Public Document Pack

Mid Devon District Council

Cabinet

Thursday, 13 May 2021 at 6.00 pm
Phoenix Chamber, Phoenix House, Tiverton

Next ordinary meeting
Tuesday, 8 June 2021 at 10.00 am

Important - this meeting will take place at Phoenix House, but members of the Public and Press can and should attend via Zoom only. Please do not attend Phoenix House without prior agreement. The attached Protocol for Hybrid Meetings explains how this will work.

Join Zoom Meeting
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Meeting ID: 977 5699 1026
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Membership

Cllr R M Deed
Cllr R J Chesterton
Cllr Mrs C P Daw
Cllr R Evans
Cllr D J Knowles
Cllr B A Moore
Cllr C R Slade
Cllr Mrs N Woollatt

Committee Administrator: Sally Gabriel
Tel: 01884 234229
Email: sgabriel@middevon.gov.uk
This document is available on the Council's Website at: *www.middevon.gov.uk*

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 Hybrid Meetings** *(Pages 5 - 12)*
   To note the protocol for meetings at the current time.

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 13 - 26)*
   Members to consider whether to approve the minutes as a correct record of the meeting held on 8 April 2021.

6. **Public Spaces Protection Order** *(Pages 27 - 56)*
   Arising from a report of the Environment and Enforcement Manager,the Environment Policy Development Group has made the following recommendations:

   1) Authority be given to consult with members of the public and other relevant stakeholders to introduce a Public Spaces Protection Order under section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014
   2) The fixed penalty for breach of the PSPO be set at the maximum permitted of £100

7. **Tiverton Town Centre Regeneration Masterplan Projects** *(Pages 57 - 66)*
   To consider a report of the Head of Planning, Economy and Regeneration seeking to both update members on work to date, but also critically, to provide feedback on consultation meetings held with Ward Members, Tiverton Town Council and Tiverton Town Centre Partnership that were focused around the key intervention projects to be included in the masterplan. Due to current bid opportunities and the need to ensure readiness for submissions, this report focusses on potential projects.

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8. **Cullompton Town Centre Masterplan (Consultation Draft)** *(Pages 67 - 148)*
To consider a report of the Head of Planning, Regeneration and Economy requesting approval of the draft Cullompton Town Centre Masterplan for Stage 2 Public Consultation.

9. **Levelling Up Fund Submission** *(Pages 149 - 156)*
To consider a report of the Head of Planning, Regeneration and Economy informing Members about the fund and setting out the criteria and timescales with regard to bid submission and to establish and agree the proposed basis and timing for bids.

10. **UK Community Renewal Fund** *(Pages 157 - 162)*
To receive a report of the Head of Planning, Economy and Regeneration informing Members about the UK Community Renewal Fund (CRF); setting out the criteria and timescales identified in the fund prospectus; and seeking agreement as to the preferred course of action.

11. **Cullompton Heritage Action Zone** *(Pages 163 - 170)*
To receive a report of the Head of Planning, Regeneration and Economy requesting the Cabinet to consider delegating decision making responsibility with regard to the Cullompton High Street Heritage Action Zone Grants Scheme to the Head of Planning, Economy & Regeneration.

12. **Appointment of consultants to produce a Culm Garden Village Strategic Flood Risk Assessment and Drainage Strategy.** *(Pages 171 - 176)*
To consider a report of the Head of Planning, Regeneration and Economy seeking approval to engage consultants to prepare a strategic flood risk assessment and drainage strategy as evidence base for the Culm Garden Village masterplanning process.

13. **Electric Vehicle Charging Strategy** *(Pages 177 - 188)*
To consider a report of the Corporate Manager for Property, Leisure and Climate Change providing Cabinet with an overview of options available to the Council to facilitate an increased provision of electric vehicle (EV) charging points across the district.

14. **Notification of Key Decisions** *(Pages 189 - 196)*
To note the contents of the Forward Plan.

15. **3 Rivers Developments Limited Update Report** *(Pages 197 - 220)*
To consider an update report.

Stephen Walford
Chief Executive
Wednesday, 5 May 2021

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Covid-19 and meetings

From 7 May 2021, the law requires all councils to hold formal meetings in person. However, the Council is also required to follow government guidance about safety during the pandemic. For a short period – probably until 30 June – the Council will enable all people to continue to participate in meetings via Zoom.

You are strongly encouraged to participate via Zoom to keep everyone safe - there is limited capacity in meeting rooms if safety requirements are to be met. There are restrictions and conditions which apply to those in the building and the use of the building. You **must not** attend a meeting at Phoenix House without complying with the requirements in the new protocol for meetings. You **must** follow any directions you are given.

Please read the new meeting protocol which is available here: https://democracy.middevon.gov.uk/documents/s21866/aaaaHybridMeetingProtocolMay2021.pdf

If you want to ask a question or speak, email your full name to **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.

For assistance please contact Sally Gabriel on:
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E-Mail: sgabriel@middevon.gov.uk

1.

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Mid Devon District Council – Hybrid Meeting Protocol

1. Introduction

Remote meetings via Zoom have been used during the Covid-19 pandemic in accordance with the temporary legislation. That legislation ceases to apply from 7 May 2021. However, Covid-19 legislation and guidance continues in place and this places specific requirements for meetings in relation to health and safety, risk assessments and related matters.

The Council has therefore put in place temporary arrangements which will enable meetings to take place in compliance with legislation, whilst providing alternative participation opportunities to maintain a Covid-19 safe environment. All are asked to remember that the Council's offices at Phoenix House are not just meeting rooms – they are the place of employment for many and there are implications beyond just how the meetings are held.

The arrangements set out in this Protocol will apply to meetings from 7 May 2021 to (and including) 30 June 2021, unless the Council decides to change, curtail or extend them. At the date of this Protocol, it is expected that arrangements may change later this year – because the Government may change the law, the Covid-19 pandemic may have further receded and/or the Council makes alternative arrangements.

2. Hybrid arrangements – how will they work?

The primary objective is to ensure that meetings can continue as safely as possible and that the rights of Members and the Public are not diminished simply because the meeting is being held through a mix of online and face-to-face means. The Chairman will retain control and discretion over the conduct of the meeting and the Zoom host will provide administrative support to facilitate the meeting.

Please note that, exceptionally, meeting arrangements may change – in response to legislation, court decisions, or risk. This may include a meeting being postponed, or the hybrid arrangements changing or being withdrawn. We ask that you check the arrangements the day before the meeting.

(a) Members (councillors) entitled to vote

All Members entitled to vote in a meeting must be present in the same room – if they are to be classed as 'present' (count towards the quorum) and to cast a vote. If a Member entitled to vote is not in the room, they may still participate via Zoom (see below), but they will not be present (quorum) nor be able to vote.

(b) Other Members, Officers and the Public

The Council will use Zoom to enable all other Members, officers and the Public to attend and participate in meetings safely. Zoom will be enabled in all public meetings. Those attending the meeting physically will be able to see and hear Zoom participants via the existing large TV/monitor screens in the meeting rooms.

Those on Zoom will be able to hear Members in the room and see them – although this will be a whole room view and there will be no zooming in on individual members. It is essential therefore those Members present in the room use the microphones at all times and identify themselves before speaking.

There will be some Officers in the room – the Committee Administrator, the Zoom host and, at times, an additional support officer. There may also be a meeting room host to manage the safety of the meeting. All other Officers should use Zoom, unless they are specifically invited into the room by the Chairman of the meeting.

3. Zoom

Zoom is the system the Council will be using for those attending Hybrid meetings remotely. 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.

4. 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 meeting.

If any other Member wishes to have a paper copy, they must notify 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.

The Public should continue to access agendas via the Council's website - and are encouraged to do so even after the offices at Phoenix House are open again.

5. Setting up the Meeting for Zoom attendance

This will be done by Member Services. They will send a meeting request via Outlook which will appear in Members' Outlook calendar. Members and Officers will receive a URL link to click on to join the meeting. The Public will use the Zoom details on the front of the agenda. The telephone dial-in via Zoom will also be available.

6. Public Access and Participation

(a) Public Access:

Members of the Public will be able to use a web link and standard internet browser. This will be displayed on the front of the agenda. Members of the Public should attend a meeting via Zoom, unless there are exceptional circumstances justifying attendance in person.

If any member of the Public still wishes to attend in person, they must notify Member Services **by no later than 4pm, 7 days before the meeting** to:

Committee@middevon.gov.uk

The meeting risk assessment may need to be updated. Member Services will liaise with the Chief Executive, Monitoring Officer and the Chairman of the meeting. A decision will be taken on whether attendance in person can be safely accommodated.

(b) Public Participation (speaking):

Public questions 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. If they wish to circulate their question in advance, that would be helpful.

At public question time, the Chair will ask each registered person to speak at the appropriate time. 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 may not be called to speak, except at the discretion of the Chairman.

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 as well.

7. Arrangements for any person attending meetings at Phoenix House

Anyone attending a meeting in person must observe the following requirements:

(a) For non-voting members, officers and the Public – are there exceptional circumstances to justify attending? If so, please notify in advance and in paragraph 6 above. It is essential that the Council knows who is attending and how many will be in the room, so that the meeting risk assessment can be updated.

(b) Do not attend if you: have any symptoms of Covid-19; are self-isolating (with or without a positive Covid-19 test); or are in a period of post-travel quarantine.

(c) Wear a mask at all times except when invited to speak by the Chairman of the meeting. If you have a medical exemption for wearing a mask, please attend via Zoom unless you are a Member who must attend to vote.

(d) Use the hand sanitiser which is available in the building.

(e) Follow the directions for entering, moving around and exiting the building. Follow the instructions of any Officer present to manage the safety of the meeting and/or the Chairman.

(f) Sign into the meeting if requested to do so – you may be asked to leave contact details

(g) Enter and leave the building promptly – do not gather inside after the meeting has finished, or during any break in the meeting

(h) Bring your own water/refreshments, as these will not be available for the time being.

(i) Maintain social distancing throughout – this is 2 metres apart, or 1 metre with additional safeguards (e.g. face masks).

8. Starting the Meeting

At the start of the meeting, the Member Services Officer will check all required attendees are present 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 attending via Zoom that **all microphones must be 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.

9. Declaration of Interests

Members should declare their interests in the usual way. A Member with a disclosable pecuniary interest is required to the leave the room. If they are attending via Zoom, they will be moved to the waiting room for the duration of the item.

10. The Meeting and Debate

(a) For Members and Officers physically present

Each member should raise their hand to indicate a request to speak. When called, they must identify themselves for the recording and for the benefit of those attending via Zoom. The microphone must be used when speaking – standing will make it difficult for those on Zoom to hear and is discouraged, including at meetings of Full Council.

(b) For any person attending via Zoom

The Council will not be using the Chat function. The Chairman will call speakers in accordance with the usual rules i.e. either at Public Question Time, or for Members and Officers, when they raise their Zoom hand to speak.

No decision or outcome will be invalidated by a failure of the Chair to call a member to speak – remote management of meetings is intensive and the Hybrid arrangements are likely to be more so. It is reasonable to expect that some requests will be inadvertently missed from time to time.

When referring to reports or making specific comments, Members and Officers should refer to the report and page number whenever possible. This will help all present or in attendance to have a clear understanding of what is being discussed.

11. Voting

Voting for meetings in person is normally through a show of hands. The Member Services Officer will announce the numerical result of the vote for the benefit of those attending via Zoom.

12. Meeting Etiquette Reminder for Zoom attendees

- 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.

If there are members of the public and press attending the meeting, then the Member Services Officer will, at the appropriate time, remove them to a waiting 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 Chairman is required to interpret the Council's Constitution and procedural rules and how they apply to remote attendance, 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 (if attending via Zoom) 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 Chairman will warn them accordingly. If that person continues to interrupt or disrupt proceedings the Chairman may ask the Member Services Officer to remove them as a participant from the meeting.

17. Technical issues – meeting management

If the Chairman, the Hosting Officer or the Member Services Officer identifies a problem with the systems from the Council's side, the Chairman 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/or 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 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.

Where any Member, Officer or the Public experience their own technical problems during the course of a meeting e.g. through internet connectivity or otherwise, the meeting will not be suspended or adjourned, unless the meeting becomes inquorate.

18. Technical issues – Individual Responsibility (Members and Officers)

Many members, officers and the Public 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.

- Join <u>public</u> Zoom meetings by telephone if there is a problem with the internet. <u>Before</u> 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.)

- Have to hand the telephone number of someone attending 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)

Annex 1

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"

<u>Important notes for participating in meetings</u>

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

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.

MID DEVON DISTRICT COUNCIL

MINUTES of a **MEETING** of the **CABINET** held on 8 April 2021 at 6.00 pm

Present Councillors R M Deed (Leader)
R J Chesterton, Mrs C P Daw, R Evans,
D J Knowles, B A Moore and C R Slade

Apologies Councillor(s) Mrs N Woollatt

Also Present Councillor(s) G Barnell, S J Clist, L J Cruwys, R J Dolley, F W Letch, B G J Warren and A Wilce

Also Present Officer(s): Stephen Walford (Chief Executive), Andrew Jarrett (Deputy Chief Executive (S151)), Jill May (Director of Business Improvement and Operations), Kathryn Tebbey (Head of Legal (Monitoring Officer)), Jenny Clifford (Head of Planning, Economy and Regeneration), Andrew Busby (Corporate Manager for Property, Leisure and Climate Change), Lisa Lewis (Corporate Manager for Business Transformation and Customer Engagement), Simon Newcombe (Corporate Manager for Public Health, Regulation and Housing), Claire Fry (Housing Services Operations Manager), Catherine Yandle (Operations Manager for Performance, Governance and Health & Safety), Stephen Bennett (Building Surveyor), Mike Lowman (Building Services Operations Manager), Tristan Peat (Forward Planning Team Leader), James Hamblin (HR Business Partner), Greg Venn (Conservation Officer), Carole Oliphant (Member Services Officer) and Sally Gabriel (Member Services Manager)

348. **APOLOGIES (00-03-20)**

Apologies were received from Cllr Mrs N Woollatt.

349. **PROTOCOL FOR REMOTE MEETINGS (00-03-32)**

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

350. **PUBLIC QUESTION TIME (00-03-54)**

The Chairman read a set of questions (referring to item 17 on the agenda) from Mr Quinn:

At Audit Committee, on 23 March 2021, I asked a question about a risk to the reputation of 3 Rivers. Although not a member of Audit Committee, Cllr Moore, the

Cabinet Member for Finance, provided the written reply. There are parts of his reply which I think are relevant to this Update.

