the Country Park car park will be required at planning application stage. The car park will be provided through enhanced provision at the formal sports area or in closer proximity to the Country Park with access off Manley Lane.



Fig.64 Illustrations of the Country park - access and experience



Fig.65 Ecology and green infrastructure

## Ecology and green infrastructure

The existing fields between the canal and railway will be modified, **subject to hydrological design**, to create a series of wetlands, ephemeral ponds and meadows, linked to Alsa Brook and the Tidcombe Fen SSSI to the west. The wetland areas will be planted with native fen and marsh plants extending the existing marshy grassland and fen and increasing the habitat for birds, invertebrates and water vole. **Footpaths and boardwalks will be designed to tie in with the existing topography and existing paths, tracks and lanes.**

A series of flowering meadows will be planted to the south of the new boardwalk using perennial wildflowers and grasses to provide shows of flowers in spring and summer **and habitat and food for birds and invertebrates.**

The new boardwalk will provide a secluded route through the meadows and wetland and bird hides will be provided along the boardwalk for bird watching.

The existing woodland and hedgerow planting around the edges of the park will be managed and enhanced with new planting to strengthen the boundaries, screen views and reinvigorate the existing boundary planting.

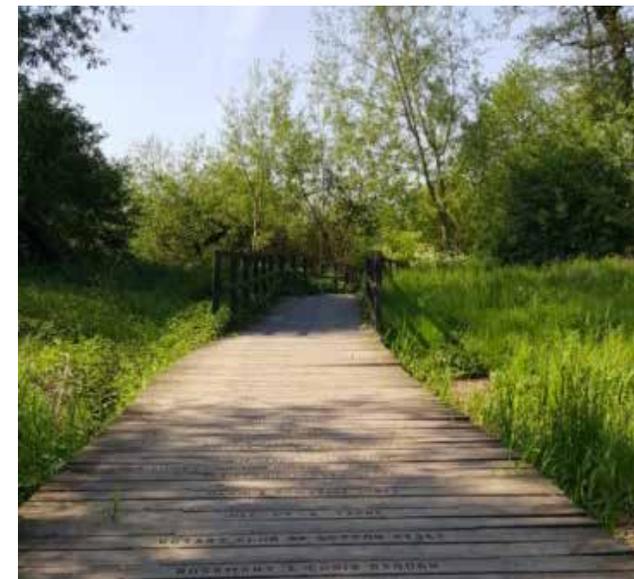


Fig.66 Illustrations of the Country park - ecology and green infrastructure



# 6 DELIVERING THE PLACE

## 6.1 APPROACH TO INFRASTRUCTURE PLANNING AND DELIVERY

### Policy Position

Policy TIV5 of the Local Plan Review states that a phasing strategy will be required to ensure that the development and infrastructure come forward in step, minimising the impact of the development, yet taking account of the need for development to remain viable.

The 2018 SPD acknowledges that the infrastructure requirements and the triggers for delivery of said infrastructure have evolved since the AIDPD was adopted following further assessment of triggers and sequencing of infrastructure. This position has also been influenced by the determination of the planning applications within Area A to date, elements of which supersede the provisions set out within the emerging Local Plan Review. Funding opportunities have also been secured including for the partial delivery of the A361 junction link to Area A. The final phase of this junction is due to be delivered by forward funding via the Housing Infrastructure Fund.

Policy TIV5 further states that the phasing requirements of this policy should be taken into account and any variation from them carefully justified. It sets out policy expectations for the phasing of employment and housing, green infrastructure, highway improvements, bus service enhancements, transfer of land and funding for the primary school.

### Infrastructure Requirements for Area B

The 2018 SPD recognises that the green infrastructure (GI) within Area B forms a majority of the GI for the whole of the Tiverton EUE. This includes GI in the form of:

- parkland,
- community orchards,
- allotments,
- informal open space that can be publically accessed,
- play areas,
- habitat areas and water attenuation ponds.
- It may also include small scale structures associated with the recognised GI use.

It is also recognised that the GI may vary according to the location and relationship with the immediate surrounds but with the overall premise of a comprehensive approach to planning and delivery. The green landscape setting will reach into the centre of the development to create a garden neighbourhood as endorsed in the vision of the 2018 SPD and carried through into the Area B Masterplan.

The 2018 SPD did not fully resolve how the GI was to be used, managed or located, particularly the area located south of West Manley Lane. The Area B masterplan gives the GI more detailed

consideration and considers both the allocated area of GI south of West Manley Lane and within the wider Area B.

The remaining infrastructure to be provided within Area B is expected to include the standard requirements arising from a development of this nature in terms of drainage (SUDS), roads and utilities as the community facilities are being provided within Area A. Area A has provided the bulk of the new build community facilities and opened up the strategic access onto the A361. The Area B infrastructure requirements include:

- Phase II A361 road junction (requiring payback from the development)
- Phase II Blundell's Road Traffic Calming and Environmental Enhancements
- An agreed strategy to bring forward development and infrastructure in step and to retain overall viability
- Transport provision to ensure appropriate accessibility for all modes
- **Environmental protection, enhancement and net gain in biodiversity**
- Community facilities to meet local needs arising
- **Education contributions (off-site)**
- GI including Country Park, allotment, formal sport and recreation
- Affordable housing
- Upto 3 Gypsy and Traveller Pitches

The delivery of the above mentioned GI and infrastructure is therefore expected to be provided and co-ordinated by the developer(s) for Area B, to be secured as necessary through Section 106 agreement or condition.

The approach to phasing of Area B is discussed within section 6.3 below.

### Area A Update

The two outline planning permissions within Area A (Chettiscombe Trust and Waddeton Park) have been accompanied by Section 106 agreements which have secured the provision of the following infrastructure within the EUE:

- A361 Highway Works and provision of the first phase of the junction
- Blundell's Road Traffic Calming works (phases 1 and 2)
- Contribution towards improvement of pedestrian and/or cycle facility between Tiverton EUE and Tiverton town centre and/or Tiverton Parkway railway station
- Link Road between A361 Left in Left Out 'LILO' (phase 1) junction and Blundell's Road works/ improvements to roundabout at junction of Heathcoat Way and Lowman Way
- Primary school facilities for up to 270 primary school aged children

To-date the Area A planning consents have resulted in the delivery of the phase 1 environmental enhancement works to Blundell's Road through Blundell's School ahead of any development.

Furthermore the Left in Left Out ('LILO') junction with the A361 has been constructed, although at the time of writing the junction is not operational.

### Community Infrastructure Levy

Infrastructure will be provided through Section 106 and planning conditions, and through direct delivery or financial contributions. It is not proposed that a community infrastructure levy charge will be applied to the Tiverton EUE development.

The key to success of the delivery of the EUE masterplan as a whole (Area A and B combined) will be the delivery of infrastructure in a co-ordinated and cohesive manner, recognising that both elements are not independent of each other.

## 6.2 HOUSING DELIVERY RATE

### Assumptions Around Rate of Housing Delivery

In relation to the Tiverton EUE as a whole, planning permission is in place for the first Reserved Matters and construction is underway in the North Eastern part of the site. The first homes are therefore being delivered. The Local Plan Review now treats development in Area A as a commitment in housing supply terms. For Area B the plan assumes delivery of the development on site from between 2026/27 to 2032/33.

The Local Plan assumes that development of Area B will start on site in 2026/27. However, it is expected that this start date can be accelerated subject to the provision of required highway infrastructure. Housing Infrastructure Fund financial forward funding could deliver the completion of the new junction to the A361 within 2022. This would unlock the ability to bring forward the commencement of development on Area B by several years. The first homes will be delivered after the provision of a highway connection from the western boundary (Area A) although this Masterplan identifies other access opportunities.

The sequencing of development and provision of supporting infrastructure set out in this SPD has been structured to provide appropriate flexibility over where and when development takes place. It seeks to ensure that the necessary infrastructure is provided in a timely and viable way in the interests of delivery of the vision and aims of the area in a co-ordinated and comprehensive manner.

The below table provides an updated schedule of anticipated housing completions for Area B based on the Local Plan but adjusted to take account of housing numbers identified in this Masterplan.

| Area B anticipated housing completions |                    |               |
|--|--------------------|---------------|
|  | Annual completions | Running total |
| 2020 / 2021                            | 0                  | 0             |
| 2021 / 2022                            | 0                  | 0             |
| 2022 / 2023                            | 0                  | 0             |
| 2023 / 2024                            | 0                  | 0             |
| 2024 / 2025                            | 0                  | 0             |
| 2025 / 2026                            | 0                  | 0             |
| 2026 / 2027                            | 25                 | 25            |
| 2027 / 2028                            | 150                | 175           |
| 2028 / 2029                            | 150                | 325           |
| 2029 / 2030                            | 150                | 475           |
| 2030 / 2031                            | 150                | 625           |
| 2031 / 2032                            | 59                 | 684           |
| 2032 / 2033                            |                    |               |

Build out of Area B is considered to be in excess of 6 years. The number of homes assumed to be built out per year is based on an agreed methodology as part of Local Plan Review evidence (Housing and Economic Land Availability Assessment, HELAA) but also takes into account current market conditions and assumes 2/3 housing outlets on site at the same time.

### Assumptions on Housing Mix and Population Profile

Policy TIV1 does not set a percentage target for affordable housing within policies associated with the urban extension. Instead it establishes that the development will need to provide a proportion of affordable housing subject to further assessment of viability. The target for this proportion (at the time of preparing this SDP) will be 35%. It is recognised that developments must be viable and that affordable housing may make a considerable difference to viability.

The Area A outline permissions (Chettiscombe Trust and Waddeton Park) were determined on the basis of viability appraisals with the following resultant affordable housing provisions:

- Chettiscombe Trust: 22.5% Affordable Housing, of which 60% are Affordable Rent Units and 40% Intermediate Units
- Waddeton Park: 22.5% Affordable Housing, to be provided as Affordable Rented Housing

Forward funding to deliver the completion of the A361 Road junction will need to be recovered from the development. In addition, the high proportion of GI provision required within Area B results in low value generating land. These issues will have a significant impact upon viability, particularly in the early phases of Area B. It is expected that viability assessments will form part of the consideration at planning application stage.

MDDC will expect a comprehensive and co-ordinated approach to the delivery of all of the development and infrastructure within Area B. This requires a holistic approach across high and low value generating uses.

Once provided, affordable housing should be delivered in step with market housing. Such decisions will need to be based upon the submission of robust viability evidence.

Affordable housing provision will need to have regard to needs assessment within the Tiverton area.

The Local Plan Review requires the provision of at least 5 pitches for gypsies and travellers within the EUE. The provision of pitches within Area B will be expected in accordance with the relevant policies.

Based on an average household size of 2.3 persons in Mid Devon (the assumption used in the 2018 SPD) it is anticipated that up to 684 dwellings could result in a population up to approximately 1,573.

Residential development within Area B must have regard to housing mix in terms of type, size, tenure and location (intermixing of affordable and market homes) and be designed so that affordable housing is indistinguishable from market housing.

Policy will also require the provision of 5% of homes as self build or custom build. The proposals must be considered in the context of Area A to ensure that an appropriate mix is delivered across the EUE as a whole.

Both market and affordable housing will need to meet the relevant space and accessibility standards adopted by the Council at the point of application determination. At the time of writing the relevant policy on minimum home sizes is Policy DM12 Housing Standards in the Local Plan Review.

Further consideration should also be given to the EUE Design Guide.