One of the points I raised was that 3 Rivers had never declared a profit.
In his reply, Cllr Moore agreed: “It is correct that 3RDL was set up to make profit to mitigate cuts in funding and that it has not made a profit”.

But then he continued: “The original business plan anticipated that it would take time to make sufficient return from early developments to offset start-up costs - it is therefore no surprise that it has yet to make a profit”.

I believe it is very much a surprise to many that, after 4 years in being, this Company has “yet to make a profit”. So I ask:

Question 1: When does Cllr Moore estimate that 3 Rivers will make a profit and begin to pay dividends to the Council?

Another point raised was that 3 Rivers had only made one, partial, loan repayment. This was based on the last published information - the figures provided to Cabinet on 18 February 2021, in the Business Plan.

In his reply, Cllr Moore stated: “It is incorrect to state that there has only been one partial loan repayment, with further repayments following recent property sales”.

Cllr Moore has used unpublished repayments as a means to refute my statement. Indeed, the Cabinet is only just being informed of these sales (in the Financial Overview section of this Update).

I believe there should be more clarity on loan repayments, so I ask:

Question 2: Will Cllrs Moore and Evans please provide up-to-date loan repayment figures in all future Monthly Performance Updates to the Cabinet?

The Chairman indicated that answers would be provided when the item was discussed.

351. **DECLARATIONS OF INTEREST UNDER THE CODE OF CONDUCT (00-06-56)**

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

352. **MINUTES OF THE PREVIOUS MEETING (00-07-11)**

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

The Cabinet were also requested to reconsider the minutes of the meeting held on 4th February, where there was an error identified within Minute 308 - Tax Base (recommendation 1 – the figure should read 28,594,38) – the error was identified at Council on 24 February and the minutes had been amended and required further approval - these were agreed.

353. **BEREAVEMENT SERVICES FEES & CHARGES (00-08-34)**

The Cabinet had before it a *report of the Corporate Manager for Property, Leisure and Climate Change; the Environment Policy Development Group at its meeting on 9 March 2021 had made the following recommendation: that the proposed charges for 2021-22 set out on Table A be approved.

The Cabinet Member for the Environment outlined the contents of the report stating that the focus remained on providing the best possible standards of service which not only included the maintenance of the two cemeteries but the ongoing aim of ensuring that the long term needs of burials were met. He felt that a 2% increase in bereavement charges was reasonable as set out in table 1 of the report and highlighted the benchmarking exercise that had taken place as outlined in table 2.

RESOLVED that the recommendation from the Policy Development Group be approved.

(Proposed by Cllr C R Slade and seconded by Cllr B A Moore)

Reason for the Decision – To ensure that the Council's Bereavement Services Fees and Charges do not place financial constraints on the Council

Note: *Report previously circulated and attached to the minutes.

354. **DEVON HOME CHOICE POLICY REVIEW (00-11-09)**

The Cabinet had before it a * report of the Operations Manager for Housing and the Corporate Manager for Public Health, Regulation and Housing, the Homes Policy Development Group at its meeting on 16 March 2021 had made the following recommendations: that the following proposed changes to the Devon Home Choice Scheme be approved (as listed within the report):

Proposal 1
Proposal 3
Proposal 4
Proposal 5
Proposal 6

The Cabinet Member for Housing and Property Services outlined the contents of the report stating that the Homes Policy Development Group (PDG) had discussed the changes to the Devon Homes Choice Policy and had made the above proposals, however following the Devon Homes Choice Management Meeting a further amendment had been proposed to Proposal 8.

This category included applicants who in their principle home:

- Currently lack 2 or more bedrooms given the size of their household, or
- Are lacking 1 bedroom but have 2 children that lack a bedroom. For example a couple with 4 same sex children in a 2 bed home, or a single parent with 2 children under 10 in a 1 bed home, or

- Have been assessed by the Environmental Health team of a Devon local authority as a Category 1 hazard due to overcrowding and lacking 2 bedrooms, in accordance with the Housing, health and safety rating system introduced by the Housing Act 2004.

He had discussed this with the Chairman of the Homes PDG and written to all members of the Group asking for comment.

It was therefore:

RESOLVED that the recommendation of the Policy Development Group be approved subject to the inclusion of Proposal 8 (as amended) to state that:

Proposal 8 relates to the award of priority for rehousing when hazards may be present in a home.

Environmental Health teams from different authorities were consulted. The recommendation from the group including these colleagues was that there should be no change to the policy of awarding Band D to Category 1 overcrowding hazards. However, the Management Board of Devon Home Choice subsequently proposed that the reference to Category 1 hazards in the Band B reason for severe overcrowding be amended so that it is not a blanket award of Band B. Therefore, it is proposed that the policy wording should be changed to confirm that Band B will only be awarded for Category 1 Hazards where the household is lacking 2 bedrooms.

(Proposed by Cllr R B Evans and seconded by Cllr C R Slade)

Reason for the decision: Failure to run a housing register that is transparent could result in complaints from people who feel that they have been unfairly disadvantaged and this could result in reputational damage.

Note: *Report previously circulated and attached to the minutes

355. **CORPORATE ANTI SOCIAL BEHAVIOUR POLICY (00-17-34)**

The Cabinet had before it a *report of the Corporate Manager for Public Health, Regulation and Housing, the Community Policy Development Group at its meeting on 23 March 2021 had made the following recommendation: that the updated Anti-Social Behaviour Policy as attached in Annex 1 be approved.

The Cabinet Member for Community Well-Being outlined the contents of the report stating that the policy underwent a major review in 2017, therefore the review was to ensure that any fundamental changes to legislation or practice had been captured. The policy remained largely unchanged except to make roles and responsibilities in dealing with ASB clearer. He then outlined the list of types of ASB that the Council could deal with.

Consideration was given to the details within the forms.

RESOLVED that the recommendation of the Policy Development Group be approved.

(Proposed by Cllr D J Knowles and seconded by Cllr C R Slade)

Reason for the decision – To ensure a consistent approach across the organisation in line with current legislation and practice.

Note: *Report previously circulated and attached to the minutes.

356. **COMMUNITY ENGAGEMENT STRATEGY (INCLUDING ACTION PLAN) (00-22-43)**

The Cabinet had before it a * report of Communications & Engagement Manager, the Community Policy Development Group had at its meeting on 23 March 2021 made the following recommendations: that the revised Communication and Engagement Strategy and Media and Social Media Policy be approved subject to the inclusion of 'In addition to the existing channels of engagement in the table above the Council also has statutory functions to fulfil in terms of communication and consultation, this includes planning matters via the Statement of Community Involvement' on page 10 of the strategy.

The Cabinet Member for Community Well-Being outlined the contents of the report outlining the structure of the communications team and the work of the Customer Engagement Working Group that had fed into the revised strategy. He explained the key highlights in the tables which showed the evaluation against the 2018 objectives, subscribers to the email subscription service had increased by 141% and he informed the meeting that followers of the Facebook social media page had grown 82% since 2018; a quarterly e-newsletter had been launched and the team had supported many services with surveys to interact with the public including budget setting, customer interaction and new build home owners.

Consideration was given to:

- The vital need to keep up to date with digital methods of communication
- The need for more emphasis within the strategy that members were a key channel of communication with local constituents and that should be a key priority
- The major role that members had with communicating with the parishes and how local councillors could feed into their local parish magazines and websites with useful information for local residents.

RESOLVED that the recommendation of the Policy Development Group be approved.

(Proposed by Cllr D J Knowles and seconded by Cllr C R Slade)

Reason for the decision – To ensure that customers, staff, Members and stakeholders are informed and engaged with Council services and news through appropriate and varied channels

Note: *Report previously circulated and attached to the minutes

357. **REGULATION OF INVESTIGATORY POWERS (00-32-00)**

The Cabinet had before it a *report of the Head of Legal (Monitoring Officer), the Community Policy Development Group at its meeting on 23 March 2021 had made the following recommendations:

a) The revised Regulation of Investigatory Powers Act (RIPA) policy be adopted; and

b) Delegated authority be given to the Head of Legal Services (Monitoring Officer) to review the designation of the Co-ordinating Officer within the RIPA policy and to make such changes to that designation as she considers appropriate

The Cabinet Member for Community Well-Being outlined the contents of the report stating that the Council had not used its RIPA surveillance powers in the last 12 months and that the last time those powers had been used was in 2014. In 2018 the IPCO had conducted its 3 yearly review/inspection of the Council and had been pleased with the level of compliance shown. Refresher training was commissioned in late 2018 for key Council officers involved in RIPA, particularly at approval/authorisation level. He explained that the Senior Responsible officer was the Monitoring Officer and that this would not change, the SRO would review the designation of the co-ordinating officer as a solicitor as there may be a case that this post sit elsewhere within the establishment.

Consideration was given to:

- The lack of hardware available should the authority wish to carry out surveillance
- Whether the District officers should be better equipped to carry out surveillance – the meeting was reminded that there were a number of areas that the authority engaged with through the courts where they were not allowed to use RIPA powers and that there were different levels at which RIPA applied.

RESOLVED that the recommendation of the Policy Development Group be approved.

(Proposed by Cllr D J Knowles and seconded by Cllr B A Moore)

Reason for the decision – Statutory guidance requires the Council to review the RIPA and the RIPA policy annually.

Note: *Report previously circulated and attached to the minutes.

358. **CULLOMPTON CONSERVATION MANAGEMENT PLAN (CONSULTATION DRAFT) (00-42-19)**

The Cabinet had before it a *report of the Head of Planning, Economy and Regeneration requesting approval of the Draft Cullompton Conservation Area Assessment and Management Plan (CAMP) to be published for public consultation.

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report stating that the existing Conservation Area Assessment and Management Plan (CAMP) for Cullompton dated from 2009. A review was needed to the document to take account of changes in the conservation area in the last 11 years; to be up to date and relevant for the High Street Heritage Action Zone; and to work in concert with the Cullompton Town Centre Masterplan that was currently being prepared, and the emerging Cullompton Neighbourhood Plan. The Council had a statutory duty to designate, amend, and formulate and publish proposals for the preservation and enhancement of conservation areas in the district.

A review had been undertaken and a consultation draft Conservation Area Assessment and Management Plan had been prepared. This had followed a format that was recommended by Historic England.

Part 1 was a character assessment, which sought to define the special interests of the conservation area and identify the issues that threaten the special qualities of the area. In Cullompton, the conservation area was divided into 6 character areas. From this assessment, amendments were proposed to the extent of the conservation area; the visually important open spaces; and, unlisted important buildings both in and adjoining the conservation area.

Part 2 contained the management proposals. This has built on the negative features that were identified in Part 1. 28 management plan principles for improvement and change were included. These provided an agenda and framework for discussion and change to enhance the conservation area, and were both site specific and across the conservation area.

Approval was being sought for the consultation draft Conservation Area Assessment and Management Plan to be published for a 6 week consultation, which would commence as soon as practicable, and would coincide with the consultation on the Cullompton Town Centre Masterplan and the District Wide Design of Shopfronts and Associated Advertisements Supplementary Planning Document. The consultation would be in accordance with the Council's adopted Statement of Community Involvement and would include one statutory public meeting (taking into account prevailing Covid restrictions).

The Conservation Area Assessment and Management Plan would be finalised to include any amendments that were necessary following the consultation and will then be reported to a future meeting of the Cabinet with a recommendation to the Council that it be formally adopted.

The Planning Policy Advisory Group considered the consultation draft Conservation Area Assessment and Management Plan at its meeting on the 18th March 2021. The meeting identified changes and corrections needed to the document before it was published for consultation, and were included as follows

Page 3:
Insert new Appendix 1: Important Unlisted Buildings

Change existing Appendix 1 and 2 to 2 and 3.
Page 8:
Section 2.2 - 3rd Paragraph

Omit the words “The next stages will be that”.
Capitalise T of The Planning Policy Advisory Group….

Page 75:
Additions line 1: Sentence to start saying “Higher Mill and Mill House, Higher Mill Lane”
Omit additions line 13. Renumber line 14 to 13 and renumber remaining additions and deletions.

Page 79:
11.5.2 second paragraph omit “and promote walking”

Page 84:
For management plan principle 15. Join text to be one paragraph

Page 84
Insert a line space between Management Plan Principles 16 and 17.

Page 91
Add new Appendix 1

Appendix 1
Important Unlisted Buildings

An important unlisted building ’is a building, structure or feature which, whilst not listed by the Secretary of State for its national importance, is felt by the council to be of local importance due to its architectural, historical or environmental significance

Buildings, or groups of buildings, are considered to be locally important in recognition of their value as irreplaceable historic assets which contribute to the quality of the local environment by enhancing the street scene and sustaining a sense of distinctiveness.

The purpose of identifying buildings is to ensure that care is taken over decisions affecting the future of these buildings, and that their special status is taken fully into account. Whilst there are no additional controls, owners are encouraged to undertake external alterations in such a way as to respect the particular character and interest of the building, and should use appropriate materials and retain any features of architectural or historic interest.

It is not necessary to apply for Listed Building Consent. The usual planning controls apply, but the special interest of these buildings will be a consideration when deciding planning applications.

Some works may not require planning permission but should still be carefully considered. The removal of historic features or details can not only harm the special interest of the locally listed building but can also adversely affect its value. Research has shown that buildings which retain their historic features in good order hold their value better than those which have been unsympathetically altered.

Page 91

Change Appendix 1 to Appendix 2

Page 93

Change Appendix 2 to Appendix 3

He had also been requested by a local Ward Member to amend the wording of recommendation 2 to consider engagement with local landowners, the Town Council, the Leat Board and the Environment Agency, along with other interested parties to consider the long term management of the town leat.

Consideration was given to the period of consultation and that any details of the consultation should be forwarded to all Members for promotion within their media outlets due to their contacts including with local parish councils.

RESOLVED that:

1. The draft Cullompton Conservation Area Assessment and Management Plan (Appendix 1 to this report), including proposed alterations to the extent of the Cullompton Conservation Area made through Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended), be approved for public consultation.

2. That delegated authority be given to the Head of Planning, Economy and Regeneration in consultation with the Cabinet Member for Planning and Regeneration to finalise the material and arrangements for consultation, including making further updates to:

i) Include an additional Management Principle 29 'That the Council engage with the Land Owners, the Town Council, the Leat Board, the Environment Agency, and other interests parties to consider the long term management of the historic Cullompton Town Leat to ensure that it is managed as a functioning watercourse to maintain and enhance its historic interests in balance with its wildlife interests'.

ii) Reflect matters discussed by the Planning Policy Advisory Group.

(Proposed by Cllr R J Chesterton and seconded by Cllr B A Moore)

Reason for the decision - There is a statutory requirement for the Council as Local Planning Authority to review its conservation areas from time to time. A review of the Cullompton Conservation area assessment and management plan has been agreed as part of the in kind match funding for the High Street HAZ.

Note: *Report previously circulated and attached to the minutes

359. **THE DESIGN OF SHOPFRONTS AND ASSOCIATED ADVERTISEMENTS SUPPLEMENTARY PLANNING DOCUMENT (00-57-31)**

The Cabinet had before it a *report of the Head of Planning, Regeneration and Economy requesting approval of the draft Design of Shopfronts and Associated

Advertisements Supplementary Planning Document to be published for public consultation.

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report stating that the Shopfronts and Associated Advertisements design guide was proposed to supplement the National Design Guide, the Mid Devon Design Guide, and the relevant policies of the adopted Mid Devon Local Plan.

The design guide was intended to raise standards in development affecting shop fronts in Mid Devon. The design guide would be a Supplementary Planning Document (SPD). It would not be part of the development plan and would not introduce new planning polices, but once adopted it would be capable of being a material consideration in the determination of relevant planning applications.

The design guide had two parts: Part 1 was an illustrated guide to the successful refurbishment or alteration to an existing shopfront, or complete replacement shopfront, and Part 2 set out the permission/consents that may be required and the policy context in which those planning decisions would be made.

The principles set out in the design guide were not intended to be treated as blueprints, but they offered advice to help guide development proposals towards achieving the successful design of shop fronts and associated advertisements.

The design guide had been subject to a Habitats Regulation Assessment Screening and Strategic Environmental Assessment screening and both had identified that the design guide was unlikely to have significant effects on the environment.

The design guide, the Habitats Regulation Assessment and the Strategic Environmental Assessment screening reports would be published for public consultation for a statutory minimum period of 6 weeks, as soon as reasonably practicable, in accordance with the Council's adopted Statement of Community Involvement.

Once the consultation had ended and officers had considered the responses, the final version of the Shopfronts and Associated Advertisements design guide SPD, including any amendments necessary, would be reported back to the Cabinet for formal adoption, together with a statement of public participation.

Consideration was given to:

- How the number of people involved with the consultation would be reported, rather than just the number who made representation
- The fact that the SPD was district wide although had been initiated from Cullompton in line with the bid for the High Street Heritage Action Zone and whether any other towns in the district could make use of any further grant funded schemes

RESOLVED that:

1. The draft Design of Shopfronts and Associated Advertisements Supplementary Planning Document (Appendix 1), the Strategic Environmental Assessment Screening Report (Appendix 2) and the Habitat Regulations

Assessment Screening Report (Appendix 3) be approved for public consultation.

2. That delegated authority be given to the Head of Planning, Economy and Regeneration in consultation with the Cabinet Member for Planning and Economic Regeneration to finalise the material and arrangements for consultation.

(Proposed by Cllr R J Chesterton and seconded by Cllr D J Knowles)

Reason for the decision: The Draft Design of Shopfronts and Associated Advertisements Supplementary Planning Document (SPD) is a District wide document, but the commitment to produce this guidance has been agreed as part of the part of the in kind match funding by Mid Devon District Council towards the Cullompton High Street HAZ agreement with Historic England.

Note: *Report previously circulated and attached to the minutes

360. **VINYL FLOORING CONTRACT 2021-2024 (1-08-32)**

The Cabinet had before it a *report of the Building Services Operations Manager advising Members on the results for the tendering of the Vinyl Flooring Renewal Contract 2021-2024 and requesting confirmation of the award of the contract.

The Cabinet Member for Housing and Property Services outlined the contents of the report stating that the formal tendering process had taken place and that the evaluation had been based on a high level of quality rather than just cost.

RESOLVED that the new three year vinyl flooring renewal contract be awarded to Contractor 2.

(Proposed by Cllr R B Evans and seconded by Cllr C R Slade)

Reason for the decision - there was a need to confirm the award of the tender so that the specified work could be progressed.

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

361. **PERFORMANCE AND RISK (1-10-57)**

The Cabinet had before it a *report of the Operations Manager for Performance, Governance and Health and Safety providing Members with an update on the performance against the Corporate Plan and local service targets.

The Policy Development Groups and the Audit Committee had considered the targets within the Corporate Plan and had made the following recommendations:

Environment Policy Development Group (9 March 2021)
The targets suggested for 2021/2022 against the Corporate Plan Performance framework (appendix 4) be approved subject to:

- Garden Waste Customers – target to be set at 11,200
- Corporate Renewable Energy Projects – target to be set at 4

Economy Policy Development Group (11 March 2021)

That the targets suggested for 2021/22 against the Corporate Plan Performance Framework be approved.

Homes Policy Development Group (16 March 2021)

That the targets suggested for 2021/22 against the Corporate Plan Performance Framework be approved.

Community Policy Development Group (23 March 2021)

The suggested targets for 2021/2022 against the Corporate Plan Performance framework be approved.

Audit Committee (23 March 2021)

That the targets suggested for 2021/2022 against the Corporate Plan Performance Framework be approved with the addition of the following: That information with regard to the number of Freedom of Information requests made, the number refused and the number reviewed be contained from now on within the regular Performance and Risk report.

The Leader outlined the contents of the report walking through the published pages

Consideration was given to the Corporate Risk Management Report and that of reputational damage – social media which had not been reviewed since May 2020. The meeting was informed that this would be reviewed on an annual basis.

The targets for 2021/22 against the Corporate Plan were then considered along with the recommendation of the Environment Policy Development Group.

RESOLVED that:

a) The report be **NOTED**; and

b) The targets proposed for 2021/22 against the Corporate Plan Performance framework be approved subject to the inclusion of:

   Garden Waste Customers – target to be set at 11,200
   Corporate Renewable Energy Projects – target to be set at 4

(Proposed by the Chairman)

Reason for the decision – there is a need for the targets within the Corporate Plan Performance Framework to be approved.

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

362. **REVISED SCHEDULE OF MEETINGS (1-20-44)**

The Cabinet had before it a *revised schedule of meetings, following the Cabinet's decision to move its meetings to a Tuesday and take place in the morning.

The Leader reminded those present that a decision had been taken at the previous meeting to change the date and time of cabinet meetings from June 2021.

Consideration was given to:

- A Member's view that the change of time would impact on residents ability (and elected members not on the Cabinet) to attend meetings
- Local people would attend meetings should an item on the agenda be of interest
- The fact that County Council meetings were all held during the day

RECOMMENDED to Council that the revised schedule of meetings be **NOTED**.

(Proposed by the Chairman)

Note *Revised Schedule previously circulated, copy attached to minutes.

363. **NOTIFICATION OF KEY DECISIONS (1-33-22)**

The Cabinet had before it and **NOTED** its *rolling plan for May 2021 containing future key decisions.

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

364. **3 RIVERS DEVELOPMENTS LIMITED - PERFORMANCE UPDATE (1-34-40)**

The Cabinet had before it and **NOTED** a * report from the Deputy Chief Executive (S151) providing an update on current project performance and any key risks.

The Cabinet Member for Finance addressed questions raised in public question time by stating that:

'The Business Plan approved earlier this year forecast that the business would achieve a profit in early 2023. Consequential dividends are obviously a matter for future discussion. I would remind Mr Quinn that in my response I went on to stress that the Council also makes a significant net interest return from loans made to the company. Therefore, from the Council's perspective, it is not appropriate solely to focus on business profitability when considering financial returns from 3RDL.

The business makes loan repayments at appropriate points as projects move to conclusion. These are, inevitably, infrequent. Therefore, it is not appropriate to provide such figures in all future monthly reports'.

The Cabinet Member for Housing and Property Services stated that the information within the report provided an up to date reflection on the progress made by the company.

Consideration was given to:

- The fact that work had recommenced at St Georges Court, Tiverton
- A request that the company communicate with Halberton Parish Council with regard to the availability of residents' car parking.
- Any further written questions from members would be welcomed

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

(The meeting ended at 7.48 pm) **CHAIRMAN**

ENVIRONMENT PDG
13TH APRIL 2021

Cabinet Member(s): Cllr Colin Slade, Cabinet Member for the Environment
Responsible Officer: Vicky Lowman, Environment & Enforcement Manager

Reason for Report: To consider widening enforcement powers, in order to deliver a cleaner and more sustainable environment across the Mid Devon District

Recommendation:

That the PDG recommends to Cabinet:

1. **To give authority to consult with members of the public and other relevant stakeholders to introduce a Public Spaces Protection Order (PSPO) under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014.**

2. **To set the fixed penalty for breach of the Order at the maximum level permitted of £100.**

Financial Implications:

1) Whilst a consequence of enforcement may be an increase in Fixed Penalty Notices (FPN), income generation is not a reason for introducing a new PSPO.

2) New signage will need procuring to enable enforcement for all areas listed within the schedules. Where possible we will recycle old signage to reduce costs.

Budget and Policy Framework: The Council had measures in place to control dogs under Dog Control Orders made under the Clean Neighbourhood and Environment Act 2005. These Dog Control Orders expired on the 19th of October 2020. The proposed making of the PSPO is to ensure approved measures to control dogs.

Legal Implications: The PSPO is designed to curb anti-social behaviour arising from dog fouling and other matters which is to be set out in the new draft Order. The Explanatory Notes for the Anti-social Behaviour, Crime and Policing Act 2014 explain that "[t]he term "anti-social behaviour" describes the everyday nuisance, disorder and crime that has a huge impact on victims' quality of life." Further it states that "[m]uch of what is described as anti-social behaviour is criminal (for example, vandalism, graffiti, aggressive begging and people being drunk or rowdy in public), but current legislation also provides a range of civil powers, … [t]hese offer an alternative to criminal prosecution and give the police and other agencies the ability to deal with the cumulative impact of an individual's behaviour, rather than focus on a specific offence.

Any Order approved by the Council is for a period of no more than 3 years.

The Council aims to promote responsible dog ownership and reduce complaints for dog issues such as dog fouling. Further the Council intends to reduce and tackle issues relating to dogs running loose and causing a nuisance to others, and also to reduce the health implications associated with dog faeces.

Risk Assessment: While no PSPO is in place the Council is at risk of not being able to enforce infringements which could result in reputational damage for not taking appropriate action against offenders. The Council will also be at risk of not meeting statutory duties such as under Section 89 of the Environment Protection Act 1990 to ensure that land is clear of litter which includes dog waste

Equality Impact Assessment: An updated Equality Impact Assessment will be undertaken after the consultation proposed in the Report and prior to any decision whether to make the PSPO.

Relationship to Corporate Plan: The Street Scene Enforcement Service is a frontline service which works throughout the District ensuring cleanliness and attractiveness of our public realm through both education and enforcement.

Impact on Climate Change: A PSPO requires or prohibits certain activities from taking place in certain places (restricted areas) in order to prevent or reduce any detrimental effect caused by those activities to local surroundings and people. Further, reduced levels of dog related anti-social behaviour improve the desirability of our open spaces.

1.0 Introduction/Background

1.1 The Council had Dog Control Orders for Dog Fouling and Dogs on Leads which were issued in December 2012 under the Clean Neighbourhood and Environment Act 2005. These automatically became PSPOs under transitional provisions in the Anti-Social Behaviour Crime and Policing Act 2014 (Section 75), but these PSPOs automatically expired on the 19th of October 2020.

1.2 The Street Scene, Education & Enforcement Team undertook an internal review and requested support from Legal Services to produce a draft PSPO which, with approval of the Environment PDG and with Cabinet authority, went out to consultation in May 2020.

1.3 After the public consultation took place a special meeting of the Environment PDG was held on the 19th of October 2020 to consider the results of the consultation and whether to recommend to Cabinet that the PSPO be made.

1.4 It was the Environment PDG's recommendation that the PSPO be redrafted to take account of the public consultation responses before it goes out for further public consultation on additional areas proposed and that the revised PSPO be brought back to Environment PDG for recommendation to the Cabinet. A number of concerns

were raised about the PSPO including that the plans submitted with the draft PSPO contained errors.

1.5 On 29 October 2020 the PSPO was brought before Cabinet for the members to consider the recommendation made by the Environment PDG. At that meeting Cabinet voted in favour of the Environment PDG recommendation that the PSPO be re-drafted and brought back to the Environment PDG.

1.6 The Street Scene, Education & Enforcement Team have undertaken a further review and revised the requirements for a PSPO based on the first public consultation feedback and comments by Members at both the Environment PDG and Cabinet meetings. Legal Services were therefore instructed to prepare a new draft PSPO based on these requirements with new plans produced. The draft PSPO and plans are attached at Appendix A to this Report.

1.7 Between 1 April 2019 and 31 March 2020 the Council received 70 correctly completed reports of antisocial behaviour relating to dogs.

- 51 dog fouling reports
- 18 dog on dog/person reports
- 1 nuisance behaviour report

A further 58 reports were made however these were not completed properly and the information on these cannot be identified.

1.8 Under the Anti-social Behaviour, Crime and Policing Act 2014 (Section 59) a local authority may make a public spaces protection order if satisfied on reasonable grounds that the following two conditions have been met:

1. The activities carried on in a public place within the authority's area have had a detrimental effect on the quality of life of those in the locality or it is likely that activities will be carried on in a public place within that area and that they will have such an effect.

2. The effect or likely effect of the activities are to be of a persistent or continuing nature, such as to make the activities unreasonable and justifying any restrictions imposed in the PSPO.

1.9 Responsible dog ownership enforcement via a PSPO will aid the reduction of risk to the general public of diseases such as toxocariarsis from dog faeces; freedom from potential animal attacks and safeguarding the public and wildlife via the 'dogs on a lead' elements.

1.10 Any requirements or prohibitions that are to be imposed must be both reasonable to impose and aimed at preventing or reducing the risk of the detrimental effect from continuing, occurring or recurring.

1.11 The decision to make a PSPO is discretionary but the consequence of not having a PSPO may lead to a small percentage of irresponsible dog owners allowing their dogs to run out of control and not picking up after them. This is likely to have an effect on the quality of life of others using the public spaces.

1.12 The advantage to a PSPO is that if there is an offence of failing to comply with a requirement or prohibition then the offender may be given a FPN; if the FPN is not paid then the offender may be prosecuted.

1.13 This can be contrasted with the alternative of using a Community Protection Notice ("CPN"). The purpose of a CPN is similar to a PSPO, which is to stop a person aged 16 or over, business or organisation committing anti-social behaviour which spoils the community's quality of life, however the use of a CPN is considered problematic in the context of dog control.