## 6.3 APPROACH TO DEVELOPMENT PHASING

The underlying development phasing EUE principles as set out within the 2018 SPD remain in part relevant for the detailed masterplanning of Area B. These remaining relevant principles are as follows:

- Infrastructure should be provided in a timely way in order to reduce / mitigate the impact of the development;
- Given the scale of the project, there is a need to balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of the development and infrastructure, especially as delivery is likely to take place over a period in excess of 6 years;

A coherent and coordinated approach to infrastructure delivery, construction management and development phasing is needed between land ownerships in order to ensure that the overall policy aspirations are met;

- Avoiding in so far as possible the creation of parcels of land or pockets of development that do not relate to their surroundings or are isolated from each other;
- The early provision of transport infrastructure is recognised as being a key requirement in order to reduce the impact of the development upon the existing local highway network. However, this must be balanced with the need to maintain development viability;
- It is expected that development within the wider Tiverton EUE will first take place to the north of

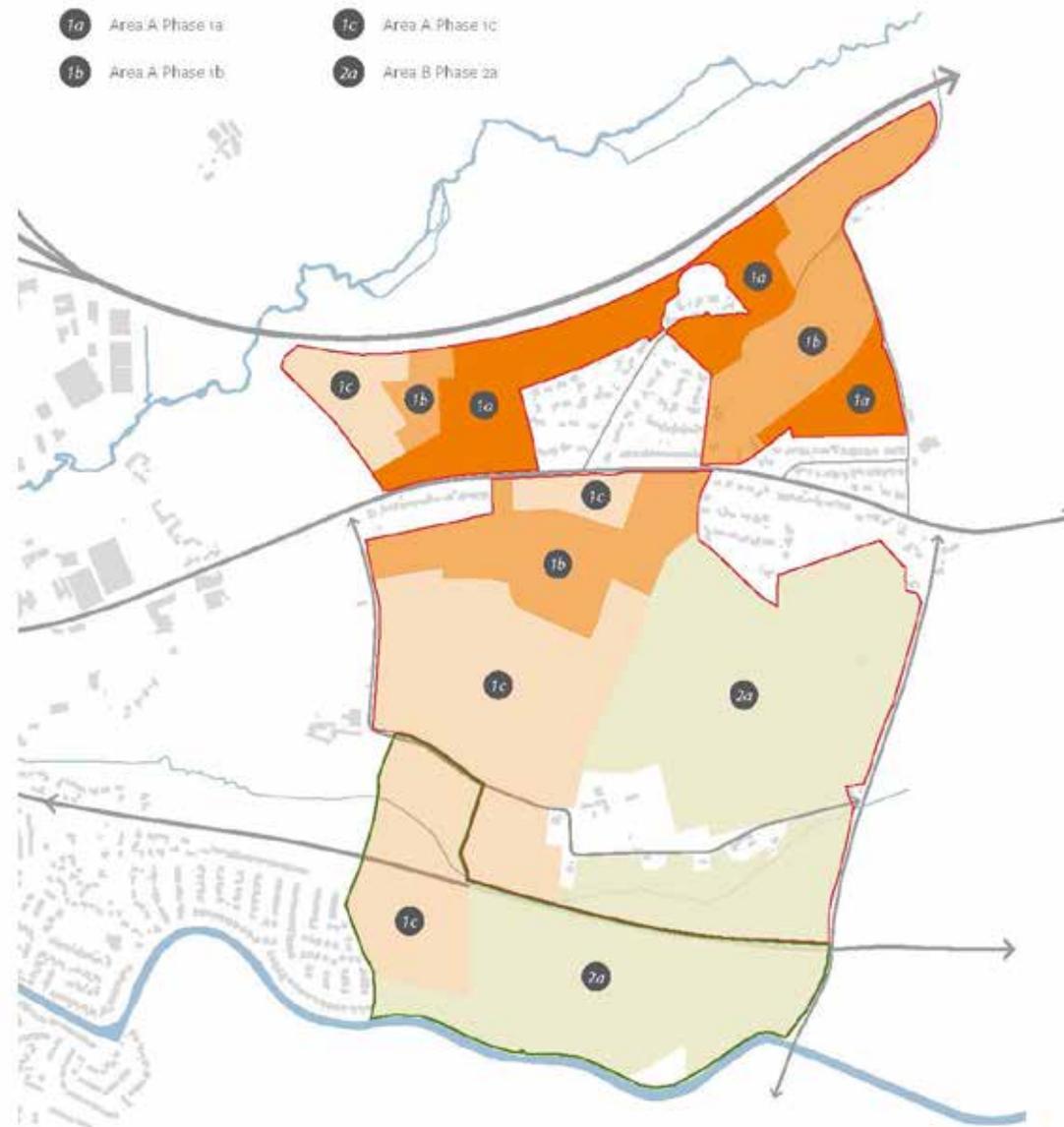


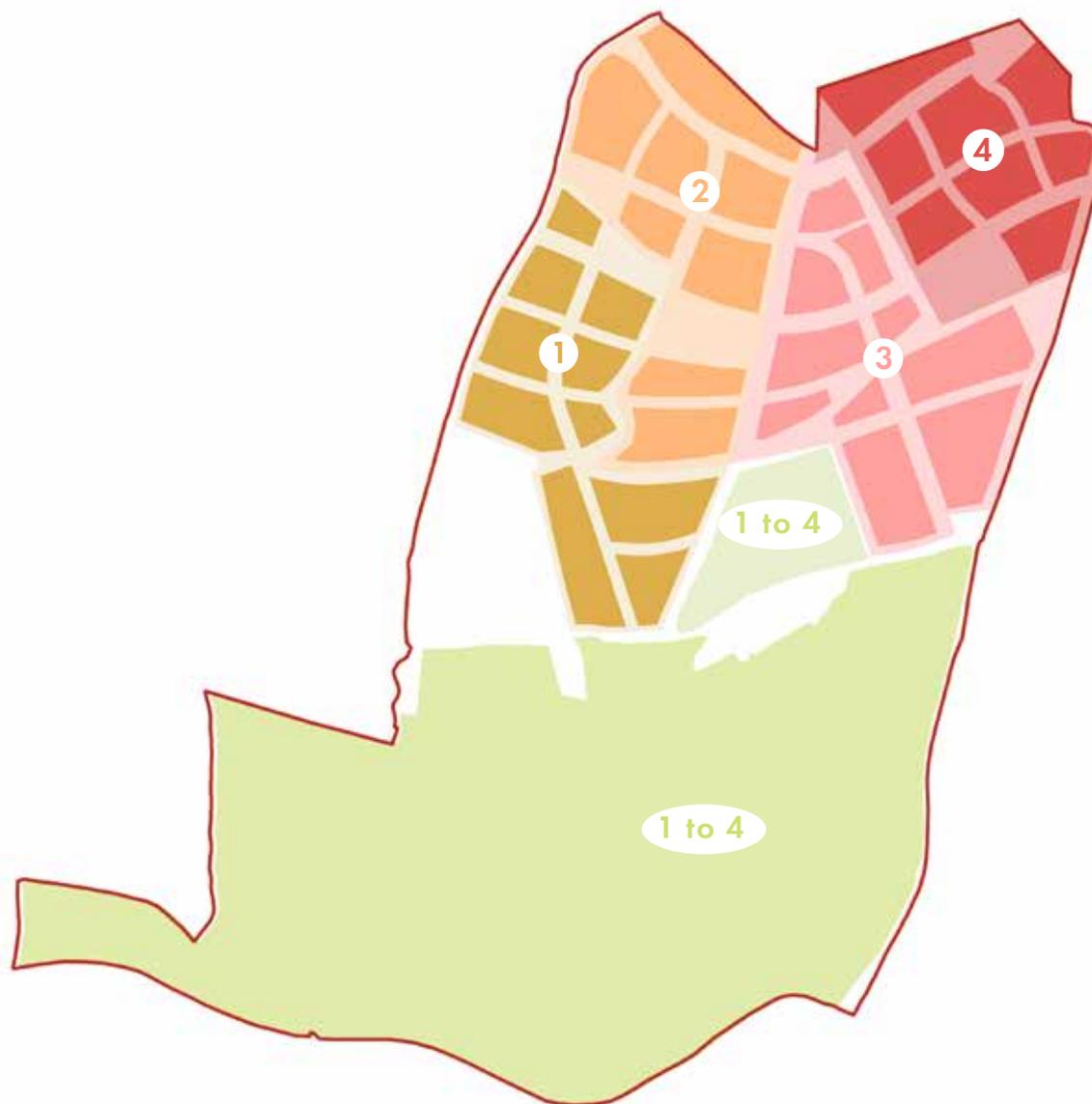
Fig.67 Area A phasing plan

Blundell's Road following the early provision of transport infrastructure associated with the new grade separated junction to the A361 combined with traffic calming improvements to Blundell's Road and improvements to roundabouts on Heathcoat Way;

- The need to ideally provide employment development in step with housing will deliver 5,000sqm in small clusters within Area B;
- Development is then expected to move sequentially in a southerly direction as access becomes available starting immediately south of Blundell's Road and providing the commencement of the local centre and land for the primary school alongside residential development and other associated infrastructure.

However, taking account current circumstances including applications to date and specific Area B issues, of further key significance to Area B are the following:

- securing means of access to Area B at an early stage;
- Whilst it was initially envisaged in the existing Masterplan that Area B would constitute the final phases of the wider development, there is now opportunity (subject to access) to consider whether Area B delivery can be brought forward to be developed at the same time as parts of Area A; and
- The provision of GI will need to be phased in relation to the timing and occupation of development. Elements of GI are expected to be provided in step with the phases as they come



**Fig.68 Phase B phasing plan**

The phasing of development within fig 67 assumes means of access via Area A. The masterplan considered possible additional points of access which would affect the subsequent phasing

forward rather than as a single separate phase of GI delivery. A programme and triggers for GI delivery are expected to be agreed via Section 106 obligation or conditions in line with the Development Framework Plan to be provided with any future planning application (see section 6.6).

The overall approach taken towards phasing and infrastructure delivery in the SPD is to seek to ensure co-ordination between phases of development in order to deliver necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following phases to do the same. Whilst development within Area A is now underway it can not now be assumed that Area B will only come forward once Area A is completed.

A process of monitoring and review of delivery will be undertaken by the District Council in conjunction with the landowners / developers. In considering proposals to vary phasing of Area B from that set out in this document the District Council will have regard to the tests set out within section 6.3 of the 2018 SPD. Of key significance will be whether the development proposed will fundamentally prejudice delivery of other land holdings within the urban extension or the whole master plan, or result in an unacceptable impact on existing residents. Proposals to bring forward

later planned phases will be considered provided they do not undermine: delivery elsewhere within the overall site; the provision of supporting infrastructure; and, mitigation of the impacts of the development as a result of earlier delivery.

Therefore the proposed Area B phases are based upon the following considerations:

- On the assumption that the access route through area A comes forward first (the adjacent parcel forms phase 1). Additional points of access could allow other land parcels to come forward quicker.
- The central green spine is the primary feature that divides the site (as reflected by land ownership)
- a critical mass of over 100 units per phase.

## 6.4 INFRASTRUCTURE REQUIREMENTS AND TRIGGERS FOR DELIVERY

The infrastructure necessary to support the urban extension must be delivered in a timely way in order to reduce the impact of the development. The key infrastructure requirements for the EUE are set out within the relevant Local Plan Review policies.

Drawing from elements of 6.4 of the 2018 SPD and updating them, is a schedule of the Infrastructure Requirements within Area B. The table concentrates upon infrastructure requirements common to different areas and ownerships where coordination over delivery is most required.