1.14 Prior to the issue of a CPN a written warning must be issued to the individual concerned that if they do not stop the anti-social behaviour i.e. their dog fouling, they could be issued with a CPN. Only if the dog fouling happens again on a separate occasion can a CPN be issued. If the dog fouling then happens again on another separate occasion, in breach of the CPN, an offence is committed and a FPN can be issued. It is submitted that the public would be concerned if a FPN could only be issued on the third occasion of the dog fouling.

1.15 Similar issues apply in using the Dogs Act 1871 in relation to dangerous dogs. Civil proceedings that a dog is dangerous, and not kept under proper control can be brought at a Magistrates' Court and this can be done by the police, local authorities, or individual members of the public. If the Magistrates are satisfied that the complaint is justified they can make any order they feel appropriate to require the owner to ensure that the dog is kept under proper control or in extreme cases destroyed. This type of action is usually only appropriate for serious cases and is time consuming involving court hearings which can take considerable time to arrange.

1.16 There are other criminal offences that can be prosecuted under the Town Police Clauses Act 1847 and the Dangerous Dogs Act 1991 (as amended) in relation to dogs out of control and dangerous dogs. Such prosecutions would be time consuming and expensive.

1.17 A check of the websites of Devon district councils as well as the two unitary councils, Plymouth and Torbay, reveal the following:

- 6 of the 8 district councils report on their website they have a dog control PSPO.
- Plymouth Council reports on its website it has a dog control PSPO.
- Torbay is in the process of consultation for a dog control PSPO.

2.0 Guidance to the Provisions of the New Draft PSPO

2.1 The following guidance is provided to aid understanding of the new draft PSPO attached to this Report at Appendix A.

2.2 The new draft PSPO takes into account comments and issues raised in respect of the previous draft Order and the feedback from the first public consultation.

2.3 Officers are aiming to create a more consistent approach in the District and balance the needs of dog owners and other members of the community. This allows the public, and especially children, access to dog-free or dog-controlled areas intended for recreational purposes to improve their health and well-being.

2.4 The draft PSPO has the following prohibitions and requirements, breach of which would be a criminal offence:-

1. Prohibition of dog fouling
2. A requirement of dogs on leads
    a) in cemeteries or churchyards,
    b) in certain parks,
    c) when requested by an authorised officer or police constable,
3. An exclusion of dogs from enclosed play areas
4. A limit on the number of dogs walked at a time by one person

<u>1. Prohibiting dog fouling</u>

2.5 The draft PSPO prohibits dog fouling in all areas within the district of Mid Devon defined as “Public Spaces”. Officers submit that having such a prohibition is justified in the light of the 51 reports mentioned at paragraph 1.7 above.

2.6 The term “Public Spaces” is defined at clause 1.1 of the draft PSPO to mean land within the district of Mid Devon, which is open to the air including covered land which is open on at least one side and to which the public are entitled and permitted to have access, with or without payment, with the exception of Forestry Commission Land.

2.7 Clause 5.1.1 of the draft PSPO proposes that in any Public Space if a dog defecates at any time the person in charge of the dog must remove the faeces from the land forthwith.

2.8 Clause 5.1.2 of the draft PSPO proposes that a person in charge of a dog must have the appropriate means to pick up the faeces and must produce this if required to do so by an authorised officer or a police constable. The local authority provides bins in parks and many other public areas which may be used by dog owners. If there is not a bin around, it should be taken home for disposal.

<u>2. Dog on Leads</u>

2.9 Clause 6 of the draft PSPO deals with the requirement of dogs on leads.

Dogs must be on leads if any of the following apply:

(a) In any public cemeteries or churchyards which are listed in Schedule B to the draft PSPO and shown on the relevant plans to the draft PSPO.

(b) In any public parks which are listed in Schedule C to the draft PSPO and shown on the relevant plans to the draft PSPO

(c) If requested by an authorised officer or a police constable where reasonably necessary to prevent a nuisance or behaviour by the dog likely to cause alarm, distress or disturbance to any other person or animal or bird on the land

2.10 Officers have maintained, in the new draft PSPO, the prohibition against dog fouling, and the requirement of dogs on leads in cemeteries and churchyards. The first public consultation for the previous draft PSPO showed a large support for these measures from those who responded – 88.99%.

2.11 Officers have reduced, in the new draft PSPO, the number of areas subject to the requirement of dogs on leads from 50 to 14. This means that there are more areas now available where dogs will be allowed to be off their leads.

2.12 This change is to reflect the first public consultation response in relation to the question of whether the public agree that dogs should be kept on leads in the named public parks. The response was 50.22% against the question. Officers recognise that under the Animal Welfare Act 2006 dog owners are required to provide for the welfare needs of their dogs and that in most cases this will include off-lead exercise.

2.13 However, Officers would submit that there was clearly some support for a restriction (49.78%) and by reducing the number of areas Officers hope to strike a balance between the various interests and provide a proportionate response.

2.14 This reduction in areas has resulted in more localities being available in the District for dogs to be exercised freely. These areas do not require dogs to be on leads unless requested by an authorised officer or a police constable where reasonably necessary to prevent a nuisance or behaviour by the dog likely to cause alarm, distress or disturbance to any other person or animal or bird on the land. There are also some private dog runs in the District.

Some of these areas are as follows:

Beacon Park, Crediton
Bluebell Avenue, Tiverton
Cottey Brook, Tiverton
Crow Bridge, Cullompton
Glebelands Road, Tiverton
The land at Moorhayes adjacent to Lea Road, Tiverton
Mountbatten Road, Tiverton
Palmerston Park Woods, Tiverton
People's Park, Crediton
Railway Walk Tiverton
River Exe Recreation Ground, Tiverton
The Oval, Tiverton
Knighthayes, Tiverton
CCA Fields, Cullompton

3. Excluding Dogs from enclosed play areas

2.15 Clause 7 of the draft PSPO excludes dogs from enclosed play areas, which are listed in Schedule D and shown on the relevant plans to the draft PSPO.

2.16 In the new draft PSPO Officers have maintained the firm stance of protecting enclosed play areas by prohibiting dogs. Officers consider that this approach is justified as children are more susceptible to diseases from exposure to faeces and urine from dogs. Similarly it is felt that young children are more at risk of injury from dogs. This is because young children will naturally be excited whilst playing which may provoke a reaction from dogs in the area. The consequences of a dog attack on a young child is likely to be more severe than on an adult.

2.17 This view of prohibiting dogs in enclosed play areas is also reflected in the first public consultation response to this question – 85.52%.

2.18 However where the enclosed play area has a thoroughfare it is considered that it would be impractical to maintain a 'no dogs' prohibition. This is due to potential issues about enforcement. Enforcement officers should not have to police whether the dog was on/off the path. Also, the feedback from some parishes was that these paths are often used by dog walkers to get to other dog runs. It has therefore been decided that it is proportionate to have a requirement of dogs on leads in these areas instead.

4. Limit on the number of dogs

2.19 Clause 8 of the draft PSPO limits the number of dogs a person can be in control of in a Public Space to 6 dogs.

2.20 The previous draft PSPO provided that only 4 dogs could be walked by any one person. The new draft PSPO allows for 6 dogs to be walked at any one time.

2.21 Officers decided that it was proportionate to have a maximum number on the dogs that can be walked as it is important that a person is able to exercise control over the dogs. The first public consultation also supported a maximum number being set – 77.24%. It is submitted that this restriction is therefore justified.

2.22 In relation to the number being set at 6 dogs, this figure takes into account the feedback given by Members at both the Environment PDG and Cabinet meetings, and in some of the responses to the first public consultation, about professional dog walkers being prejudiced by a lower number.

2.23 Even though the first public consultation response in relation to this question showed a 53.72% support for the maximum to be set at 4 dogs, clearly 46.28% had an issue with that limit.

2.24 DEFRA has stated in its official guidance ("Dealing with irresponsible dog ownership Practitioner's manual") that "[w]hen setting the maximum number of dogs able to be walked by one person, the most important factor for authorities to consider is the maximum number of dogs which a person can control; expert advice is that this should not exceed six".

2.25 The Dogs Trust “Professional Dog Walkers’ Guidelines” states that the maximum number of dogs that can be walked at any one time should not exceed the number stated in the walker’s insurance policy and comply with local authority requirements regarding the number of dogs. It is recommended that no more than 4 dogs are walked at any one time. All dogs under a dog walker’s care should be reliably under control at all times and transported in accordance with the guidance in this document.

Defences to offences under clauses 5, 6, 7 and 8

2.26 Offences under these clauses will not be committed if:

(a) A person has a reasonable excuse
(b) A person has permission from the owner of the land
(c) A person is exempt under clause 10

Exemptions

2.27 Clause 10 sets out certain exemptions.

These cover those needing assistance dogs or with some form of disability which might prevent them from complying with the draft PSPO. There are also exemptions for certain working dogs i.e. those involved in law enforcement, military duties, statutory emergency services and search/rescue and those using a working dog for agricultural activities or exempt hunting as set out in Schedule 1 of the Hunting Act 2004.

Offences

2.28 Clause 9 sets out that breach of any of the requirements or prohibitions listed above would constitute a criminal offence which could be prosecuted.

2.29 Instead of prosecution the Council can issue a FPN as an alternative. The proposed fixed penalty of £100 is designed to maximise the deterrent.

2.30 If payment of the fixed penalty is made within 14 days from the date of the FPN the penalty is reduced to £50. If there is a refusal to pay the fixed penalty, the case may be taken to court, and on conviction a fine of up to £1000 could be imposed.

3.0 Plans of the land covered by the draft PSPO

3.1 Prior to bringing the new draft PSPO back to the Environment PDG the plans of cemeteries, churchyards, areas for dogs on leads and enclosed play areas were sent out to parish and town councils for feedback.

3.2 These councils were asked to provide an indication of what requirements and prohibitions were wanted in their areas and to confirm the plans provided to them

were a true reflection of the area marked. By doing this Officers have sought to ensure that the plans in the draft PSPO are accurate and reflect the parish and town councils' views.

3.3 The first part of the draft PSPO prohibits dog fouling in Public Spaces within the district of Mid Devon. The district of Mid Devon is shown in the Plan 1 attached to the draft PSPO in Schedule A.

3.4 The draft PSPO requires that dogs must be on leads if they are within any of the cemeteries and churchyards which are listed in Schedule B and shown on the relevant plans to the draft PSPO.

The following cemeteries and churchyards are proposed for this restriction (plan numbers alongside): The Maps can be viewed at Schedule B

All Saints Church Cemetery, Culmstock - 2
Cemetery, Black Dog - 3
Blank - 4
Blank - 5
Blank - 6
Burial Ground, Cheriton Fitzpaine - 7
St Matthew's Church, Cheriton Fitzpaine - 8
Methodist Cemetery, Copplestone - 9
St John the Baptist Church, Cove, Tiverton - 10
Cemetery, Crediton - 11
Cemetery, Cullompton - 12
Cemetery, Culmstock – 13
Cemetery, Halberton - 14
Cemetery, Hemyock - 15
St Andrew's Church Cemetery, Colebrooke - 16
St Andrew's Church Cemetery, Cullompton - 17
St George's Church, Tiverton - 18
St Mary's Church Cemetery, Hemyock - 19
St Mary's Church Cemetery, Uffculme - 20
St Mary's Church, Willand - 21
Cemetery, Tiverton - 22
Cemetery, Uffculme - 23
Cemetery, Wembworthy - 24
Cemetery, Willand – 25

3.5 The draft PSPO also requires that dogs be on leads in the parks and open spaces which are listed in Schedule C and shown on the relevant plans to the draft PSPO.

The following parks and open spaces are proposed for this restriction (plan numbers alongside): The Maps can be viewed at Schedule C

Amory Park, Tiverton - 26
Skate park, Lords Meadow, Crediton - 27
Newcombes Meadow, Crediton - 28
Skate park, Meadow Lane, Cullompton - 29

Ploudal Road Play Area, Cullompton – 29A
Recreation Ground (Jubilee Field), Gables Road, Willand - 30
Victoria Close, Willand - 30A
Skate park, Bolham Road, Tiverton - 31
Marley Close, Tiverton – 31A
People's Park, Tiverton – 32
Priory Road, Tiverton – 32A
Westexe Recreation Ground, Tiverton – 33
Logan Way, Hemyock 33A
Play Area, Westleigh – 33B

3.6 The draft PSPO prohibits a person in charge of a dog from taking the dog (or permitting it to enter) into the enclosed play areas listed in Schedule D and shown on the relevant plans to the draft PSPO. The following enclosed play areas are proposed for this restriction (plan numbers alongside): The Maps can be viewed at Schedule D and Scheduled D Continued

Play Area, Station Road, Bampton - 34
Play Area, Landboat View, Cheriton Fitzpaine - 35
Play Area, Coleford - 36
Play Area, Fernworthy Park, Copplestone - 37
Play Area, Sunnymead, Copplestone - 38
Play Area, Barnfield, Crediton - 39
Play Area, Fulda Crescent, Crediton - 40
Play Area, Newcombes Meadow, Crediton - 41
Play Area, Headweir Road, Cullompton - 42
Play Area, Knightswood, Cullompton - 43
Blank - 44
Play Area, Rivermead, Cullompton - 45
Play Area, Stoneyford, Cullompton - 46
Play Area, Tufty Park, Cullompton - 47
Play Area, Hunter's Hill, Culmstock - 48
Play Area, Lower Town Halberton - 49
Play Area, Logan Way, Hemyock - 50
Play Area, Longmead, Hemyock - 51
Play Area, Millhayes, Hemyock - 52
Play Area, Wood Lane, Morchard Bishop - 53
Play Area, Puddington - 54
Blank - 55
Play Area, Silverton - 56
Skate park, Silverton - 57
Play Area, Grand Western Canal, Canal Hill, Tiverton - 58
Blank - 59
Blank - 60
Play Area, Westexe Recreational Ground, Tiverton - 61
Play Area, Wilcombe, Tiverton - 62
Play Area, Wembworthy - 63
Play Area, Gables Lea, Willand - 64
Play Area, Mallow Court, Willand - 65
Play Area, South View, Willand - 66
Play Area, The Orchards, Willand - 67

Blank - 68
Play Area, Worcester Crescent, Willand - 69
Play Area Amory Park, Tiverton – 70
Harpitt Close, Willand – 71
Chestnut Drive, Willand – 72
Buttercup Road, Willand – 73
Blank - 74
Pippins Field, Uffculme – 75
Pathfields, Uffculme – 76
Highland Terrace, Uffculme – 77
Culm Valley Way, Uffculme – 78
Ashley Rise, Tiverton – 79
Banskia Close, Tiverton – 80
Coles Mead, Tiverton – 81
Everett Place, Tiverton – 82
Hawthorne Road, Tiverton – 83
Orchard Leigh, Tiverton – 84
Palmerston Park, Tiverton - 85
Popham Close, Tiverton - 86
Spencer Drive, Tiverton – 87
Starkey Close, Tiverton – 88
Trickey Close, Tiverton – 89
Waylands Road, Tiverton – 90
Ellerhayes, Silverton - 91
Cornlands, Sampford Peverell – 92
New Buildings, Sandford – 93
Mill Lane, Sandford – 94
Town Barton, Sandford – 95
Greenaway, Morchard Bishop – 96
Church Close, Lapford – 97
Play Area, Holcombe Rogus - 98
Hollingarth Way, Hemyock – 99
Ash Drive, Cullompton - 100
Bockland Close, Cullompton - 101
Bullfinch Close, Cullompton - 102
Chaffinch Drive, Cullompton - 103
Conifer Close, Cullompton - 104
Crossparks, Cullompton - 105
Dove Close, Cullompton - 106
Hanover Gardens, Cullompton -107
Haymans Close, Cullompton -108
Haymans Green, Cullompton - 109
Linden Road, Cullompton - 110
Linear Park, Cullompton - 111
Saxon Close, Cullompton - 112
Siskin Chase, Cullompton - 113
Spindlebury, Cullompton - 114
Starlings Roost, Cullompton - 115
Water Meadow, Cullompton - 116
Windsor Close, Cullompton - 117
Beech Park, Crediton - 118
Beacon Park, Crediton - 119

Cromwells Meadow, Crediton - 120
Kirton Drive, Crediton - 121
Lords Meadow, Crediton - 122
Monks Close, Crediton - 123
Queen Elizabeth Drive, Crediton – 124
Spinning Path Gardens, Crediton – 125
Tuckers Meadow, Crediton -126
Walnut Drive, Crediton - 127
Glebelands, Cheriton Bishop – 128
Bray Close, Burlescombe – 129
Barnes Close, Bradninch – 130
Townlands, Bradninch – 131
Godfrey Gardens, Bow – 132
Iter Park, Bow – 133
St Martins Close, Bow – 134
Village Hall, Bow – 135
Morebath Road, Bampton – 136
Play Area, Chawleigh – 137
Recreation Ground, Chawleigh – 138
Recreation Ground, Oakford - 139
Recreation Ground, School Close, Shobrooke - 140

3.7 The number of 'Blank' plans in the Schedules have come about either due to waiting for feedback from some of the parish and town councils or due to the Street Scene Team re-considering some of the areas. They will be removed in time for the draft PSPO to go out to public consultation.

4.0 Other Legal Considerations

4.1 The Anti-Social Behaviour Crime and Policing Act 2014 (Section 72) states that before making a PSPO a local authority must carry out the necessary consultation, which means consulting with:

a) The Chief Officer of Police, and the local policing body,
b) Whatever community representatives the local authority thinks it appropriate to consult, and
c) The owner or occupier of land within the restricted areas.

4.2 In addition the local authority must publish the text of the proposed PSPO (carry out the necessary publicity).

4.3 It must also carry out the necessary notification which means notifying (a) the parish council or community council (if any) for the area that includes the restricted area; and (b) in the case of a public spaces protection order made or to be made by a district council in England, the county council (if any) for the area that includes the restricted area.

4.4 The Anti-Social Behaviour Crime and Policing Act 2014 (Section 66) allows for an interested person to appeal to the High Court to question the validity of a PSPO, or a variation or extension of an existing PSPO. An appeal must be made within the period of 6 weeks beginning with the date on which the Order or variation is made.

4.5 The local authority must satisfy its public sector equality duties under the Equality Act 2010 and at the same time as or following the outcome of consultation it will be necessary to undertake an Equality Impact Assessment, to ensure that the local authority has properly understood and assessed the potential impact of the proposed PSPO in terms of equality issues.

4.6 In deciding whether to make a PSPO the Anti-Social Behaviour Crime and Policing Act 2014 says the local authority must have particular regard to the rights of freedom of expression and freedom of assembly set out in Articles 10 and 11 of the European Convention on Human Rights.

4.7 The need to" have particular regard" to Articles 10 and 11 suggests that Parliament in passing the Act has sought to give these rights an elevated status in relation to deciding whether to make a PSPO.

Article 10: freedom of expression

1. Everyone has the right to freedom of expression. This right shall include freedom to hold opinions and to receive and impart information and ideas without interference by public authority and regardless of frontiers. This Article shall not prevent States from requiring the licensing of broadcasting, television or cinema enterprises.

2. The exercise of these freedoms, since it carries with it duties and responsibilities, may be subject to such formalities, conditions, restrictions or penalties as are prescribed by law and are necessary in a democratic society, in the interests of national security, territorial integrity or public safety, for the prevention of disorder or crime, for the protection of health or morals, for the protection of the reputation or rights of others, for preventing the disclosure of information received in confidence, or for maintaining the authority and impartiality of the judiciary.

Article 11: freedom of assembly and association

1. Everyone has the right to freedom of peaceful assembly and to freedom of association with others, including the right to form and to join trade unions for the protection of his interests.

2. No restrictions shall be placed on the exercise of these rights other than such as are prescribed by law and are necessary in a democratic society in the interests of national security or public safety, for the prevention of disorder or crime, for the protection of health or morals or for the protection of the rights and freedoms of others. This Article shall not prevent the imposition of lawful restrictions on the exercise of these rights by members of the armed forces, of the police or of the administration of the State.

4.8 Although PSPOs are a robust remedy because they affect the behaviour of every person within a specified area rather than being targeted at individuals, the Council considers that the new draft PSPO will not unnecessarily interfere with lawful and legitimate activity.

4.8 Officers submit that the new draft PSPO does balance the need to tackle anti-social behaviour associated with dogs against the desire and entitlement of the public to use a public space.

5.0 Consultation Process

5.1 A second consultation with residents and relevant stakeholders will take place before a final decision on the new draft PSPO is made. This will allow the Council to introduce a PSPO, which is relevant, necessary and consistently enforced across the Mid Devon District. The consultation will be active for 4 weeks.

The following will be consulted:

- All Parish & Town Councils in Mid Devon
- Chief Constable of Devon & Cornwall Police
- The Police & Crime Commissioner
- All neighbouring Local Authorities
- Operational Managers of all Council departments within Mid Devon District Council
- Community Centres
- Members of Parliament whose constituencies include part of the Mid Devon District
- All Councillors
- Ramblers & Walking Groups
- Animal Welfare Groups
- The Kennel Club
- Boarding Kennels within the Mid Devon District
- Sports Clubs
- Members of the public

5.2 The consultation will include opening and closing dates of when consultees can respond on this matter and will take place, according to the consultee, via:

- Letters
- Mid Devon District Council's website
- Newspaper Advert
- Email

For those who cannot access the internet, other options will be advertised, such as the option to send a letter. Officers will also undertake direct consultation in the areas listed within the schedules during the consultation period to ensure views from users are captured a QR code will be created to enable direct access to the consultation page on the Council website and a phone number for the customer services call centre.

5.3 Officers will also consult with the owners and occupiers of the land affected as far as practicable.

5.4 Concern was raised about whether the first consultation responses are valid and still able to be used. Part of the consideration in putting in place a new PSPO is

evidence-gathering to understand the concerns and impact that any restrictions and/or prohibitions might have. The first consultation responses led the Officers to review some of the requirements and/or prohibitions and confirmed problems with the proposed plans. This does not taint the first consultation process or the responses; instead this is vital information that has informed the new draft PSPO.

5.5 In the first public consultation Q7 asked “Do you have any alternative or additional proposals on dog controls? Please enter your comments below:”. A number of responses were received in relation to this question covering (but not limited to) the following:

- a reintroduction of dog licences
- more dog wardens
- more dog waste bins to be provided
- provision of bags
- DNA tracking
- increasing fines for perpetrators
- more signage to remind people of their responsibilities
- increased public education
- introduction of mandatory training for dog owners
- more CCTV cameras in parks
- limit the times of day dogs are allowed to be off the lead in parks / have time zones
- before 8.30am and after 6pm
- ban retractable/extendable leads
- creation of a dedicated dog park
- creation of enclosed dog spaces

5.6 Some of these alternatives would clearly have cost implications for the Council and some parish and town councils.

5.7 However, these alternative or additional proposals will be explored further in the second public consultation with a view to examining whether any of them could be incorporated into the final PSPO.

6. Enforcement of the new draft PSPO

6.1 Enforcement officers will carry out allocated dog fouling patrol days (a minimum of 1 day per month) as part of their discretionary duties. These days are not set but are often scheduled as a reaction to reports received from the public. These reports tend to increase in the summer months and on that basis the Street Scene Team may allocate more patrol days to accommodate the reports in the summer months.

6.2 In addition, enforcement officers will be issuing and monitoring anti-social behaviour relating to litter and dogs on a daily basis when carrying out their statutory duties (for example: stray dogs, dangerous dogs, fly tipping investigations, abandoned vehicle removal) and their mandatory duties (for example: car parking enforcement, compulsory recycling, trade waste enforcement).

6.3 In relation to their discretionary duties (for example: litter patrols, dog fouling patrols, cleansing inspections, compulsory recycling) the allocation of the 300 discretionary annual hours is as follows:

Duties	Allocation of 300 discretionary hours
Compulsory Recycling	40% (120 hours)
Cleansing Inspections	10% (30 hours)
Dog Fouling Patrols	10% (30 hours)
Litter Patrols	40% (120 hours)

7. Conclusion:

7.1 Officers believe that there are reasonable grounds to suggest that incidents relating to dogs (as identified in this Report) are of such a nature that they have had, and are likely to have, a detrimental effect on the quality of life of the public whilst enjoying the open spaces, parks and play areas in the District.

7.2 Unfortunately even though the majority of people do not create the issues identified, the continuing nature of the issues and the adverse impact they have on the public justify the imposing of restrictions as proposed in the new draft PSPO.

Contact for more Information: Vicky Lowman Environment & Enforcement Manager (01884 244601 vlowman@middevon.gov.uk)

Circulation of the Report: Cllr Colin Slade, Cabinet, Leadership Team

List of relevant documents:

Anti-social Behaviour, Crime and Policing Act 2014
https://www.legislation.gov.uk/ukpga/2014/12/contents/enacted

Anti-social Behaviour, Crime and Policing Act 2014 (Publication of Public Spaces Protection Orders) Regulations 2014
https://www.legislation.gov.uk/uksi/2014/2591/contents/made

NHS information on Toxocariasis
https://www.nhs.uk/conditions/toxocariasis/

Keep Britain Tidy information on Dog Fouling Issues
https://www.keepbritaintidy.org/sites/default/files/resource/Keep%20Britain%20Tidy%20Policy%20Position_Dog%20Fouling.pdf

Local Government Association - Public Spaces Protection Orders – Guidance for Councils
https://www.local.gov.uk/sites/default/files/documents/10.21%20PSPO%20guidance_06_1.pdf

DEFRA Dealing with irresponsible dog ownership Practitioner's manual (Oct 2014)
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/373429/dog-ownership-practitioners-manual-201411.pdf

Dogs Trust Professional Dog Walkers' Guidelines
https://www.dogstrust.org.uk/news-events/news/dog%20walking%20guide%20online.pdf

Links to Plans:

Schedule A

Schedule B

Schedule C

Schedule D
Scheduled D Continued

Appendix A – Draft PSPO Order 2021

The Mid Devon (Public Spaces Protection) (Dog Control) Order 2021

Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014

DRAFT

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2. Scope
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9. Offences and Penalties
10. Exemptions
11. Appeal
12. Validity (Severance)

DRAFT

Introduction

Pursuant to Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014.

Mid Devon District Council (in this Order called "the Council"), in exercise of its powers under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014 ("the Act") and of all other enabling powers, after consultation carried out in accordance with the Act, and being satisfied that uncontrolled and irresponsible dog walking in public places has a detrimental effect on the quality of life of the local community and that the conditions set out in Section 59 of the Act are met, hereby makes the following Order.

1. Definitions and Interpretation

1.1 In the following provisions of this Order, the following terms shall have the meanings hereby respectively ascribed to them:-

"Authorised Officer" means a person who is authorised in writing by the Council for the purposes of this Order

"District of Mid Devon" means the land shown edge red on the plan marked "District" and referred to in Schedule A

"Person in Charge" means the person who has the dog in his possession, care or company at the time the offence is committed or otherwise, the owner or person who habitually has the dog in his possession

"Plans" means the plans attached to the Schedules to this Order

"Police Constable" means any person lawfully designated and authorised by a Chief Officer of Police to exercise the powers and duties of a Police Constable

"Public Spaces" means land within the District of Mid Devon, which is open to the air including covered land which is open on at least one side and to which the public are entitled and permitted to have access, with or without payment, with the exception of Forestry Commission Land

1.2 Except when the context otherwise requires, the singular includes the plural and vice-versa; and the masculine includes the feminine and vice-versa.

1.3 Reference to an Act of Parliament, statutory provision or statutory instrument includes a reference to that Act of Parliament, statutory provision or statutory instrument as amended, extended or re-enacted from time to time and to any regulations made under it.

1.4 References to articles and Schedules are to the Articles and Schedules of this Order.

1.5 Where land is listed in a Schedule the location and extent of the land is shown in the corresponding Plan referred to in the Schedule.

2. Scope

This Order applies to the Public Spaces, public parks, public cemeteries and churchyards and enclosed play areas cited in this Order within the District of Mid Devon, and shown on the plans to Schedules A, B, C and D hereto.

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3. Duration

This Order shall come into effect on [ ] 2021 and shall remain in force for a period of 3 years from this date, unless extended by further orders made under the Council's statutory powers.

4. Title

This Order may be cited as "The Mid Devon (Public Spaces Protection) (Dog Control) Order 2021"

5. Dog Fouling

5.1 In any Public Spaces -

5.1.1 If a dog defecates at any time, the Person in Charge must remove the faeces from the land forthwith; and

5.1.2 A Person in Charge of a dog must have with them an appropriate means to pick up any faeces deposited by that dog, and must produce this if requested to do so by an Authorised Officer or Police Constable.

5.2 For the purposes of Article 5.1.1 -

5.2.1 Placing the faeces in a receptacle on the land which is provided for the purpose or for the disposal of waste, shall be sufficient removal from the land; and

5.2.2 Being unaware of the defecation (whether by reason of not being in the vicinity or otherwise), or not having a suitable device or means of removing the faeces shall not be a reasonable excuse for failing to remove the faeces.