Further site specific infrastructure will be required on a more local basis, for delivery under individual detailed planning permissions for the relevant phase of the development such as footpaths and streets and non-strategic habitat mitigation.

A range of utilities related infrastructure will also be required such as power, water and foul drainage. Provision for these will need to be made in step with the requirements of each phase of development and ensuring that provision is coordinated between phases. It is important that the necessary provision of utilities is borne in mind in considering the viability of the development.

| Key Infrastructure Requirement (Area B)   | Anticipated Phase For Delivery and Trigger Point Where Known   | Lead Delivery Organisation |
|---|--|----------------------------|
| <b>Access &amp; Transport</b>   |  |                            |
| Agreement of delivery of access point from Area A into Area B and / or additional access points and agreement of key connections within Area B to open up required land parcels | Prior to submission of first application within Area B for demonstration of access provision delivery.   | Developer(s)/ Landowners   |
| Completion of access from Area A into Area B and /or additional access points and main connection within Area B.  | Prior to occupation of any dwellings within Area B.  | Developer(s)               |
| Bus Service Enhancements including contributions in line with Policy TIV2 in Local Plan Review  | Phased delivery from occupation of first dwelling within Area B.   | Operator/Developer(s)      |
| Delivery of cycle and pedestrian links to the railway walk, Grand Western Canal and nearby rights of way  | Phased delivery from occupation of first dwelling within Area B.   | Developer(s)               |
| <b>Open Space, Recreation, Play and Green Infrastructure</b>  |  |                            |
| Provision of green infrastructure between Pool Anthony Railway Bridge and Manley Railway Bridge within Area B with necessary management / funding arrangements                  | Prior to the occupation of 1250 dwellings on EUE as whole  | Developer                  |
| At least, 29.96ha of POS including children's play, 1.95ha formal sports; and 0.38ha allotments.  | Phased delivery as development comes (formal sports pitches to be delivered partly on site and partly off-site through enhancement of existing provision). | Developer                  |
| Sustainable Urban Drainage Systems (SUDS)   | Phased delivery as development comes forward in a co-ordinated manner having regard to its future maintenance and Tidcombe Fen SSSI.                       | Developer                  |



Fig.69 Area B phasing and infrastructure plan

## 6.5 DELIVERY, MONITORING AND REVIEW

### Viability and deliverability

The National Planning Policy Framework (2019) emphasises consideration of viability and costs in plan-making and decision-taking. This is to ensure plans are deliverable.

The requirements around infrastructure provision and triggers for delivery set out have therefore been considered in light of the NPPF guidance and the 2018 SPD. The production of the Area B masterplan has been informed by commercial delivery advice and option testing. This testing exercise has included consideration of the Housing Infrastructure Funding, likely Section 106 requirements, strategic infrastructure costs, local land values and market conditions to demonstrate high level viability. However, the Council accepts that formal viability testing will be reviewed beyond this SPD at development control stages. This is to ensure that the development envisaged is deliverable as far as is possible given the Council's aspirations for delivery of affordable homes, for sustainable development and the need to secure critical infrastructure.

Given the potential for uncertainty about the economy over future years, it may be appropriate to retest the viability of the scheme at later stages using tools such as market recovery mechanisms built into Section 106 agreements. This may mean that the level and / or timing of affordable housing provision required or the timing of

provision of elements of infrastructure as set out in this SPD may need to be revisited. This may have implications for full provision of affordable housing in accordance with the 35% target. Where landowners / developers wish to retest scheme viability, the Council will require an open book approach on scheme viability to be taken. Any viability appraisals and supporting information received will be validated by an independent assessor to be appointed by the council and whose fees will be paid by the landowner / developer. The

outcomes and implications of viability testing at application stage will be carefully evaluated by the Council in light of the aspirations and requirements set out in this SPD.

### Implementation, delivery and monitoring

#### *Landowner collaboration – Area B*

The main potential obstacle to the successful delivery of Area B is a lack of coordination between the main landowner interests.

Complex landownerships requires landowner collaboration. The Council will not entertain piecemeal applications without robust evidence of collaboration between the landowners to enable the timely delivery of the required infrastructure to support Area B (and the wider EUE). Such evidence could be in the form of a Development Agreement(s) for example.

Individual landowners will need to have regard to the role of their land within the wider masterplan and understand that successful delivery of the masterplan will depend upon the delivery of the whole scheme (including interaction with Area A). Of key significance will be the provision of an unfettered access from Area A into Area B, and within Area B to the various development parcels.

Landowner 'buy in' is therefore required to inform the coordination of infrastructure provision, to resist piecemeal and uncoordinated applications and to realise an integrated and sustainable development programme. The Council will resist any applications that cannot demonstrate this approach to delivering the Area B development.

The delivery requirements set out within section 6.6 of the 2018 SPD remain valid for Area B and the Council will therefore expect landowners to work together to demonstrate the requirements can be met.

To summarise the Council will expect the following information to be submitted with planning applications:

- To secure comprehensive development of sustainable neighbourhood and place making, the application must be accompanied by a **development framework plan for the entirety of the Area B** and demonstrate that it is in accordance with this SPD;

- To secure delivery of comprehensive infrastructure, the application must be accompanied by an **Infrastructure Delivery Plan for Area B** to demonstrate compliance with this SPD and an agreement of proportionate Section 106 obligations from each landowner.

#### *Land Equalisation – Area B*

The Council wishes to encourage the landowners to consider the scope for agreeing a land equalisation exercise on the basis that a single landowner parcel cannot be brought forward independently if the policy requirements for Area B and the wider EUE are to be met.

This approach is often required on large sites with development obligations (eg. highway improvements, community/sports, utilities upgrade). One or more landowners may find there is an unfair proportion of land in their ownership designated for uses that benefit the wider site (i.e. green infrastructure in the case of Area B). This therefore requires an agreement to equalise the proportionate cost amongst all the landowners.

Landowners with land bearing costs ('infrastructure and facilities') will then benefit from equalisation (interplay between the values generated, and the costs necessary to deliver that value) with those landowners identified for housing and commercial development in a phase/neighbourhood.

In their role as enablers, the Council may use its statutory powers including compulsory purchase powers to facilitate comprehensive development and delivery of the site in order to deliver the policy framework.

#### *Monitoring*

The delivery of phases within Area B will be overseen by the Council working with landowners / promoters and stakeholders to ensure:

- A coordinated approach to infrastructure delivery in accordance with the relevant infrastructure delivery plans;
- The delivery of a consistently high quality of development in accordance with the guidance and principles set out in this SPD;
- Securing external funding where available to help infrastructure delivery;
- Securing agreement and delivery of long term management and governance arrangements for the development;
- Monitoring delivery in order to inform the Annual Monitoring report.

In line with the 2018 SPD the Council will continue to monitor implementation of this Area B SPD and the extent to which the strategic policy objectives and vision are being achieved in the Annual Monitoring report. If implementation / delivery is considered to be failing, this will be reported together with an explanation and proposed remedial steps.

#### **Long term management and maintenance**

In line with the 2018 SPD requirements and in order to maintain a high quality of the green infrastructure across Area B it will be important to set in place robust and consistent management arrangements. The Council will seek to prepare and agree a neighbourhood management plan jointly with the applicants prior to the commencement of development. This will be an application requirement. The plan should cover all open spaces and cite all management objectives with the aim of establishing medium and long term objectives and arrangements.

This plan will also need to consider a robust governance structure which could take the form of a management trust/company and could also include a role for Tiverton Town Council and or Devon County Council in relation to the Country Park for example. Examples of such management structures could include a Community Interest Company approach. It is expected that full details of future management arrangements will be required through Section 106 obligations with management regimes being agreed and implemented prior to first occupation of any properties within the development, and in advance of the provision of any green infrastructure.

In terms of funding, it is likely that the plan will look to generate revenue from an annual service charge from residents and business occupiers together with the potential for revenue from hire of building/facilities. Revenue will be subsidised by the developer in the early stages and additional revenue sources (grant funding, sponsorship and commercial opportunities) should also be explored.

## 6.6 REQUIREMENTS FOR FUTURE PLANNING APPLICATIONS

Area B is allocated across a multiple of landownerships. Whilst the Council wishes to encourage land equalisation on the basis that a single landowner parcel can not be brought forward independently if policy requirements are not met, it is acknowledged that future applications are likely to come forward as a number of outline and/or full planning applications. The contents of applications to be submitted shall be agreed in advance with MDDC through pre-application discussions and following a review of the valid national and local validation requirements. Planning performance agreements are encouraged at the application stage to provide assurance and clarity to the developer.

S106 pooling restrictions no longer apply. Infrastructure will be therefore be delivered through S106 planning conditions, through direct delivery or financial contribution. A Community Infrastructure Levy will not be applied.

A list of information to be submitted as part of the planning application process for the development of the site is provided below. It should be noted that this list is not exhaustive and further requirements may be identified as a result of pre-application discussions. Some elements may also be more appropriately submitted as reserved matters stage dependent upon the scope of the application made at outline application stage. This list should be read in conjunction with the design process and delivery requirements outlined previously in this SPD.

### Theme: Masterplanning and Design

- Outline application: Development framework plan to illustrate development form at a greater degree of resolution for the whole of Area B as relevant to the application location
- Outline application: Design and Access Statement to include proposed character areas, street / space typologies, sample blocks and key areas. Conditions will require the approval of illustrated urban design and architectural principles prior to the submission of reserved matters applications. More details are to be found within 1.6 Design Process
- Reserved matters: Detailed design proposals for the area applied for. Compliance with this SPD and subsequent masterplanning and design stages above will need to be demonstrated
- Full applications: Will need to meet the requirements of both outline and reserved matters applications. Building for Life 12 self assessment (residential only)

### Theme: Planning

- Planning Statement
- Draft Heads of Terms for Section 106 Agreement
- Viability Appraisal and independent review with details to be agreed with Mid Devon District Council
- Affordable Housing Statement
- Statement of Community Involvement (SCI)
- Infrastructure Delivery Plan for relevant area (and in

recognition of the EUE as a whole)

- Neighbourhood Management Plans – to cover future maintenance of community spaces and buildings

### Theme: Sustainability

- Sustainability & Energy Assessment incorporating a carbon reduction strategy – outlining the approach taken to integrate sustainability during the design process. This can include topics such as water use, materials, surface water run-off, waste, pollution, health and wellbeing, management, ecology and transport. This should also include estimated energy loads and consumption as well as predicted CO<sub>2</sub> (carbon) emissions of the overall development, in addition to the submission of design stage BREEAM
- Waste audit statement – to demonstrate how waste will be managed according to the waste hierarchy (further guidance on what should be included as part of such a statement is available within the Devon County SPD available at: <https://www.devon.gov.uk/planning/planning-policies/minerals-and-waste-policy/supplementary-planning-document>)

### Theme: Traffic & Transport

- Transport Assessment – considering the impact of the development within the context of Area B, Area A and wider transport network
- Framework Travel Plan – outlining measures to encourage new residents and employees on site to

use sustainable modes of transport within the site and within the context of Area B, Area A and wider transport network

- Traffic pollution assessment – to consider the impact of traffic generated nitrogen oxides upon environmental assets including mitigation measures (see also air quality assessment below)
- Public Transport Strategy – outlining a strategy for providing viable sustainable transport options within the development site and within the context of Area B, Area A and wider transport network
- Public Rights of Way Statement – assessing the impact on existing access routes
- Highway design report and any other reports & modelling as required in consultation with Devon County Council Highways Department

### **Theme: Environmental Impact**

- Environment Impact Assessment Screening
- Environmental Statement
- Landscape and Visual Impact Assessment
- Arboricultural Survey & Landscape Plan, including tree and hedgerow removal details
- Biodiversity & Ecological Reports including Management Plan. **A clear plan to deliver net gain in biodiversity within the site will need to be set out at the planning application stage.**
- Archaeological Assessment **comprising additional archaeological investigations including trial trenching prior to planning consent**

- Air Quality Assessment – to include Low Emission Strategy
- Noise Assessment
- Flood Risk Assessment
- Sustainable Drainage Strategy **including a planting and maintenance regime and water quality monitoring programme**
- Heritage Statement including description of significance of any affected heritage assets
- External Lighting Assessment – to include assessment on habitat areas and where details of high-intensity lighting (e.g. MUGA floodlights) are included or indicatively shown near to sensitive/residential areas
- Land Contamination Assessment
- Site Waste Management Statement
- Construction Management Plans
- Utility Infrastructure Report

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Fig.01 Tiverton EUE Area B allocation (AAM)

Fig.02 Tiverton EUE Area A and Area B (CE/LHC)

Fig.03 Plan making and development process - cross refer to 1.6 Design process (CE/LHC)

Fig.04 Extract from key diagram Local Plan Review 2013 - 2033 (MDDC)

Fig.05 Where we are in the process (CE/LHC)

Fig.06 photos from workshop event (AAM)

Fig.07 Design process (CE/LHC)

Fig.08 Site of new neighbourhoods (CE/LHC)

Fig.09 The site in context (CE/LHC)

Fig.10 Tiverton EUE Area A and Area B (CE/LHC)

Fig.11 Land ownership plan (MDDC)

Fig.12 Key constraints and opportunities at a wider scale (CE/LHC)

Fig.13 Summary diagrams of site constraints (AAM/PRP)

Fig.14 surrounding planning applications (MDDC)

Fig.15 The vision (CE/LHC)

Fig.16 Plan highlighting the key development concepts (AAM)

Fig.17 Aerial photograph highlighting structural elements of the Post Hill area (CE/LHC)

Fig.18 Images representing different characteristics of the Post Hill area (CE/LHC)

Fig.19 local architectural character (CE/LHC)

Fig.20 sustainable movement (CE/LHC)

Fig.21 A well connected and walkable neighbourhood focused around the neighbourhood centre (CE/LHC)

Fig.22 Enhancements to the Blundell's Road corridor (CE/LHC)

Fig.23 local landscape and open space (CE/LHC)

Fig.24 A garden neighbourhood integrated into and defined by the features and character of the landscape. Green links connecting the community and landscape together. (CE/LHC)

Fig.25 A balanced neighbourhood where everyone is able to access facilities and services (CE/LHC)

Fig.26 Existing route along the canal (AAM)

Fig.27 Employment integrated into the heart of the neighbourhood, located to ensure the best chance of success (CE/LHC)

Fig.28 Energy and resource efficiency (CE/LHC)

Fig.29 Illustrative Framework Plan (AAM)

Fig.30 Amount and use (AAM)

Fig.31 Area B land use budget table (MDDC)

Fig.32 Existing site and land use context (AAM)

Fig.33 Movement (AAM)

Fig.34 Illustrative land use plan (AAM)

Fig.35 Illustrative landscape and open spaces plan (AAM/PRP)

Fig.36 Street typologies and placemaking areas (AAM)

Fig.37 Illustrative residential density plan (AAM)

Fig.38 Indicative plan for residential neighbourhood (AAM)

Fig.39 Successful housing developments and densities. (AAM)

Fig.40 Building heights (AAM)

Fig.41 Examples of integrated and attached garages (AAM)

Fig.42 Examples of small offices or light industrial employment (AAM)

Fig.43 Example of a landscaped parking area where on-street parking may not meet requirements (CGI image credit: Redvertex)

Fig.44 Car parking typologies (AAM)

Fig.45 Sketch to illustrate the scale and design of the higher density buildings and spaces in Post Hill (AAM)

Fig.46 Sketch to illustrate the scale and design of the mid and lower density buildings and spaces in Post Hill. (AAM)

Fig.47 Street typologies and placemaking areas (AAM)

Fig.48 Street sections (AAM)

Fig.49 Precedent: Saxmundham, Suffolk (AAM)

Fig.50 Open spaces plan (AAM/PRP)

Fig.51 Key features of the greenway (PRP)

Fig.52 Illustration of the greenway concept (PRP)

Fig.53 Location plan of The Green (PRP)

Fig.54 Key features of The Green (PRP)

Fig.55 Illustrates of The Green concept (PRP)

Fig.56 Location plan of the allotments (PRP)

Fig.57 Key features of the allotments (PRP)

Fig.58 Illustrations of the allotment concept (PRP)

Fig.59 Location plan of the sports provision (PRP)

Fig.60 Key features of the formal sports facilities (PRP)

Fig.61 Illustrations of the formal sports provision concept (PRP)

Fig.62 Key features of the Country Park (PRP)

Fig.63 Access and connections (PRP)

Fig.64 Illustrations of the Country park - access and experience (PRP)

Fig.65 Ecology and green infrastructure (PRP)

Fig.66 Illustrations of the Country park - ecology and green infrastructure (PRP)

Fig.67 Area A phasing plan (CE/LHC)

Fig.68 Phase B phasing plan (AAM)

Fig.69 Area B phasing and infrastructure plan (AAM)

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Allies and Morrison



PRP



## **Mid Devon Eastern Urban Extension Area B Supplementary Planning Document**

### **Habitat Regulations Assessment Screening and Appropriate Assessment Report**

**August 2020**

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## 1.0 Mid Devon Eastern Urban Extension Area B Supplementary Planning Document (SPD)

### *Purpose, scope and content*

1.1 The Tiverton Eastern Urban Extension (EUE) Area B Masterplan sets out the relationship between the Adopted Masterplan SPD and Area B Masterplan whilst identifying its purpose as bridging the gap between high level policy aspirations and delivery on the ground. This is to ensure that the development achieves high quality design and sense of place in a coordinated manner.

1.2 The Area B Masterplan is set out in 6 Chapters. A brief description of each part is provided below:

#### Introduction

This sets out the relationship between the Adopted Masterplan SPD and Draft Area B Masterplan and the purpose the Masterplan.

#### About the Site

This introduces the site within the wider context of the EUE. It provides background and context including land ownerships, constraints and opportunities across Area B.

#### Vision and Objectives

This outlines the overarching ambition for the development of Area B as an attractive, well designed garden neighbourhood that will create a positive future both for those who reside in the new development and the wider Tiverton area. This is borne out in four development concepts and guiding principles.

#### Creating the Structure

This provides specific detail for the Masterplan area whilst providing an Illustrative Framework Plan and land use budget embedded in a costed viability assessment.

#### Creating the Place

This chapter seeks to communicate the varied character that will be required for the new development including the green Infrastructure. Eight distinctive locations are described in more detail alongside a series of street sections which are important to convey the varied character and response required in different areas of the masterplan area.

#### Delivering Place

This takes a specific look at the infrastructure requirements for Area B and the delivery of it including S106 contributions and their triggers as well housing delivery rates and phasing of development.

### *Relationship with the National Planning Policy*

1.3 The National Planning Policy Framework (2019), in 'Identifying Land for Homes' paragraph 72 sets out the following:

*"The supply of large numbers of new homes can often be best achieved through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way. In doing so, they should:*

- a) consider the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains;*
- b) ensure that their size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access;*
- c) set clear expectations for the quality of the development and how this can be maintained (such as by following Garden City principles), and ensure that a variety of homes to meet the needs of different groups in the community will be provided;*
- d) make a realistic assessment of likely rates of delivery, given the lead-in times for large scale sites, and identify opportunities for supporting rapid implementation (such as through joint ventures or locally-led development corporations); and*
- e) consider whether it is appropriate to establish Green Belt around or adjoining new developments of significant size."*

1.4 Tiverton Eastern Urban Extension is identified as part of the Mid Devon Local Plan Review (2013-2033) as an urban extension to Tiverton town as it is considered to be well located and supported by the necessary infrastructure and facilities. Policies TIV1-TIV5 are consistent with the National Planning Policy Framework. The Tiverton Eastern Urban Extension Area B SPD provides further detail on the opportunities presented by existing or planned investment in infrastructure, the area's economic potential and the scope for net environmental gains. It ensures the community has sufficient access to services and employment opportunities within the development itself as well as setting out clear expectations for the quality of the development to ensure there are a variety of homes to meet the needs of different groups in the community. It also makes a realistic assessment of likely rates of delivery.

#### *Relationship with the Mid Devon Local Plan*

1.5 The Mid Devon Local Plan Review 2013-2033 ("Local Plan Review") was adopted 29<sup>th</sup> July 2020. The Local Plan Review Policies TIV1-TIV5 Tiverton Eastern Urban Extension will provide the policy baseline for the more detailed guidance included in the Mid Devon Tiverton Eastern Urban Extension SPD:

#### Policy TIV1

##### Eastern Urban Extension

A site of 153 hectares east of Tiverton is allocated for mixed use development as follows:

- a) 1580 to 1830 dwellings;
- b) A proportion of affordable dwellings subject to further assessment of viability to include at least five pitches for gypsies and travellers;
- c) At least 30,000 square metres commercial floorspace;
- d) 47 hectares strategic green infrastructure;
- e) Highway mitigation measures and transport provision to ensure appropriate accessibility for all modes;
- f) Environmental protection and enhancement;
- g) Community facilities to meet local needs arising, including a new primary school and neighbourhood centre;
- h) An agreed strategy to bring forward development and infrastructure in step and retain the overall viability of development; and

- i) Compliance with the adopted masterplan and completion of a public Masterplanning exercise in respect of the southeast of the site (Area B in the adopted masterplan).

#### Policy TIV2

##### Eastern Urban Extension Transport Provision

To support the Eastern Urban Extension, the following transport infrastructure will be provided:

- a) Provision of a new grade-separated junction to the A361 and road links into the site;
- b) Traffic calming and environmental enhancement between Heathcoat Way and Putson Lane, including Blundell's Road;
- c) Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;
- d) Cycle and pedestrian links to the Railway Walk, Grand Western Canal and nearby public rights of way;
- e) Implementation of Travel Plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts;
- f) Bus service enhancements between the main residential areas of Tiverton and the employment areas within the Eastern Urban Extension;
- g) Bus service enhancements between Exeter, Tiverton Bus Station, the Eastern Urban Extension and Tiverton Parkway Station; and
- h) New and improved offsite pedestrian and cycle links including improvements to a wider green infrastructure network.

#### Policy TIV3

##### Eastern Urban Extension Environmental Protection and Green Infrastructure

As part of the Eastern Urban Extension, the following environmental protection and enhancement measures will be implemented at the expense of all new development in the Eastern Urban Extension:

- a) Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;
- b) Provision and management of 47 hectares of land for strategic green infrastructure on the western and southern edges of the urban extension, including management and funding arrangements for the protection and enhancement of Tidcombe Fen Site of Special Scientific Interest, its catchment and land west of Pool Anthony Bridge;
- c) Areas of equipped and laid out public open space, totalling 2 hectares of children's play, 8 hectares of sports pitches and 2 hectares of allotments;
- d) A strategic landscaping and tree planting scheme to mitigate landscape impact, enhance biodiversity and the character of development;
- e) Appropriate provision of a sewerage system to serve the development;
- f) The provision of a strategic Sustainable Urban Drainage Scheme provided in step with development to deal with all surface water from the development, paying particular attention in relation to runoff into Tidcombe Fen SSSI in terms of quality and quantity of water entering the fen, and arrangements for future maintenance of the scheme;
- g) Detailed archaeological investigation and measures to record, and where necessary protect the archaeological interest of the site through appropriate design layout and mitigation; and

- h) Design solutions which respect the character and setting of heritage assets within and adjoining the site.