6. Dogs on Leads

6.1 In any public cemetery or churchyard or part of it listed in Schedule B to this Order, any Person in Charge of a dog, at any time, must put and keep the dog on a lead and under proper control.

6.2 In any public park listed in Schedule C to this Order any Person in Charge of a dog, at any time, must put and keep the dog on a lead and under proper control.

6.3 Subject to Articles 6.1 and 6.2 in all Public Spaces a Person in Charge of a dog, at any time, must put and keep the dog on a lead and keep it under proper control when directed to do so by an Authorised Officer or Police Constable.

6.4 For the purposes of Article 6.3, an Authorised Officer or Police Constable shall only give a direction to put and keep a dog on a lead if such restraint is reasonably necessary to prevent a nuisance or behaviour by the dog likely to cause alarm, distress or disturbance to any other person or animal or bird on the land.

7. Dogs Excluded (Enclosed Play Areas)

A Person in Charge of a dog is prohibited from taking that dog onto, or permitting the dog to enter or remain on any enclosed play area listed in Schedule D to this Order.

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8. Limit on number of dogs.

No person in any Public Spaces shall be in charge of more than 6 dogs at any time. This Article does not apply to enclosed play areas referred to in Article 7 as dogs are prohibited from the said enclosed play areas.

9 Offences and Penalties

9.1 Any failure to comply with the requirements or prohibitions imposed in Articles 5, 6, 7 and 8 of this Order shall constitute a criminal offence, unless:

9.1.1 The person has a reasonable excuse for failing to do so;

9.1.2 The owner, occupier or other person or authority having control of the land has consented (generally or specifically) to his failing to do so; or

9.1.3 The person is exempt under Article 10 of this Order.

9.2 Any person guilty of an offence under this Order shall be liable, on summary conviction, to a fine not exceeding level 3 on the standard scale (on the date of this Order, this is set at £1,000).

9.3 A Fixed Penalty Notice may be issued by an Authorised Officer or Police Constable to anyone believed to have committed an offence under this Order. The Fixed Penalty shall be £100.00. Payment of the Fixed Penalty of £50.00 within 14 days from the date of the Fixed Penalty Notice will discharge the liability for prosecution.

10. Exemptions

10.1 The requirements and prohibitions imposed by this Order shall not apply to any person who:

10.1.1 is registered as blind, sight or hearing impaired under the National Assistance Act 1948, or any other legislation;

10.1.2 has a disability which affects his mobility, manual dexterity, physical coordination, or ability to lift, carry or otherwise move everyday objects, in respect of a dog trained by a registered charity and upon which he relies for assistance;

10.2.3 is using a working dog for purposes of law enforcement, military duties or statutory emergency services (search and rescue); or

10.2.4 is using a working dog for agricultural activities or exempt hunting as set out in Schedule 1 of the Hunting Act 2004.

11. Appeal

Any interested person (defined as an individual who lives in the restricted area or who regularly works in or visits that area) may question the validity of this Order, pursuant to Section 66 of the Act, on application made to the High Court within 6 weeks from the date of the Order.

12. Validity (Severance)

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If any provision of this Order is held invalid or unenforceable for any reason by a court of competent jurisdiction, such provision shall be severed and the remainder of the provisions of the Order shall continue in full force and effect as if the Order had been executed with the invalid, illegal or unenforceable provision eliminated.

THE COMMON SEAL OF Mid Devon District Council

was hereunto affixed

in the presence of:-

Authorised Signatory

DRAFT

THE SCHEDULES

List of Plans

SCHEDULE A District of Mid Devon

Plan 1 – Map of District

SCHEDULE B Public Cemeteries and Churchyards

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Plan 3 – Cemetery, Black Dog

Plan 4 – Blank

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Plan 7 - Burial Ground, Cheriton Fitzpaine

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Plan 9 – Methodist Cemetery, Copplestone

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Plan 11 – Cemetery, Crediton

Plan 12 –Cemetery, Cullompton

Plan 13 – Cemetery, Culmstock

Plan 14 – Cemetery, Halberton

Plan 15 – Cemetery, Hemyock

Plan 16 – St Andrew's Church Cemetery, Colebrooke

Plan 17 – St Andrew's Church Cemetery, Cullompton

Plan 18 – St George's Church, Tiverton

Plan 19 – St Mary's Church Cemetery, Hemyock

Plan 20 – St Mary's Church Cemetery, Uffculme

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Plan 23 – Cemetery, Uffculme

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SCHEDULE C Public Parks

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Plan 27 – Skate park, Lords Meadow, Crediton

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Plan 29 – Skate park, Meadow Lane, Cullompton

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Plan 30 – Recreation Ground (Jubilee Field), Gables Road, Willand

Plan 30A – Victoria Close, Willand

Plan 31 – Skate park, Bolham Road, Tiverton

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SCHEDULE D Enclosed Play Areas

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Plan 35 – Play Area, Landboat View, Cheriton Fitzpaine

Plan 36 – Play Area, Coleford

Plan 37 – Play Area, Fernworthy Park, Copplestone

Plan 38 - Play Area, Sunnymead, Copplestone

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Plan 40 – Play Area, Fulda Crescent, Crediton

Plan 41 – Play Area, Newcombes Meadow, Crediton

Plan 42 – Play Area, Headweir Road, Cullompton

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Plan 45 – Play Area, Rivermead, Cullompton

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Plan 47 – Play Area, Tufty Park, Cullompton

Plan 48 – Play Area, Hunter's Hill, Culmstock

Plan 49 – Play Area, Lower Town Halberton

Plan 50 – Play Area, Logan Way, Hemyock

Plan 51 - Play Area, Longmead, Hemyock

Plan 52 – Play Area, Millhayes, Hemyock

Plan 53 – Play Area, Wood Lane, Morchard Bishop

Plan 54 – Play Area, Puddington

Plan 55 – Blank

Plan 56 – Play Area, Silverton

Plan 57 – Skate park, Silverton

Plan 58 – Play Area, Grand Western Canal, Canal Hill, Tiverton

Plan 59 - Blank

Plan 60 – Blank

Plan 61 – Play Area, Westexe Recreation Ground, Tiverton

Plan 62 – Play Area, Wilcombe, Tiverton

Plan 63 – Play Area, Wembworthy

Plan 64 – Play Area, Gables Lea, Willand

Plan 65 – Play Area, Mallow Court, Willand

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Plan 66 – Play Area, South View, Willand

Plan 67 – Play Area, The Orchards, Willand

Plan 68 – Blank

Plan 69 – Play Area, Worcester Crescent, Willand

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Plan 71 - Harpitt Close, Willand

Plan 72 - Chestnut Drive, Willand

Plan 73 - Buttercup Road, Willand

Plan 74 – Blank

Plan 75 - Pippins Field, Uffculme

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Plan 77 - Highland Terrace, Uffculme

Plan 78 - Culm Valley Way, Uffculme

Plan 79 - Ashley Rise, Tiverton

Plan 80 - Banskia Close, Tiverton

Plan 81 - Coles Mead, Tiverton

Plan 82 - Everett Place, Tiverton

Plan 83 - Hawthorne Road, Tiverton

Plan 84 - Orchard Leigh, Tiverton

Plan 85 - Palmerston Park, Tiverton

Plan 86 - Popham Close, Tiverton

Plan 87 - Spencer Drive. Tiverton

Plan 88 - Starkey Close, Tiverton

Plan 89 - Trickey Close, Tiverton

Plan 90 - Waylands Road, Tiverton

Plan 91 – Ellerhayes, Silverton

Plan 92 – Cornlands, Sampford Peverell

Plan 93 - New Buildings, Sandford

Plan 94 - Mill Lane, Sandford

Plan 95 - Town Barton, Sandford

Plan 96 – Greenaway, Morchard Bishop

Plan 97 - Church Close, Lapford

Plan 98 - Play Area, Holcombe Rogus

Plan 99 - Hollingarth Way, Hemyock

Plan 100 - Ash Drive, Cullompton

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Plan 101 - Bockland Close, Cullompton
Plan 102 - Bullfinch Close, Cullompton
Plan 103 - Chaffinch Drive, Cullompton
Plan 104 - Conifer Close, Cullompton
Plan 105 - Crossparks, Cullompton
Plan 106 - Dove Close, Cullompton
Plan 107 - Hanover Gardens, Cullompton
Plan 108 - Haymans Close, Cullompton
Plan 109 - Haymans Green, Cullompton
Plan 110 - Linden Road, Cullompton
Plan 111 - Linear Park, Cullompton
Plan 112 - Saxon Close, Cullompton
Plan 113 - Siskin Chase, Cullompton
Plan 114 - Spindlebury, Cullompton
Plan 115 - Starlings Roost, Cullompton
Plan 116 - Water Meadow, Cullompton
Plan 117 - Windsor Close, Cullompton
Plan 118 - Beech Park, Crediton
Plan 119 - Beacon Park, Crediton
Plan 120 - Cromwells Meadow, Crediton
Plan 121 - Kirton Drive, Crediton
Plan 122 - Lords Meadow, Crediton
Plan 123 - Monks Close, Crediton
Plan 124 - Queen Elizabeth Drive, Crediton
Plan 125 - Spinning Path Gardens, Crediton
Plan 126 - Tuckers Meadow, Crediton
Plan 127 - Walnut Drive, Crediton
Plan 128 - Glebelands, Cheriton Bishop
Plan 129 - Bray Close, Burlescombe
Plan 130 - Barnes Close, Bradninch
Plan 131 - Townlands, Bradninch
Plan 132 - Godfrey Gardens, Bow
Plan 133 - Iter Park, Bow
Plan 134 - St Martins Close, Bow
Plan 135 - Village Hall, Bow

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Plan 136 - Morebath Road, Bampton

Plan 137 - Play Area, Chawleigh

Plan 138 - Recreation Ground, Chawleigh

Plan 139 – Recreation Ground, Oakford

Plan 140 – Recreation Ground, School Close, Shobrooke

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CABINET
13 May 2021

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

TIVERTON TOWN CENTRE REGENERATION MASTERPLAN PROJECTS

Cabinet Member	**Cllr Richard Chesterton**
Responsible Officer	**Mrs Jenny Clifford, Head of Planning, Economy & Regeneration**

Reason for the Report: Members will be aware that this authority has undertaken work with regard to regeneration and investment masterplanning for Tiverton town centre. This work commenced prior to the current pandemic. This report seeks to both update members on work to date, but also critically, to provide feedback on consultation meetings held with Ward Members, Tiverton Town Council and Tiverton Town Centre Partnership that were focused around the key intervention projects to be included in the masterplan. Due to current bid opportunities and the need to ensure readiness for submissions, this report focusses on potential projects.

RECOMMENDATIONS:

1. **That Officers explore the opportunities to bring forward the projects and initiatives as outlined and prioritised in this report.**

2. **That Property Services seek funding opportunities to be in a position to proceed with feasibility appraisal of:**
   a) **The opening connecting the Pannier Market and Fore Street (as detailed in para 4.3), and**
   b) **Design, scope and cost a future redevelopment of the Phoenix Lane area in association with public and private investment, should funding become available in the future.**

Relationship to Corporate Plan: The draft Tiverton Town Centre Masterplan will provide guidance on the planning and delivery of development within Tiverton. It will contribute towards the delivery of 4 key priorities as relating directly to the Corporate Plan 2020-24 including:

Homes: to promote the regeneration of the town centre by working with landlords and property developers to improve and increase the supply of quality housing;

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.

Financial Implications:

This report does not identify the capital funding sources or arrangements that will be needed to deliver the regeneration opportunities for the redevelopment sites that are identified within the draft Masterplan. Funding is likely to involve a range of public and private sector investment.

There is no budget available to the Council in the current financial year for designing the projects detailed within this report in line with the feedback following the Tiverton Town Centre project liaison consultation meetings. However there is potential to seek revenue funding to assist with project development costs. This revenue funding opportunity would enable the Council to position itself to capitalise on future funding opportunities and for the projects to be 'shovel ready' Sources of revenue funding could include the Community Renewal Fund which is also to be considered at this meeting.

Any proposals to regenerate, develop or invest in these assets with financial implications for the Council, would be considered in detail as part of a subsequent and separate decision making process.

Budget and Policy Framework:
Although some of the projects listed within the report do have funding identified, the bulk of the proposals currently do not have funding. The purpose of this report is to have schemes developed to a state of readiness for future external funding opportunities as and when they occur. Where any schemes are assessed to fall outside the existing policy framework and/or budget, further decisions will be required and may need to go to Council.

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 be a material consideration for planning decision-making purposes.

Legal Implications: The process for preparing and adopting the Tiverton Town Centre Masterplan will need to comply with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement. Whilst the Adopted Masterplan will not form part of the Development Plan, it will be a material consideration in the determination of planning applications relating to the town centre.

Each project will be subject to its own legal covenants.

Risk Assessment: As projects arising from the masterplan are developed an assessment of risk will be undertaken as part of project development. Failure to support the regeneration of Tiverton Town Centre would in itself lead to deterioration in commercial activity, a less vibrant centre, less coordinated development and uncertainty over essential infrastructure. Since the initiation of this project COVID-19 has introduced a significant risk to economic prosperity. The masterplan will need to

take into account this change in economic circumstances and the need to complete this work is now more vital than ever.

A full risk assessment will be undertaken as the projects in the masterplan are developed.

Equality Impact Assessment: Equality issues continue to be considered as part of the ongoing preparation of the Masterplan work. An equality impact assessment will be made available at time of consultation.

Impact on Climate Change: A core principle within the Draft Tiverton Town Centre Masterplan is to support the Council's commitment to achieving net zero carbon emissions by 2030. The Draft Tiverton Town Centre Masterplan has regard throughout to climate change.

1.0 INTRODUCTION

1.1 Our town centres have had a number of challenges in recent years such as the impact of changing shopping habits, changing expectations about the role and function of high streets and of course the unprecedented impact of the COVID19 pandemic. Town centre regeneration has arguably never had such significance. In response to the pandemic a number of funding opportunities are being made available through various funding programmes. In order to seize such opportunities this report sets out potential schemes which could be further developed into a state of readiness. These projects provide an opportunity to deliver visible economic and environmental improvements in the town. Important to the town's regeneration will be the commitment towards zero carbon development and maximising opportunities to contribute towards tackling the wider climate emergency crisis.

2.0 BACKGROUND

2.1 The Council has previously resolved to develop a masterplan for Tiverton Town Centre. It will form a key document for the regeneration of the town; enhancing the town's economic prospects and providing a clear strategy to ensure the town meets its full potential as an attractive and thriving market town of the 21st century.