#### Policy TIV4

##### Eastern Urban Extension Community Facilities

As part of the Eastern Urban Extension, the following community infrastructure will be provided at the expense of all new development in the urban extension area:

- a) One serviced site of 1.93 hectares for a primary school at no cost to the Local Education Authority;
- b) Provision of a 420-place primary school with early years provision and a children's centre service delivery base funded by appropriate contributions from developers;
- c) A site of 2.0 hectares for a shopping and community centre, of which 1.0 hectare will be for community buildings at no cost to the provider;
- d) Contribution to new and improved facilities at the secondary school; and
- e) Construction cost of appropriate community facilities and buildings including youth and children's provision and a community hall;
- f) Contributions towards a new recycling centre to serve Tiverton.

#### Policy TIV5

##### Eastern Urban Extension Phasing

The development of the Eastern Urban Extension must be carried out in accordance with an approved phasing strategy, to ensure that the development and infrastructure come forward in step, minimising the impact of the development and taking account of the need for development to remain viable. Detailed justification must be provided if there is any proposed deviation from the following requirements:

- a) The provision of on and off slip roads on the south side of the A361 to a standard suitable to form construction access prior to any development;
- b) The provision of the completed on and off slip roads on the south side of the A361 (forming the southern element of the A361 junction) and the highway link between this junction and Blundell's Road prior to the occupation of any development;
- c) The occupation of no more than 200 dwellings or 4,000 square metres employment floorspace before the provision of a 'Phase 1' traffic calming scheme at Blundell's School and improvements to the roundabouts at Heathcoat Way and Lowman Way, as set out in the adopted masterplan;
- d) Prior to the commencement of construction south of Blundell's Road the transfer of land for the primary school and its access to the Local Education Authority;
- e) Prior to the first occupation of development south of Blundell's Road the servicing of the site for the primary school;
- f) The occupation of no more than 400 dwellings before the construction of the first phase of the primary school;
- g) The occupation of no more than 400 dwellings before the provision of temporary open space on the future school and neighbourhood centre site;
- h) The occupation of no more than 600 dwellings or 10,000 square metres commercial floorspace before the completion of the full movement grade separated junction to the A361 and completion of the traffic calming and environmental enhancement of Blundell's Road between Putson Lane and Heathcoat Way;

- i) The occupation on no more than 600 dwellings before the implementation of arrangements for the management and funding for the Green Infrastructure west of Pool Anthony Bridge;
- j) The occupation of no more than 600 dwellings before the implementation of bus service enhancements;
- k) The occupation of no more than 600 dwellings before the provision of a 2.0 ha serviced neighbourhood centre site;
- l) The occupation of no more than 1000 dwellings before the provision of Green Infrastructure between Pool Anthony Bridge and Manley Railway Bridge within Area A as defined in the adopted masterplan, with necessary management and funding arrangements;
- m) The occupation of no more than 1250 dwellings before the provision of Green Infrastructure between Pool Anthony Railway Bridge and Manley Railway Bridge within the Area B as defined in the adopted masterplan, with necessary management and funding arrangements; and
- n) Phased delivery of cycle and pedestrian links to the railway walk, Grand Western Canal and nearby public rights of way.

1.6 The Mid Devon Local Plan Review (2013 – 2033) has been subject to a Sustainability Appraisal (SA), which has incorporated a Strategic Environmental Assessment (SEA). The Local Plan Review has also been subject to a Habitat Regulations Assessment.

*Status of the Mid Devon Eastern Urban Extension Area B SPD*

1.7 The Mid Devon Eastern Urban Extension Area B SPD will be adopted by the Council as a Supplementary Planning Document. The SPD will not be part of the development plan and does not introduce new planning policies into the development plan. However, it will be capable of being a material consideration in determining planning applications.

## **2.0 Habitat Regulations Assessment**

- 2.1 A Habitat Regulations Assessment (HRA) refers to the several distinct stages of Assessment. These must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) to determine whether a plan or project may affect the protected features of a European site ('habitats site') identified under these regulations before deciding whether to undertake, permit or authorise it.
- 2.2 All plans and projects which are not directly connected with, or necessary for, the conservation management of a habitat site, require consideration of whether the plan or project is likely to have significant effects on that site. This consideration is typically referred to as the 'Habitats Regulations Assessment screening' and should take into account the potential effects both of the plan/project itself and in combination with other plans or projects.
- 2.3 Where the potential for likely significant effects cannot be excluded, an appropriate assessment of the implications of the plan or project for that site, in view of the site's conservation objectives must be undertaken. A plan or project may be agreed to only after having ruled out adverse effects on the integrity of the habitats site. Where an adverse effect on the site's integrity cannot be ruled out, and where there are no alternative solutions, the plan or project can only proceed if there are imperative reasons of over-riding public interest and if the necessary compensatory measures can be secured.
- 2.4 In April 2018, the Court of Justice of the European Union delivered its judgement in Case C-323/17 People Over Wind & Peter Sweetman v Coillte Teoranta ('People over Wind'). The judgment clarified that making screening decisions as part of the HRA and for the purposes of deciding whether an appropriate assessment is required, mitigation measures cannot be taken into account. Mitigation measures intended to avoid or reduce the harmful effects of a plan or project can only be taken into account at the appropriate assessment stage.

### 3.0 Habitats site

3.1 A Habitats site refers to any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.

3.2 There are no Habitats sites within Mid Devon although there are 11 such sites within 10km (Table 1), the closest being the Culm Grasslands SAC which lies immediately adjacent to the north western boundary of Mid Devon District.

| Table 1: Habitats Sites within 10km of Mid Devon District   |  |   |
|---|--|---|
| Special Areas of Conservation (SACs)  | Special Protection Areas (SPAs)  | Ramsar Sites  |
| <ul style="list-style-type: none"> <li>• East Devon Pebblebed Heaths</li> <li>• Culm Grasslands</li> <li>• South Dartmoor Woods</li> <li>• Holme Moor and Clean Moore</li> <li>• Dartmoor</li> <li>• Exmoor Heaths</li> <li>• Quants</li> <li>• Exmoor and Quantock Oakwoods</li> </ul> | <ul style="list-style-type: none"> <li>• Exe Estuary</li> <li>• East Devon Heaths</li> </ul> | <ul style="list-style-type: none"> <li>• Exe Estuary</li> </ul> |

#### *Potential Impacts on Habitats Site*

3.3 There are a number of categories that can affect Habitats Sites which include:

- Physical Loss
- Physical Damage
- Non-physical disturbance
- Water table/availability
- Toxic contamination
- Non-toxic contamination
- Biological disturbance

#### **4.0 Mid Devon Local Plan Review 2013 – 2033 HRA**

- 4.1 As the competent authority under The Conservation of Habitats and Species Regulations (2010) (now 2017 as amended) Mid Devon District Council has been required to assess its Local Plan Review 2013-2033 as part of the HRA process.
- 4.2 A full HRA Report for the Mid Devon Local Plan Review 2013-2033 was undertaken March 2015 and related to the Publication Draft version of the Local Plan Review. This concluded that adverse effects on the integrity of European sites (referred to in this report as Habitats sites) around Mid Devon from policy and site options in the new Local Plan, either alone or in combination with other plans, will not occur.
- 4.3 Two HRA Addenda were prepared in 2016. The first (dated August 2016) was prepared in order to update the findings of the March 2015 HRA Report in light of changes to the supply of housing and employment land that were made in the Submission version of the Local Plan Review. The HRA Addendum screened the changes to policies in the Local Plan Review and concluded that, for each change, the screening conclusions of the March 2015 HRA Report would have been the same and the same Appropriate Assessment work would therefore have been undertaken. The second HRA Addendum (December 2016) presented Appropriate Assessment work that was undertaken in relation to potential air pollution impacts on the Culm Grasslands SAC that could result from development at Junction 27 and the associated additional housing required.
- 4.4 A third HRA Addendum was prepared in October 2019 which presented an assessment of the proposed Main Modifications raised by the Planning Inspector appointed by the Secretary of State to undertake the independent examination of the Mid Devon Local Plan Review (2013-2033). This concluded that the HRA for the Mid Devon Local Plan Review remain that the Local Plan Review (taking into account the Proposed Main Modifications) is not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites), either alone or in-combination with other plans or projects. These proposed Main Modifications include the proposed Main Modifications to Mid Devon Local Plan Review Policy TIV3: Eastern Urban Extension Environmental Protection and Green Infrastructure and TIV4: Eastern Urban Extension Community Facilities. The third HRA addendum has found that the proposed Main Modifications to Policy TIV3 and TIV4 did not change the HRA findings previously reported.

## **5.0 Mid Devon Eastern Urban Extension Area B SPD HRA Screening**

5.1 In taking into account the Mid Devon Local Plan Review 2013-2033 HRA screening, likely significant effects for the Mid Devon Eastern Urban Extension Area B on European Sites remain uncertain. The site allocation is located some distance from the nearest European sites and while the Local Plan Review includes a number of policies which should mitigate the potential impacts of development at Tiverton these cannot be taken into account at the screening stage in-line with *People Over Wind & Peter Sweetman v Coillte Teoranta C-323/17* Case. The Eastern Urban Extension Area B in-combination with the other Tiverton allocations identified in the Local Plan Review would result in fairly large-scale development at the town which could affect European sites through increased pressure for recreation space and increased vehicle traffic in particular. Non-physical disturbance from development (e.g. noise, vibration and light pollution) would not be expected as a result of development at Tiverton, due to the distance from European sites. However for the reason of potential impact identified through recreation pressure and increased vehicle traffic, in-line with the Local Plan Review HRA, it is not possible to rule out the possibility of likely significant effects associated with Mid Devon Eastern Urban Extension Area B. Therefore an Appropriate Assessment has been undertaken as set out below.

## 6.0 Appropriate Assessment

- 6.1 Policies in the Mid Devon Local Plan Review including TIV1-TIV5 (allocation policies for Tiverton Eastern Urban Extension) have already been subject to HRA Appropriate Assessment which concluded that the Mid Devon Local Plan Review will not have adverse effects on the integrity of European sites (Habitats sites), either alone or in-combination with other plans or projects.
- 6.2 The Tiverton Eastern Urban Extension Area B SPD does not introduce new policies or proposals outside the scope of the Local Plan Review. The Tiverton Eastern Urban Extension Area B SPD does not result in development itself but seeks to guide development in the allocated area and falls within the parameters of policies TIV1-TIV5 of the Mid Devon Local Plan Review including the proposed number of total dwellings. For the above reasons the findings and results of the HRA for the Local Plan Review 2013-2033 are applicable for the Appropriate Assessment of the Tiverton Eastern Urban Extension Area B SPD.

### *Recreation Pressure*

- 6.3 In considering the identified possible impact of increased pressure for recreation space, many of the European sites around Mid Devon are vulnerable to the effects of erosion/trampling from recreation (e.g. heathland habitats) and several sites include birds and other qualifying species that could be affected by disturbance, in particular the sites to the south of Mid Devon (Exe Estuary SPA and Ramsar Site, East Devon Pebblebed Heaths SAC and East Devon Heaths SPA).
- 6.4 However, the distance of most European sites around Mid Devon from the District, and in particular the locations that will be the main focus of development (Tiverton, Crediton and Cullompton) means that a significant increase in day-to-day visitor numbers at any of the European sites for activities such as dog walking is not considered likely.
- 6.5 While there may still be some increase in visits to sites such as Dartmoor SAC, South Dartmoor Woods SAC and the East Devon Heaths SAC which are known to be popular visitor destinations, there are a wide range of mitigation measures already in place, for example through the Dartmoor National Park Management Plan and the South East Devon European Site Mitigation Strategy that should help to avoid adverse effects. In addition, policies within the Local Plan Review will help to ensure that green infrastructure is included within development sites.
- 6.6 In October 2019 a HRA Addendum presented an assessment of the proposed Main Modifications raised by the Planning Inspector appointed by the Secretary of State to undertake the independent examination of the Mid Devon Local Plan Review (2013-2033). This concluded that the HRA for the Mid Devon Local Plan Review remain, that the Local Plan Review (taking into account the Proposed Main Modifications) is not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites), either alone or in-combination with other plans or projects. These proposed Main Modifications include the proposed Main Modifications to Mid Devon Local Plan Review Policy TIV3: Eastern Urban Extension Environmental Protection and Green Infrastructure and TIV4: Eastern Urban Extension Community Facilities. The HRA addendum found that the proposed Main Modifications to Policy TIV3 and TIV4 did not change the HRA findings previously reported.
- 6.7 Therefore, it is concluded that the Eastern Urban Extension Area B SPD proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites as a result of increased recreation pressure.

## *Vehicle Traffic*

- 6.8 Air pollution from traffic is most likely to affect European sites which have plant, soil and water habitats amongst their qualifying features but some qualifying animal species may also be directly affected, or indirectly affected by deterioration in habitat. Therefore, where European sites do not include species that are vulnerable to these impacts amongst their qualifying features, air pollution-related effects can be ruled out. The qualifying heathland habitats of the Culm Grassland SAC are known to be vulnerable to the effects of air pollution and due to its proximity to a strategic road (A361), it was identified in the HRA for the Mid Devon Local Plan Review as having the potential to be affected by air pollution as a result of proposals in the Local Plan Review and therefore has the potential to be affected by air pollution as a result of the allocation that the Eastern Urban Extension Area A SPD relates to.
- 6.9 Nitrogen dioxides (NO<sub>x</sub>) are considered to be the key pollutants from traffic emissions. Deposition of nitrogen compounds may lead to both soil and freshwater acidification, and NO<sub>x</sub> can cause eutrophication of soils and water.
- 6.10 For the Culm Grasslands SAC, in considering the identified possible impact of increased vehicle traffic, the Local Plan Review Appropriate Assessment included a transport model used to obtain traffic data for assessment year of 2033 i.e. the end of the Local Plan Review period, when all of the development in the Local Plan are likely to be completed and occupied, and the traffic impacts will be greatest. The Appropriate Assessment of air pollution effects on the Culm Grasslands SAC found that the combination of Local Plan allocations would increase NO<sub>x</sub> levels immediately adjacent to the A361, over the plan period. However, the effects would be very localised within the SAC. A negligible increase in nutrient nitrogen and acid nitrogen deposition would occur from the Mid Devon Local Plan Review 2013-2033, although critical loads for these are already being exceeded and will continue to do so in 2022, despite expected decreases in background concentrations. The most appropriate mitigation for the effects of air pollution at the Culm Grasslands SAC is to target agricultural sources of nitrogen (which is outside the remit of the Local Plan), although improvements to vehicle emissions nationally, and sustainable transport initiatives, for example those encouraged in the Local Plan, will also contribute to the mitigation of impacts on the SAC's qualifying features. It was concluded that the Local Plan proposals would not have an adverse effect on the integrity of the Culm Grasslands SAC.
- 6.11 In October 2019 a HRA Addendum presented an assessment of the proposed Main Modifications raised by the Planning Inspector appointed by the Secretary of State to undertake the independent examination of the Mid Devon Local Plan Review (2013-2033). This concluded that the HRA for the Mid Devon Local Plan Review remain, that the Local Plan Review (taking into account the Proposed Main Modifications) is not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites), either alone or in-combination with other plans or projects. These proposed Main Modifications include the proposed Main Modifications to Mid Devon Local Plan Review Policy TIV3: Eastern Urban Extension Environmental Protection and Green Infrastructure and TIV4: Eastern Urban Extension Community Facilities. The HRA addendum found that the proposed Main Modifications to Policy TIV3 and TIV4 did not change the HRA findings previously reported.
- 6.12 Therefore, it is concluded that the Eastern Urban Extension Area B SPD proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites as a result of increased vehicle traffic.

*Appropriate Assessment Conclusion*

- 6.13 The Appropriate Assessment considers in detail the potential impact identified at the HRA screening stage i.e. recreation pressure and increased vehicle traffic. From these findings it is concluded that the Eastern Urban Extension Area B SPD proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites.

## 7.0 Conclusion

- 7.1 The Eastern Urban Extension Area B in-combination with the other Tiverton allocations identified in the Local Plan Review would result in fairly large-scale development at the town which could affect European sites through increased pressure for recreation space and increased vehicle traffic in particular. Non-physical disturbance from development (e.g. noise, vibration and light pollution) would not be expected as a result of development at Tiverton, due to the distance from European sites. However for the reason of potential impact identified through recreation pressure and increased vehicle traffic, in-line with the Local Plan Review HRA, it was not possible to rule out the possibility of likely significant effects associated with Mid Devon Eastern Urban Extension Area B.
- 7.2 An Appropriate Assessment was undertaken in which the findings and results of the HRA for the Local Plan Review 2013-2033 were applicable for the Appropriate Assessment of the Tiverton Eastern Urban Extension Area B SPD given that the SPD does not introduce new policies or proposals outside the scope of the Local Plan Review and the SPD does not result in development itself but seeks to guide development in the allocated area and falls within the parameters of policies TIV1-TIV5 of the Mid Devon Local Plan Review including the proposed number of total dwellings. For the above reasons the findings and results of the HRA for the Local Plan Review 2013-2033 were applicable for the Appropriate Assessment of the Tiverton Eastern Urban Extension Area B SPD. The Appropriate Assessment considered in detail the potential impact identified at the HRA screening stage i.e. recreation pressure and increased vehicle traffic. It concluded that the Eastern Urban Extension Area B SPD proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites as a result of increased recreation pressure or vehicle traffic from the new Local Plan. From these findings it is concluded that the Eastern Urban Extension Area B SPD proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites.

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Date: 17 August 2020  
Our ref: 325333  
Your ref: Tiverton Eastern Urban Extension Area B SPD



FAO Poie Li  
Principal Forward planning Officer  
Mid Devon District Council

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**BY EMAIL ONLY**

Dear Poie

**Planning consultation: Tiverton Eastern Urban Extension, Area B, Supplementary Planning Document: Habitats Regulations Assessment.**

Thank you for your consultation on the above dated 13 August 2020

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

We concur with the conclusions set out in section 7.0 of the Habitats Regulations Assessment which state that the Eastern Urban Extension Area B Supplementary Planning Document proposals will not have an adverse effect on the integrity of European sites.

We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.

For any queries relating to the specific advice in this letter only please contact Carol Reeder on 0208 225 6245 / 07721 108902 or [carol.reeder@naturalengland.org.uk](mailto:carol.reeder@naturalengland.org.uk). For any new consultations, or to provide further information on this consultation please send your correspondences to [consultations@naturalengland.org.uk](mailto:consultations@naturalengland.org.uk).

Yours sincerely

Carol Reeder  
Lead Adviser  
Devon Cornwall and Isles of Scilly Area Team  
Natural England  
Polwhele  
Truro  
TR4 9AD

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## **PART 1 REPORT (WITH RESTRICTED APPENDICES)**

### **CABINET**

**3 SEPTEMBER 2020**

### **3 Rivers Developments Limited - Performance Update**

**Cabinet Member:** Leader

**Responsible Officers:** Chief Executive – Stephen Walford

**Reason for Report:** In accordance with recent cabinet decisions to request a quarterly update from 3RDL, to provide Cabinet an update on current project performance and any key risks. In addition, the covering report provides a quick overview on the progress of the Action Plan worked up resulting from previous Cabinet decisions.

**RECOMMENDATION:** That Cabinet note the update report on current performance and key risks.

**Relationship to Corporate Plan:** 3 Rivers Developments Limited's (3Rivers) primary objective is to generate future returns in order to grow the business and to recycle monies made back to the Council to mitigate some of the cuts in Government funding.

**Financial Implications:** The Council has a duty to obtain value for money. All financial interactions between the Council and 3Rivers are carried out at commercially evidenced rates and subject to individual loan agreements.

**Legal Implications:** None to this report, however this report is prepared in accordance with the Shareholder Agreement, Company's Memorandum and Articles of Association and currently Approved Business Plan.

**Risk Assessment:** Detailed within the report.

**Equality impact assessment:** No equality issues identified for this report.

**Impact on climate change:** 3Rivers is a commercial organisation and where deliverable sustainable options are available they are utilised; however, as a commercial organisation it is acknowledged that where there is a significant cost differential and what the market will sustain that this plays heavily in the choices made.

#### **1.0 Introduction**

1.1 It has been some time since the Council last considered a detailed project update from its wholly owned property development company, 3 Rivers Developments Limited. Since the last update the Council has been reacting to the all-consuming efforts required to assist our residents and businesses cope with the Covid 19 pandemic, which has seen the development business enter lockdown in late March.

- 1.2 Following two external reports looking at improvements that could be made to the governance and relationship between the two entities, the council's Cabinet (and subsequently, scrutiny and audit committees) considered these and made a number of resolutions to change or improve working practices. Among others, these resolutions required the company to suspend any work on commissioning new sites until a new board of Directors was in place and a revised business plan could be submitted back to the council. As such, work post-lockdown has been focused on the existing sites only.

## **2.0 Company Update**

- 2.1 Attached to this report is the detailed company update provided by the Directors of 3Rivers Developments Limited for Cabinet's consideration. In order to provide members and the public more insight into the company's operations this is the first update that provides an open summary of activities alongside a detailed (restricted) part 2 report from the company.
- 2.2 The full update is provided as commercially-confidential appendix A. However, in accordance with the Cabinet's desire for as much transparency as possible on commercial matters, the rest of section 2 (below) shows a brief overview of project progress and any associated issues as at the end of July, which is the last full financial month of company accounting information.

### Current Projects

Threwstones, Tiverton – 3 market houses - scheme completed – one sold mid-July and other 2 properties under offer with completion dates in late August 2020.

The Orchard, Halberton – 4 semi-detached market houses and a barn conversion - the 4 semis are due to be finished at the end of August and marketing is already underway – reasonable level of interest already being shown. Planning application in for Barn. Work was suspended in late March and recommenced in mid May 2020 due to Covid19.

St Georges Court, Tiverton – 39 market flats/houses – work suspended on 25/3/20 due to Covid19 – the site is still closed as at the end of July 2020.