2.2 In accordance with the Council's Statement of Community Involvement, the masterplan has been subject to Stage 1 public consultation which related to the scope of the proposed contents of the masterplan undertaken between 30th April and 10th June 2018. The summary of consultation feedback and emerging themes was presented to Cabinet at its 22nd November 2018 meeting. It is envisaged that a draft Masterplan will be subject to Stage 2 consultation in the autumn (2021). In the interim additional liaison has taken place with local ward members, Tiverton Town Council and the Tiverton Town Centre Partnership regarding emerging opportunity sites for development and enhancement.

2.3 A report was presented to Cabinet at its 6th August 2020 meeting setting out the direction of travel for the emerging work including the process to develop a long-term town centre recovery plan. It described a range of outputs including prioritisation of strategic interventions which crucially recognised the importance of identifying proposals that can be delivered in the short term that will make a meaningful and lasting contribution towards COVID19 related recovery. Importantly, it also set out opportunities for the Council's commitment to the climate change declaration to be put at the heart of the town centre's role, function and regeneration.

3.0 REPORT OF MEETINGS: CONSULTATION

3.1 An informal presentation was given to Cabinet members on the 22nd December 2020 with a broad description and outline of key intervention sites including a prioritised action and delivery plan for each site. It is worth noting that the key intervention sites presented to Informal Cabinet had an emphasis towards Mid Devon District Council assets and included:

a) Riverside (Mountbatten Road)
b) The Plumb Centre
c) Market Walk
d) West Exe South Car Park
e) Fore Street
f) Cinema / Phoenix Lane
g) Bus Station / Becks Square
h) Pannier Market
i) Town centre – wide.

A plan showing the location of these key sites is at **Appendix 1** to this report.

3.2 The same list of projects was then presented at a Ward Member Briefing on the 8th January 2021, a Town Council Briefing on the 13th January 2021 and the Tiverton Town Centre Partnership meeting on the 27th January 2021.

The summary of key findings was as follows:

Key site	Comment
Riverside	• Extend the concept the riverside walk to include Carpenter's Close / Palmerston Park Woods / West Exe Recreation Ground. • Consider opportunities to enhance the flood defences themselves e.g. planting, murals, children's artwork. • Improve the lighting along the riverside. • Consider opportunities to include benches along the riverside.
Plumb Centre	• Remove as a key intervention site as re-occupation almost complete
Market Walk	• Integration of leisure uses generally supported whilst integration of residential uses was mixed. • Officers to review how upper floors can be occupied. • Officers to consider a canopy though the whole of market

	walk to facilitate additional market stalls or other activities. • Consider dividing Unit 17 (former Londis) into smaller units. • Remove the flat roof addition to Unit 17 (former Londis) to facilitate outdoor seating / spill out space.
West Exe South Car Park	• General support for the demolition of the toilet block but future redevelopment to consider some form of public convenience provision. • Officers to review opportunities for frontage onto the Riverside or onto West Exe South (flood issues and loss of parking acknowledged).
Fore Street	• Officers to review a 'hybrid' scheme with the removal of two shops and the flats above.
Phoenix Lane	• A redeveloped cinema to be retained in the locality. • Officers to review the relocation of Burma Star War Memorial, either on west side of Phoenix Lane in combination with the enhancement of the Well or at Angel Hill.
Bus Station / Becks Square	• Bus station to be retained in this locality. • Redevelopment to include public conveniences. • Becks Square probably not to be included at this stage due to current market conditions.
Pannier Market	• Officers to consider enhancement of the old pig pens • Officers to consider integration of other uses including leisure e.g. summer time fake beach, winter time ice rink.
Town centre - wide	• Signage is a priority including signing the riverside from West Exe South Car Park.
Other projects	• Include the River Exe Hydro project. • Ensure there is a strong emphasis on new and improved pedestrian / cycle routes and bike parking. • Ensure there is a strong emphasis on electric vehicle infrastructure. • Ensure there is a strong emphasis on new and improved open spaces / meeting spaces including as a location for events.

Table 1

4.0 UPDATE ON KEY PROJECTS

4.1 Following consultation feedback and in consultation with colleagues from Property, Leisure and Climate Change a summary update of key projects for inclusion in the masterplan is provided including some new and amended projects, as follows:

Project	**Proposed Ranking**	**Action**	**Timescale**
Town Centre – wide	1	• Signage. • Seating. • Public Realm Strategy. i) Identification of new & improved 'pocket parks' / opportunities for re-greening for	S/T M/T M to L/T S/T

		biodiversity. • Facilities Plan (including public toilet provision, parking (including coaches), accessibility, click & collect). • Town centre brand (identity & destination).	M to L/T S to M/T
Riverside (Mountbatten Road)	2	• Plant community orchard & woodland. • Investigate opportunity for a pedestrian route between the community orchard and town centre. • Riverside seating.	S/T L/T S/T
Market Walk	3	• Secure reoccupation of vacant units. • Scope project for redevelopment of units 17-20 including occupation of upper floors, removal of flat front roof canopy to Unit 17, possible division of larger units, integration of other uses including leisure. • Scope redevelopment of whole site to ensure suitable units for small to medium sized enterprises to trade from & possible inclusion of residential at upper floors.	S/T S/T to M/T L/T
River Exe Hydro project (new to the list)	4	• Planning application under consideration	S/T
Pannier Market (new to the list)	5	• Scope enhancement of the pig pens and the offering in the Pannier Market wider area.	S/T
Multi Modal & Movement Strategy	6	• Cycle routes & cycle parking seen as a priority. Following stakeholder consultation now separated from town centre – wide project list to raise priority. • Multi modal movement strategy. i) Identification of new and improved foot & cycle routes in & out of town centre with bike stands & seating. ii) Identification of locations for electric vehicle infrastructure.	S/T to M/T M/T ST S/T
Riverside circular route (West Exe – Palmerston Park Woods - West Exe Recreation Ground). (New to the list)	7	• Identification and risk assessment of route, vegetation clearance & surfacing (as required), signage, seating & promotion. • Scope enhancement of flood defences & West Exe Riverside lighting.	M/T
West Exe South Car Park	8	• Scope demolition, creation of additional parking and enhancement works. • Scope redevelopment opportunity (Riverside v West Exe South frontage including provision of p.c).	S/T L/T
Fore Street	9	• Scope & cost feasibility of revised regeneration	S/T

		scheme with stakeholder engagement.	
Cinema / Phoenix Lane	10	• Scope with stakeholder engagement the relocation of the Memorial Garden / Burma Star. • Open discussions with local businesses & other landowners. • Scope Phoenix Lane for redevelopment.	M/T M/T L/T
Bus Station / Becks Square	11	• Scope bus station and Becks Square redevelopment.	L/T

Table 2

4.3 Officers request authority to explore the opportunities to bring forward the projects and initiatives as informed by the consultation responses, aligned with the emerging masterplan and prioritised. Following consultation feedback Officers within Property Services also seek authority to progress matters associated with the Fore Street opening to undertake initial survey and costings work required to revise the project in line with feedback from stakeholders. This feasibility work would investigate the removal of both 1 and 2 ground floor units with removal of associated upper floor accommodation.

5.0 PLANNING POLICY ADVISORY GROUP

5.1 The Planning Policy Advisory Group (PPAG) considered this emerging work at a meeting on 21st April 2021. There was broad support for the proposal with additional comments as follows:

- Members were keen to see the signage improvements delivered as a priority (Project list amended accordingly)
- Flexible workspace and were encouraged that premises were being adapted in the town to accommodate this. (This theme can be incorporated in the masterplan)
- The need for enhanced digital connectivity. (The town centre Wi-Fi project will be important to delivering an improvement)
- There needs to be consideration of the visual appearance and attractiveness of the Pannier Market and its surroundings (As a listed building complex in a conservation area this is an important factor in any future proposals).
- The importance of town centre toilet provision in convenient locations
- The importance of public access to the River Exe frontage. (Future opportunities for enhancement will be investigated).
- The relocation of the Burma Star War Memorial to Angel Hill was strongly supported. (The previous project will be reviewed)
- That any lighting on West Exe riverside to be respectful of wildlife.
- Climate priorities to be interwoven through the document. (The importance of climate change to the document has been identified and content reviewed taking this into account).
- Whether there were wider regeneration opportunities within the core of the town.

6.0 NEXT STEPS

6.1 This report has focussed on project opportunities within the Tiverton Town Centre Masterplan area in order to ensure schemes can be developed for potential funding bid opportunities. The scale of ambition with regard to the number of schemes that can be developed will be dependent on the availability of external funding such as the Community Renewal Fund and in some cases private investment.

6.2 Section 4 of this report outlines current thinking on a range of work outputs. In addition to development of Council owned assets it will also include ongoing engagement with private land owners to better understand the extent of their ambitions with the aim to comprehensively achieve a meaningful regeneration of Tiverton town centre. Officers also seek authority to progress matters associated with the Fore Street opening to undertake initial survey and costings work required to revise the project in line with feedback from stakeholders.

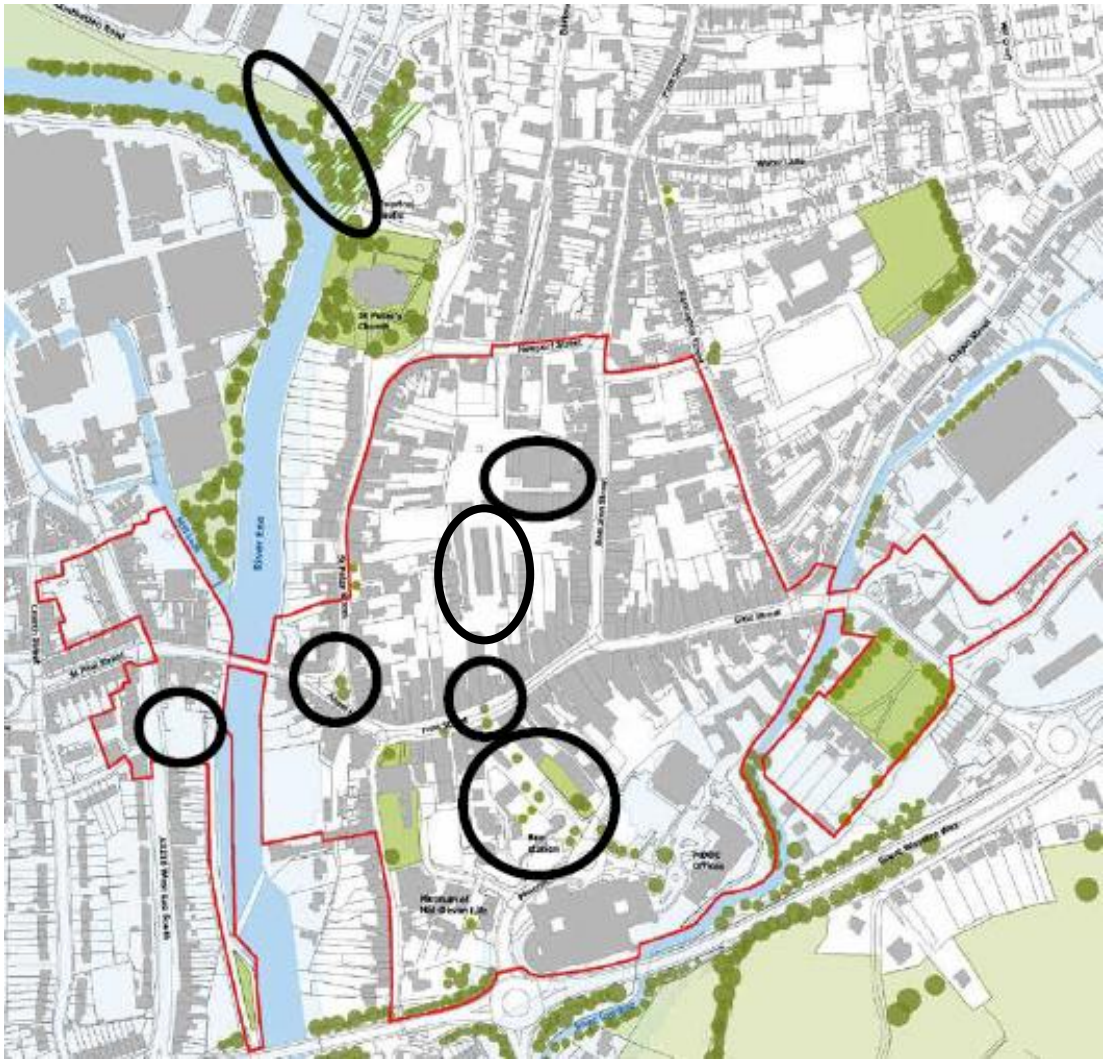
6.3 A provisional timetable for the next stages in the production of the masterplan is set out as follows:

Action	**Date**
Landowner meeting (private sites)	May / June 2021
Finalisation of draft masterplan	May to September 2021
Cabinet Approval (for Stage 2 consultation)	September 2021
Stage 2 Public Consultation	Autumn 2021
Adoption	Early 2022

Contact for more information	Christie McCombe, Area Planning Officer cmccombe@middevon.gov.uk
Background Papers	Cabinet 2nd April 2015; 28th September 2017, 8th March 2018, 22nd November 2018; 6th August 2020.
Circulation of the Report	Councillor Richard Chesterton Cabinet Member for Planning & Regeneration

APPENDIX 1

Key Sites: broad location



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CABINET
13th May 2021

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

CULLOMPTON TOWN CENTRE MASTERPLAN

Cabinet Member	**Cllr Richard Chesterton, Cabinet Member for Planning and Regeneration**
Responsible Officer	**Mrs Jenny Clifford, Head of Planning, Economy and Regeneration**

Reason for the Report: To approve the draft Cullompton Town Centre Masterplan for Stage 2 Public Consultation.

RECOMMENDATIONS:

1. **That Cabinet approves the draft Cullompton Town Centre Masterplan for Stage 2 public consultation;**

2. **That Cabinet approve the associated Strategic Environmental Screening Report and the Habitats Regulations Assessment Screening Report for consultation; and**

3. **That delegated authority be granted to the Head of Planning, Economy and Regeneration in consultation with the Cabinet Member for Planning and Regeneration to finalise the material and arrangements for consultation.**

Financial Implications: This report does not at this stage identify the funding sources or arrangements that will be needed to deliver the regeneration opportunities or for the redevelopment sites that are identified within the draft Masterplan. Funding is likely to involve a range of public and private sector investment and it is anticipated that the masterplan will also act to help support potential future funding bids. The Council made a successful bid for regeneration funding under the Heritage Action Zone (HAZ) part of the Future High Street Fund.