### Rental properties

Banksia Close/Cemetery Lodge, Tiverton – all rental payments up to date

### Future Schemes

An unsuccessful offer was made on a medium size site in Newton St Cyres

Bampton – planning application submitted in January 2020 for a medium sized market housing development – no further progress

Knowle Lane, Cullompton – site purchased for circa 70 properties (mix still to be determined) – no further progress per instruction

Post Hill – included within last approved Business Plan – initial works undertaken for a planning application – no further progress per instruction

#### Financial Overview

The company's accounts are included within 3RDL's report and were approved at a Board meeting of the company on the 20 August 2020. These are compiled by their external accountants Paul Steele Ltd. They reflect the increased work in progress of the company during 2019/20 based on the three live developments. There was no profit shown in 2019/20 as no properties were sold during that period.

#### Project and Company Risk Analysis

This information is provided within the company report and reflects on changing markets, land availability, changes to the prevailing economic position, etc.

### **3.0 Action Plan**

- 3.1 Following the cabinet decisions in June and July 2020, a list of all resolutions was compiled and put into an action plan to track implementation and progress towards each of these. Since then a small officer/member group has been set up to work through all of the recommendations to ensure a swift implementation.
- 3.2 The detailed action plan is shown at appendix B (restricted) and contains details of the various contract issues and personnel matters arising from the resolutions. However, continuing on the theme of transparency, the summary of the current position is that:

Of the 33 formally-adopted resolutions; 7 are already green (completed); 18 are amber (underway); and 8 are red (not yet underway or are now being paused pending further consideration).

The majority of amber actions are work in progress and the council is being supported in the progress of these by the same firm of solicitors that oversaw the production of one of the external reports last year (ACS) in order that these can be done quickly by not being constrained by internal capacity in the legal team.

The red items relate largely to recruitment, which has been explored and is currently awaiting a final decision on how to commission this.

### **4.0 Conclusion**

- 4.1 Section two of this report outlines the status update from the company 3RDL in compliance with the requirement to update cabinet quarterly on progress. This will be a quarterly update from now on.
- 4.2 Section three refers to the generation of an action plan and details progress made towards implementing the various resolutions made by Cabinet in consecutive reports during June and July 2020. This is to demonstrate the 'following through' on these recommendations and to provide assurance on progress.

## **Appendices**

Appendices A-K (Restricted) – Commercial updates from 3RDL board

Appendix L (Restricted) – Action plan progress with detail

Contact for more information: Stephen Walford, Chief Executive

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of the Local Government Act 1972.

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**MID DEVON DISTRICT COUNCIL – NOTIFICATION OF KEY DECISIONS**

**September 2020**

**The Forward Plan containing key Decisions is published 28 days prior to each Cabinet meeting**

| <b>Title of report and summary of decision</b>   | <b>Decision Taker</b>                         | <b>Date of Decision</b>       | <b>Officer contact</b>  | <b>Cabinet Member</b>   | <b>Intention to consider report in private session and the reason(s)</b> |
|--|---|-------------------------------|---|---|--|
| <b>Private Sector Fees and Charges</b><br>To consider a revised policy.  | Homes Policy Development Group<br><br>Cabinet | 15 Sep 2020<br><br>1 Oct 2020 | Simon Newcombe,<br>Group Manager for Public Health and Regulatory Services<br>Tel: 01884 244615 | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open   |
| <b>Leasehold Management Policy</b><br>To receive a report reviewing the Leasehold Management Policy.   | Homes Policy Development Group<br><br>Cabinet | 15 Sep 2020<br><br>1 Oct 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381           | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open   |
| <b>Report on DCC responsibility for HRA grass verges</b><br>To receive a report on grass cutting currently carried out by the Housing Team which is the responsibility of DCC and to make a decision on whether this practice should continue. | Homes Policy Development Group<br><br>Cabinet | 15 Sep 2020<br><br>1 Oct 2020 | Claire Fry, Group Manager for Housing Tel: 01884 234920   | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open   |

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Agenda Item 11.

| Title of report and summary of decision  | Decision Taker                                | Date of Decision              | Officer contact   | Cabinet Member  | Intention to consider report in private session and the reason(s) |
|--|---|-------------------------------|---|---|---|
| <b>Tenancy Changes Policy</b><br>To receive a report reviewing the Tenancy Changes Policy.   | Homes Policy Development Group<br><br>Cabinet | 15 Sep 2020<br><br>1 Oct 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open  |
| <b>Allocations Policy</b><br>To receive a report from the Group Manager for Housing Services reviewing the Allocations Policy.       | Homes Policy Development Group<br><br>Cabinet | 15 Sep 2020<br><br>1 Oct 2020 | Claire Fry, Group Manager for Housing Tel: 01884 234920                               | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open  |
| <b>Tenancy Inspection Policy</b><br>To receive a report reviewing the Tenancy Inspection Policy                                      | Homes Policy Development Group<br><br>Cabinet | 15 Sep 2020<br><br>1 Oct 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open  |
| <b>Aids and Adaptations Policy</b><br>To receive a report reviewing the Aids and Adaptations Policy.                                 | Homes Policy Development Group<br><br>Cabinet | 15 Sep 2020<br><br>1 Oct 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open  |
| <b>ASB Policy and Procedures</b><br>To receive a report reviewing the Housing Services' Anti-Social Behaviour Policy and Procedures. | Homes Policy Development Group<br><br>Cabinet | 15 Sep 2020<br><br>1 Oct 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open  |

| Title of report and summary of decision  | Decision Taker                                    | Date of Decision              | Officer contact   | Cabinet Member  | Intention to consider report in private session and the reason(s) |
|--|---|-------------------------------|---|---|---|
| <b>Introductory Tenancies Policy</b><br>To receive a report reviewing the Introductory Tenancies Policy  | Homes Policy Development Group<br><br>Cabinet     | 15 Sep 2020<br><br>1 Oct 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open  |
| <b>Service Standards Review</b><br>To receive a report reviewing Service Standards in the Housing Service.   | Homes Policy Development Group<br><br>Cabinet     | 15 Sep 2020<br><br>1 Oct 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open  |
| <b>Severe Weather Emergency Protocol and Extended Winter Provision Protocol</b><br>To receive a report reviewing the Severe Weather Emergency Protocol and Extended Winter Provision Protocol. | Homes Policy Development Group<br><br>Cabinet     | 15 Sep 2020<br><br>1 Oct 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist) | Open  |
| <b>Grant payments to external organisations (the strategic grants review process)</b><br>To receive the 4 yearly review of Grant Payments to external organisations from                       | Community Policy Development Group<br><br>Cabinet | 22 Sep 2020<br><br>1 Oct 2020 | John Bodley-Scott, Economic Development Team Leader                                   | Cabinet Member for Community Well Being (Councillor Dennis Knowles)       | Open  |

| Title of report and summary of decision  | Decision Taker   | Date of Decision                                 | Officer contact  | Cabinet Member  | Intention to consider report in private session and the reason(s) |
|--|--|--|--|---|---|
| the Group Manager for Growth, Economy & Delivery   |  |  |  |   |   |
| <b>Use of CCTV Policy and Guidance</b><br>To receive and approve the Use of CCTV Policy and Guidance                 | Community Policy Development Group<br><br>Cabinet<br><br>Council | 22 Sep 2020<br><br>1 Oct 2020<br><br>28 Oct 2020 | Andrew Busby,<br>Group Manager for Corporate Property and Commercial Assets<br>Tel: 01884 234948 | Cabinet Member for Community Well Being (Councillor Dennis Knowles) | Open  |
| <b>Revised Budget</b><br>To consider a revised budget  | Cabinet<br><br>Council   | 1 Oct 2020<br><br>28 Oct 2020                    | Andrew Jarrett,<br>Deputy Chief Executive (S151)<br>Tel: 01884 234242                            | Cabinet Member for Finance (Councillor Alex White)                  | Open  |
| <b>Public Spaces Protection Order</b><br>To consider the outcome of the public consultation and any recommendations. | Cabinet  | 1 Oct 2020                                       | Darren Beer,<br>Operations Manager   | Cabinet Member for the Environment (Councillor Luke Taylor)         | Open  |
| <b>Design Supplementary Planning Document - post consultation</b><br>To consider the                                 | Cabinet  | 1 Oct 2020                                       | Jenny Clifford, Head of Planning, Economy and Regeneration<br>Tel:                               | Cabinet Member for Planning and Economic Regeneration               | Open  |

| Title of report and summary of decision  | Decision Taker | Date of Decision | Officer contact  | Cabinet Member  | Intention to consider report in private session and the reason(s) |
|--|----------------|------------------|--|---|---|
| Supplementary Planning Document post consultation  |                |                  | 01884 234346   | (Councillor Graeme Barnell)   |   |
| <b>Beech Road, Tiverton - Design and Build Tender</b><br>To consider the award of the tender   | Cabinet        | 1 Oct 2020       | Andrew Jarrett,<br>Deputy Chief Executive (S151)<br>Tel: 01884 234242          | Cabinet Member for Housing and Property Services (Councillor Simon Clist)         | Part exempt   |
| <b>Reform of the Planning System</b><br>To consider the government's proposed changes to the Planning system and formulate a consultation response | Cabinet        | 1 Oct 2020       | Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346   | Cabinet Member for Planning and Economic Regeneration (Councillor Graeme Barnell) | Open  |
| <b>Cullompton Railway Station</b><br>To provide a project update and next steps  | Cabinet        | 1 Oct 2020       | Adrian Welsh, Group Manager for Growth, Economy and Delivery Tel: 01884 234398 | Cabinet Member for Planning and Economic Regeneration (Councillor Graeme Barnell) | Open  |
| <b>Appointment of consultants in respect of a draft masterplan SPD for the East Cullompton allocation and a draft framework masterplan for</b>     | Cabinet        | 1 Oct 2020       | Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346   | Cabinet Member for Planning and Economic Regeneration (Councillor Graeme Barnell) | Open  |

| Title of report and summary of decision  | Decision Taker   | Date of Decision                      | Officer contact  | Cabinet Member   | Intention to consider report in private session and the reason(s) |
|--|--|---------------------------------------|--|--|---|
| <p><b>Culm Garden Village</b><br/>To consider a report with regard to the appointment of consultants for the East Cullompton allocation and a draft framework masterplan for the Culm Garden Village.</p>  |  |                                       |  |  |   |
| <p><b>Options for Accelerating Affordable Housing Delivery in the District</b><br/>To consider additional governance arrangements for housing delivery</p>   | <p>Scrutiny Committee</p> <p>Cabinet</p>                 | <p>12 Oct 2020</p> <p>29 Oct 2020</p> | <p>Andrew Jarrett,<br/>Deputy Chief Executive (S151)<br/>Tel: 01884 234242</p>                           | <p>Cabinet Member for Housing and Property Services (Councillor Simon Clist)</p> | <p>Open</p>   |
| <p><b>Operations Directive Enforcement Policy</b><br/>A joint meeting of the Community, Environment and Homes PDG's to receive a review of the Operations Directive Enforcement Policy from the Group Manager for Public Health and Regulatory Services.</p> | <p>Community Policy Development Group</p> <p>Cabinet</p> | <p>20 Oct 2020</p> <p>29 Oct 2020</p> | <p>Simon Newcombe,<br/>Group Manager for Public Health and Regulatory Services<br/>Tel: 01884 244615</p> |  | <p>Open</p>   |
| <p><b>Land at Post Hill, to consider development options</b><br/>To consider the options for</p>   | <p>Cabinet</p>   | <p>29 Oct 2020</p>                    | <p>Andrew Busby,<br/>Group Manager for Corporate Property and Commercial</p>                             | <p>Cabinet Member for Planning and Economic Regeneration</p>                     | <p>Part exempt</p>  |

| Title of report and summary of decision  | Decision Taker                                  | Date of Decision              | Officer contact   | Cabinet Member  | Intention to consider report in private session and the reason(s) |
|--|---|-------------------------------|---|---|---|
| the land at Post Hill Tiverton.  |   |                               | Assets Tel: 01884 234948  | (Councillor Graeme Barnell)   |   |
| <b>Economic Development Strategy</b><br>To consider a revised strategies   | Economy Policy Development Group<br><br>Cabinet | 5 Nov 2020<br><br>3 Dec 2020  | Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346          | Cabinet Member for Planning and Economic Regeneration (Councillor Graeme Barnell) | Open  |
| <b>Housing Revenue Account Asset Management Strategy</b><br>To receive a report providing review of the Housing Revenue Account Asset Management Strategy. | Homes Policy Development Group<br><br>Cabinet   | 10 Nov 2020<br><br>3 Dec 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist)         | Open  |
| <b>Tenancy Policy review and Tenancy Strategy</b><br>To receive a report reviewing the Tenancy Policy and Tenancy Strategy.                                | Homes Policy Development Group<br><br>Cabinet   | 10 Nov 2020<br><br>3 Dec 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist)         | Open  |
| <b>Domestic Abuse Policy</b><br>To receive a report reviewing the Domestic Abuse Policy  | Homes Policy Development Group<br><br>Cabinet   | 10 Nov 2020<br><br>3 Dec 2020 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Housing and Property Services (Councillor Simon Clist)         | Open  |

| Title of report and summary of decision   | Decision Taker                                    | Date of Decision              | Officer contact   | Cabinet Member   | Intention to consider report in private session and the reason(s) |
|---|---|-------------------------------|---|--|---|
| <b>Single Equalities Policy and Equality Objectives</b><br>To receive the Annual review of the Single Equalities Policy and Equality Objective      | Community Policy Development Group<br><br>Cabinet | 17 Nov 2020<br><br>3 Dec 2020 | Catherine Yandle, Group Manager for Performance, Governance and Data Security Tel: 01884 234975 | Cabinet for the Working Environment and Support Services (Councillor Nikki Woollatt) | Open  |
| <b>Community Safety Partnership Plan</b><br>To receive the 2 yearly review of the Community Safety Partnership Plan                                 | Community Policy Development Group<br><br>Cabinet | 17 Nov 2020<br><br>3 Dec 2020 | Simon Newcombe, Group Manager for Public Health and Regulatory Services Tel: 01884 244615       | Cabinet Member for Community Well Being (Councillor Dennis Knowles)                  | Open  |
| <b>Community Engagement Strategy (Including Action Plan)</b><br>To receive the 2 yearly review of the Community Engagement Strategy and Action Plan | Community Policy Development Group<br><br>Cabinet | 17 Nov 2020<br><br>3 Dec 2020 | Lisa Lewis, Group Manager for Business Transformation and Customer Engagement Tel: 01884 234981 | Cabinet Member for Community Well Being (Councillor Dennis Knowles)                  | Open  |
| <b>Tiverton Town Centre Masterplan</b><br>To consider a draft masterplan for public consultation  | Cabinet   | 3 Dec 2020                    | Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346                    | Cabinet Member for Planning and Economic Regeneration (Councillor Graeme Barnell)    | Open  |

| Title of report and summary of decision   | Decision Taker   | Date of Decision                       | Officer contact   | Cabinet Member   | Intention to consider report in private session and the reason(s) |
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| <p><b>Bereavement Services Fees &amp; Charges</b><br/>To receive the annual review of Bereavement Services Fees &amp; Charges from the Group Manager for Corporate Property and Commercial Assets</p> | <p>Environment Policy Development Group<br/><br/>Cabinet</p> | <p>12 Jan 2021<br/><br/>4 Feb 2021</p> | <p>Andrew Busby,<br/>Group Manager for Corporate Property and Commercial Assets Tel: 01884 234948</p> | <p>Cabinet Member for the Environment (Councillor Luke Taylor)</p>               | <p>Open</p>   |
| <p><b>Housing Enabling SPD (S106 - Housing Need Allocation - Exception Sites)</b><br/>To receive a report reviewing the Housing Enabling SPD Document</p>   | <p>Homes Policy Development Group<br/><br/>Cabinet</p>       | <p>19 Jan 2021<br/><br/>4 Feb 2021</p> | <p>Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381</p>          | <p>Cabinet Member for Housing and Property Services (Councillor Simon Clist)</p> | <p>Open</p>   |
| <p><b>Housing Strategy</b><br/>To receive a report reviewing the Housing Strategy</p>   | <p>Homes Policy Development Group<br/><br/>Cabinet</p>       | <p>19 Jan 2021<br/><br/>4 Feb 2021</p> | <p>Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381</p>          | <p>Cabinet Member for Housing and Property Services (Councillor Simon Clist)</p> | <p>Open</p>   |
| <p><b>Decant Policy</b><br/>To receive a report reviewing the Decant Policy.</p>  | <p>Homes Policy Development Group<br/><br/>Cabinet</p>       | <p>19 Jan 2021<br/><br/>4 Feb 2021</p> | <p>Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381</p>          | <p>Cabinet Member for Housing and Property Services (Councillor Simon Clist)</p> | <p>Open</p>   |

| Title of report and summary of decision  | Decision Taker                                    | Date of Decision              | Officer contact   | Cabinet Member  | Intention to consider report in private session and the reason(s) |
|--|---|-------------------------------|---|---|---|
| <b>HRA Medium Term Financial Plan</b><br>To consider a MTFP for the HRA.   | Homes Policy Development Group<br><br>Cabinet     | 19 Jan 2021<br><br>4 Feb 2021 | J P McLachlan,<br>Principal Accountant  | Cabinet Member for Finance<br>(Councillor Alex White)                                   | Open  |
| <b>Corporate Health and Safety Policy</b><br>To receive the annual review of the Corporate Health & Safety Policy from the Director of Corporate Affairs and Business Transformation | Community Policy Development Group<br><br>Cabinet | 26 Jan 2021<br><br>4 Mar 2021 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet for the Working Environment and Support Services<br>(Councillor Nikki Woollatt) | Open  |
| <b>Corporate Anti Social Behaviour Policy</b><br>To receive the 3 yearly review of the Corporate Anti Social Behaviour Policy  | Community Policy Development Group<br><br>Cabinet | 26 Jan 2021<br><br>4 Feb 2021 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Community Well Being<br>(Councillor Dennis Knowles)                  | Open  |
| <b>Town and Parish Charter</b><br>To receive the 3 yearly review of the Town and Parish Charter  | Community Policy Development Group<br><br>Cabinet | 26 Jan 2021<br><br>4 Feb 2021 | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381 | Cabinet Member for Community Well Being<br>(Councillor Dennis Knowles)                  | Open  |

| Title of report and summary of decision  | Decision Taker         | Date of Decision              | Officer contact   | Cabinet Member  | Intention to consider report in private session and the reason(s) |
|--|------------------------|-------------------------------|---|---|---|
| <b>Budget</b><br>To receive proposals for the General Fund and Housing Revenue Account for 2021/22   | Cabinet<br><br>Council | 4 Feb 2021<br><br>24 Feb 2021 | Andrew Jarrett,<br>Deputy Chief Executive (S151)<br>Tel: 01884 234242 | Cabinet Member for Finance<br>(Councillor Alex White) | Open  |
| <b>Capital Programme</b><br>To seek approval of the 2021/22 Capital Programme and to note the draft 2022/23, 2023/24 and 2024/25 programmes                                      | Cabinet<br><br>Council | 4 Feb 2021<br><br>24 Feb 2021 | Andrew Jarrett,<br>Deputy Chief Executive (S151)<br>Tel: 01884 234242 | Cabinet Member for Finance<br>(Councillor Alex White) | Open  |
| <b>Capital Strategy</b><br>To request agreement of the proposed Capital Strategy for 2021/22.  | Cabinet                | 4 Feb 2021                    | Andrew Jarrett,<br>Deputy Chief Executive (S151)<br>Tel: 01884 234242 | Cabinet Member for Finance<br>(Councillor Alex White) | Open  |
| <b>Treasury Management Strategy and Annual Investment Strategy</b><br>To seek agreement of the proposed Treasury Management Strategy and Annual Investment Strategy for 2021/22. | Cabinet<br><br>Council | 4 Feb 2021<br><br>24 Feb 2021 | Andrew Jarrett,<br>Deputy Chief Executive (S151)<br>Tel: 01884 234242 | Cabinet Member for Finance<br>(Councillor Alex White) | Open  |

| Title of report and summary of decision  | Decision Taker                 | Date of Decision              | Officer contact   | Cabinet Member  | Intention to consider report in private session and the reason(s) |
|--|--------------------------------|-------------------------------|---|---|---|
| <b>Policy Framework</b><br>To consider the Policy Framework  | Cabinet<br><br>Council         | 4 Feb 2021<br><br>24 Feb 2021 | Stephen Walford,<br>Chief Executive Tel:<br>01884 234201              | Leader of the Council<br>(Councillor Bob Deed)  | Open  |
| <b>The Establishment</b><br>Report of the Group Manager for Human Resources informing Members of the overall structure of the Council showing the management and deployment of officers. | Cabinet<br><br>Council         | 4 Feb 2021<br><br>24 Feb 2021 | Matthew Page,<br>Group Manager for Human Resources                    | Cabinet for the Working Environment and Support Services<br>(Councillor Nikki Woollatt) | Open  |
| <b>Pay Policy</b><br>To consider a report relating to senior pay in particular the role of the Chief Executive, Directors and other senior officers.                                     | Cabinet<br><br>Council         | 4 Feb 2021<br><br>24 Feb 2021 | Matthew Page,<br>Group Manager for Human Resources                    | Cabinet for the Working Environment and Support Services<br>(Councillor Nikki Woollatt) | Open  |
| <b>Debt Collection Policy (recommendation from the Audit Committee to the Cabinet)</b>   | Audit Committee<br><br>Cabinet | 23 Mar 2021<br><br>8 Apr 2021 | Andrew Jarrett,<br>Deputy Chief Executive (S151)<br>Tel: 01884 234242 | Cabinet Member for Finance<br>(Councillor Alex White)                                   | Open  |

| Title of report and summary of decision   | Decision Taker                                      | Date of Decision                             | Officer contact  | Cabinet Member   | Intention to consider report in private session and the reason(s) |
|---|---|--|--|--|---|
| <b>Vulnerability Policy</b><br>To receive a report reviewing the Vulnerability Policy | Homes Policy Development Group<br><br>Cabinet       | 16 Mar 2021<br><br>8 Apr 2021                | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381      | Cabinet Member for Housing and Property Services (Councillor Simon Clist)  | Open  |
| <b>Telecare Policy</b><br>To receive a report reviewing the Telecare Policy           | Homes Policy Development Group<br><br>Cabinet       | 16 Mar 2021<br><br>8 Apr 2021                | Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381      | Cabinet Member for Housing and Property Services (Councillor Simon Clist)  | Open  |
| <b>Tree Policy</b><br>yearly review   | Environment Policy Development Group<br><br>Cabinet | Before 30 Apr 2021<br><br>Before 30 May 2021 | Andrew Busby, Group Manager for Corporate Property and Commercial Assets Tel: 01884 234948 | Cabinet Member for Community Well Being (Councillor Dennis Knowles)<br><br>Cabinet Member for Community Well Being (Councillor Dennis Knowles) | Open  |

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