Budget and Policy Framework: The budget for the production of the masterplan was agreed at a previous meeting of Cabinet. 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 be a material consideration for planning decision-making purposes.

Legal Implications: The process for preparing and adopting the Cullompton Town Centre Masterplan will need to comply with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement. Whilst the Adopted Masterplan will not form part of the Development Plan, it will be a material consideration in the determination of planning applications relating to the town centre.

Risk Assessment: As projects arising from the masterplan are developed, an assessment of risk will be undertaken as part of project development. Failure to support regeneration of the Cullompton Town Centre would in itself lead to deterioration in commercial activity, a less vibrant centre, less coordinated development and uncertainty over essential infrastructure. Since the initiation of this project, COVID-19 has introduced a significant risk to economic prosperity. The masterplan takes into account this change in economic circumstances and the need to complete this work is now more vital than ever.

The masterplan will be accompanied by a delivery plan which will be the subject of regular review. This review process will form part of risk mitigation for the masterplan proposals.

Equality Impact Assessment: Equality issues have been considered during the drawing up of the draft masterplan and an equality impact assessment will be made available at time of consultation.

Impact on Climate Change: A core principle within the draft Cullompton Town Centre Masterplan 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 Cullompton Town Centre Masterplan has regard throughout to climate change.

Relationship to Corporate Plan: The draft Cullompton Town Centre Masterplan will provide guidance on the planning and delivery of development within Cullompton. It will ensure the delivery of the 4 key priorities as relating directly to the Corporate Plan 2020-24 including:
Homes: to promote the regeneration of the town centre by working with landlords and property developers to improve and increase the supply of quality housing;
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 Cullompton Town Centre as a Supplementary Planning Document. Consultants have been commissioned in its production. It will form a key document for the regeneration of the town; enhancing the town's economic prospects and providing a clear strategy to ensure the town meets its full potential as an attractive and thriving town post COVID-19 and into the 21st century. It will provide the umbrella framework within which the Cullompton Future High Street Heritage Action Zone (HAZ) works will be delivered.

1.2 The Masterplan has been developed in the context of the strategic projects planned in and around Cullompton, including:

- North West Cullompton urban extension;
- The proposed Culm Garden Village with new homes, new jobs, schools and local centre;
- A new relief road to the east of the town centre;
- The Heritage Action Zone scheme with investment in Cullompton's historic high street; and
- Proposed reopening of Cullompton rail station.

It has also been developed in the context the emerging Conservation Area Management Plan.

1.3 In accordance with the Council's Statement of Community Involvement, the Masterplan will be subject to two stages of public consultation. Stage 1 has already taken place and scoped out the proposed contents of the masterplan and options that might be included. This report relates to Stage 2: to present the draft masterplan itself.

1.4 A report on the Cullompton Town Centre Masterplan was considered at Cabinet on 16th January 2020. The themes set out below were approved as a basis for Stage 1 public consultation:

- Road / traffic
- Living in the town centre
- The use of key assets e.g St Andrew's Church, The Walronds, The Manor Hotel, The Town Hall
- Delivery of public / private partnerships
- The Third (Community) sector

Stage 1 public consultation was held between 25 February and 15 April 2020 with 4 staffed events planned. A report was presented at Cabinet 9th July 2020 seeking approval to progress with the production of the draft Masterplan and Delivery Plan taking into account the comments received during the Stage 1 public consultation.

2.0 CONTENT OF DRAFT MASTERPLAN

2.1 The Cullompton Town Centre 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 as **Appendix 1**.

2.2 It seeks to provide a comprehensive framework within which to guide the regeneration of the town centre in a coordinated manner. It builds on the Adopted Local Plan (2013-2033), providing realistic principles and overarching guidance to bring together the design and future delivery of development, public realm improvements and being mindful of transport projects in Cullompton.

2.3 The masterplan is structured around 6 themes or objectives, as have arisen through Stage 1 public consultation, and form the basis for the vision for the masterplan. They are as follows:

1. Enhancement and restoration of the historic buildings and landscape
   Giving consideration to viable uses for historic buildings; the appearance and setting of historic buildings; protecting and enhancing views, spaces and waterways including their biodiversity and amenity roles; the use and enjoyment of the CCA fields and the overall attractiveness of Cullompton as a place to work, visit and enjoy.

2. Rediscover the historic role of the town centre as a place to work
   Reflecting on vacant and under used sites and buildings that may enhance the employment offer and overall vitality of the town; the town's history to enhance Cullompton's identity and offer; digital connectivity; improved physical links between peripheral employment areas and the town centre; and enhanced dialogue between businesses and higher education.

3. Enhanced visitor experience
   Giving consideration to the sense of arrival into the town and encouraging visitors to venture beyond the service station; raising the profile of historic buildings, courts, lanes and open spaces; strengthening Cullompton as a food and drink destination; enhancing retail, leisure, food and drink within an improved historic setting; and review town centre parking.

4. Reclaim and redesign spaces for community activities
   Reflecting on means to alleviate traffic through the high street; establish the Bull Ring as the primary outdoor civic space; upgrade approaches to the town centre including Station Road and Exeter Road; review signage, lighting and surfacing opportunities within courts and along passageways; and link new developments to the town centre through an attractive network of spaces.

5. Sustainable growth
   Facilitating the ability to shop locally; support life-long learning; support healthy living through outdoor space and leisure facilities; support street markets; new town centre homes to increase vitality, footfall and spend; and continued community and voluntary sector partnerships to support community services

6. Ease of movement by foot, cycle bus and train
   Seeking to create high quality pedestrian and cycle links; giving more space and priority to those moving around on foot, cycle or by bus; encouraging uses requiring large delivery vehicles to relocate outside the historic core; improve links between Fore Street and the CCA fields; addressing points of conflict between road traffic, pedestrians and cyclists; establishing strategic cycle links between Willand and Cullompton; and improving signage around the town.

2.4 The structure of the draft Cullompton Town Centre Masterplan Plan and a brief description of each part is provided below:

Introduction:	Setting the role of the Masterplan, project process and engagement
Context:	Setting the context of the town with a summary of issues and opportunities
Vision and Objectives:	Setting out emerging themes and objectives within a spatial framework
Masterplan:	Providing an overview with a review of specific topic areas
Heritage Strategy:	Setting out Cullompton's historic significance with a review of public realm improvements, governance and delivery
Delivery, Monitoring and Review:	A Delivery Action Plan will form an addendum to the masterplan setting out timescales, delivery mechanisms and monitoring. The Delivery Action Plan is currently under development

2.5 Chapter 4 Masterplan, introduces a number of key opportunity sites for development and enhancement. The potential for each site is identified. Each site should be read in the context of broader strategic proposals for the area and will be subject to further discussion with landowners and partners. The key opportunity sites are as follows:

1. Alexandria Industrial Estate
2. Railway Station
3. Tannery Site
4. Higher Bull Ring
5. Improvements to cycling between proposed new rail station and the town centre.
6. Fore Street enhancement
7. Leat footbridge
8. The Old Cinema Site.

2.6 The Cullompton Neighbourhood Plan (if adopted) addresses different planning aims. This Masterplan if adopted is not considered to conflict with the Neighbourhood Plan if that were also adopted, but rather they would be complementary.

3.0 Habitats Regulation Assessment Screening / Strategic Environmental Assessment

3.1 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 which sets the framework for future development consent of certain

projects. An HRA and SEA formed part of the Stage 1 public consultation material. A limited number of comments were received.

3.2 The draft Cullompton Town Centre Masterplan has been screened to establish whether it is likely to have a significant adverse impact on the integrity of habitat sites, either alone or in combination with other plans or projects. The HRA screening report is attached as **Appendix 2**. It indicates that the masterplan is unlikely to have significant effects on the environment. Further assessment will be undertaken following Stage 2 public consultation. Further assessment on a project scale will be required.

3.3 A Strategic Environmental Assessment (SEA) screening has also been undertaken. The SEA Screening Report (attached as **Appendix 3)** has identified that the Cullompton Town Centre Masterplan is unlikely to have significant effects on the environment. The SEA screening has identified that there is / is no requirement for the Cullompton Town Centre Masterplan to be subject to a full SEA. It is worth noting that the masterplan relates to Local Plan policies which have already been subject to a SEA assessment.

4.0 Planning Policy Advisory Group

4.1 The draft Cullompton Town Centre Masterplan was presented to Planning Policy Advisory Group (PPAG) on the 21st April 2021. PPAG Members made the following comments:

- Areas identified for shared surfacing need careful design to take into account the needs of those mobility and visually impaired. (The tender documents for the design of these works make specific reference to these requirements)
- All travel modes (bikes, scooters, car hire) and infrastructure needs (electric charging) need to be integrated into the railway station and Alexandria Industrial Estate projects (Amendments have been made to accommodate these comments).
- Funding for delivery needs full consideration. (Funding opportunities will be scoped and investigated with bids made as appropriate).
- A cohesive approach to the delivery of projects is needed in the context of other strategic activities in and around Cullompton. (Amendments have been incorporated increasing cross referencing of projects and proposals)
- It was requested that the former cinema building be included as a key opportunity site. (Amendment made as requested).
- There is a need to enhance the bridge at Lower Mill Lane. (This will be investigated as part of an opportunity in that area).
- A balanced approach to parking is required within Fore Street and the Higher Bull Ring. (Parking requirements will be considered during the design stage of the project).

5.0 Next Steps

5.1 In accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Council's Statement of Community Involvement, a six week public consultation will be undertaken, commencing in March 2021. Once the consultation has ended and officers have considered the responses, the final version of the Cullompton Town Centre Masterplan and a statement of public participation will be considered at a future meeting of the Cabinet.

5.2 A provisional timetable for the next stages in the production of the masterplan are set out as follows:

Action	Date
Finalise presentation material for Stage 2 public consultation	April / May 2021
Stage 2 Public Consultation	May / June 2021
Adoption	August 2021

6.0 Conclusion

6.1 The Cullompton Town Centre Masterplan will provide a comprehensive framework to guide development in a coordinated and comprehensive manner. Once adopted it will be a material planning consideration. The first phase of public consultation has been undertaken. Consultants have produced a draft Masterplan for Stage 2 public consultation. This report seeks authority to commence this public consultation.

Contact for more information: Christie McCombe, Area Planning Officer
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Background Papers: The Adopted Local Plan (2013-2033):
https://www.middevon.gov.uk/residents/planning-policy/adopted-local-plan-and-policies-maps/

Examination submission version Cullompton Neighbourhood Plan
https://www.middevon.gov.uk/media/348271/cnp-final-submission-version-aug19.pdf

Public consultation material:
https://www.middevon.gov.uk/residents/planning-policy/masterplanning/public-consultation-cullompton-town-centre-masterplan-and-delivery-plan/

Cabinet 5 April 2018

Scrutiny 30 September 2019
Cabinet 16 January 2020
Cabinet 9th July 2020

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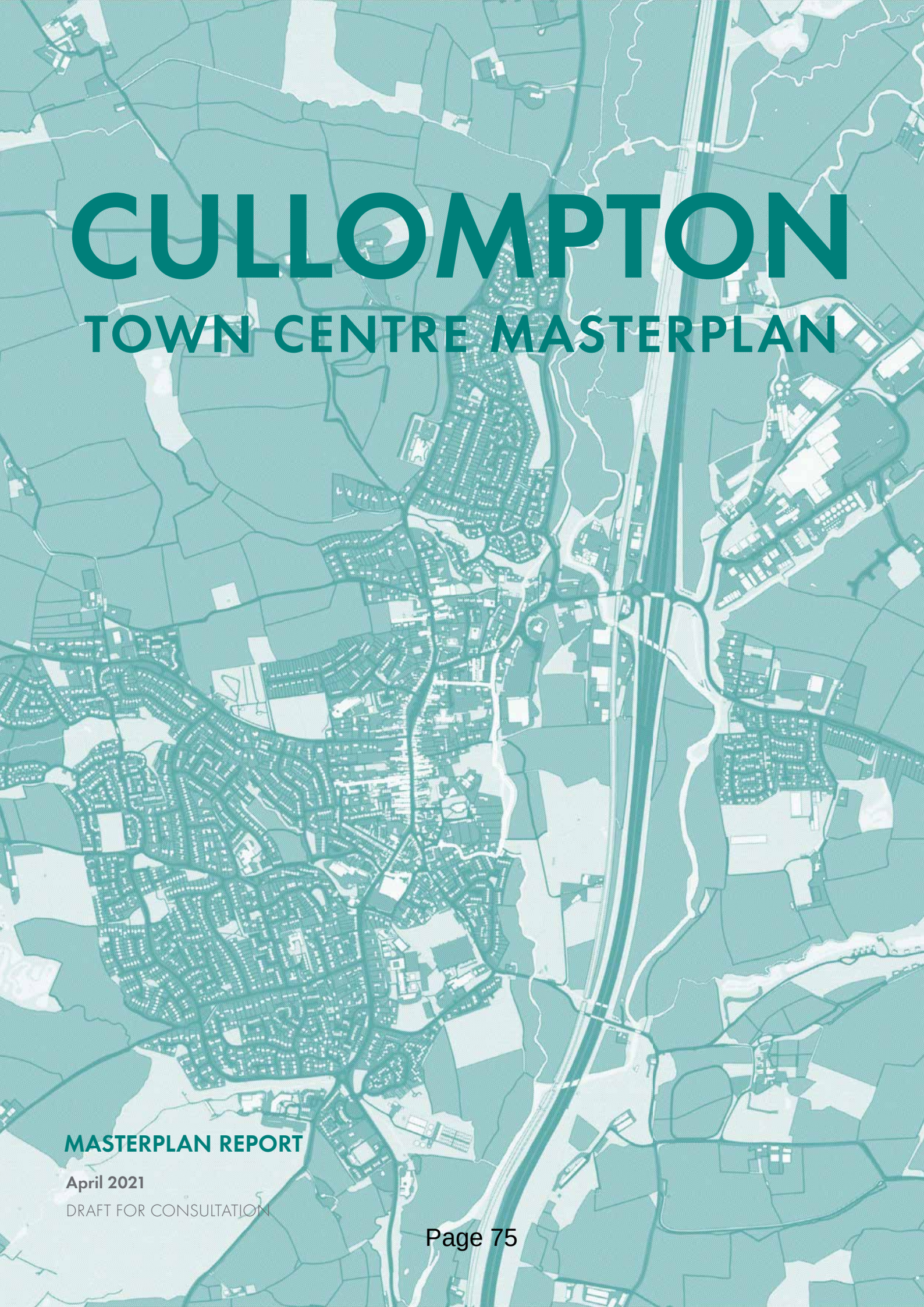
CULLOMPTON

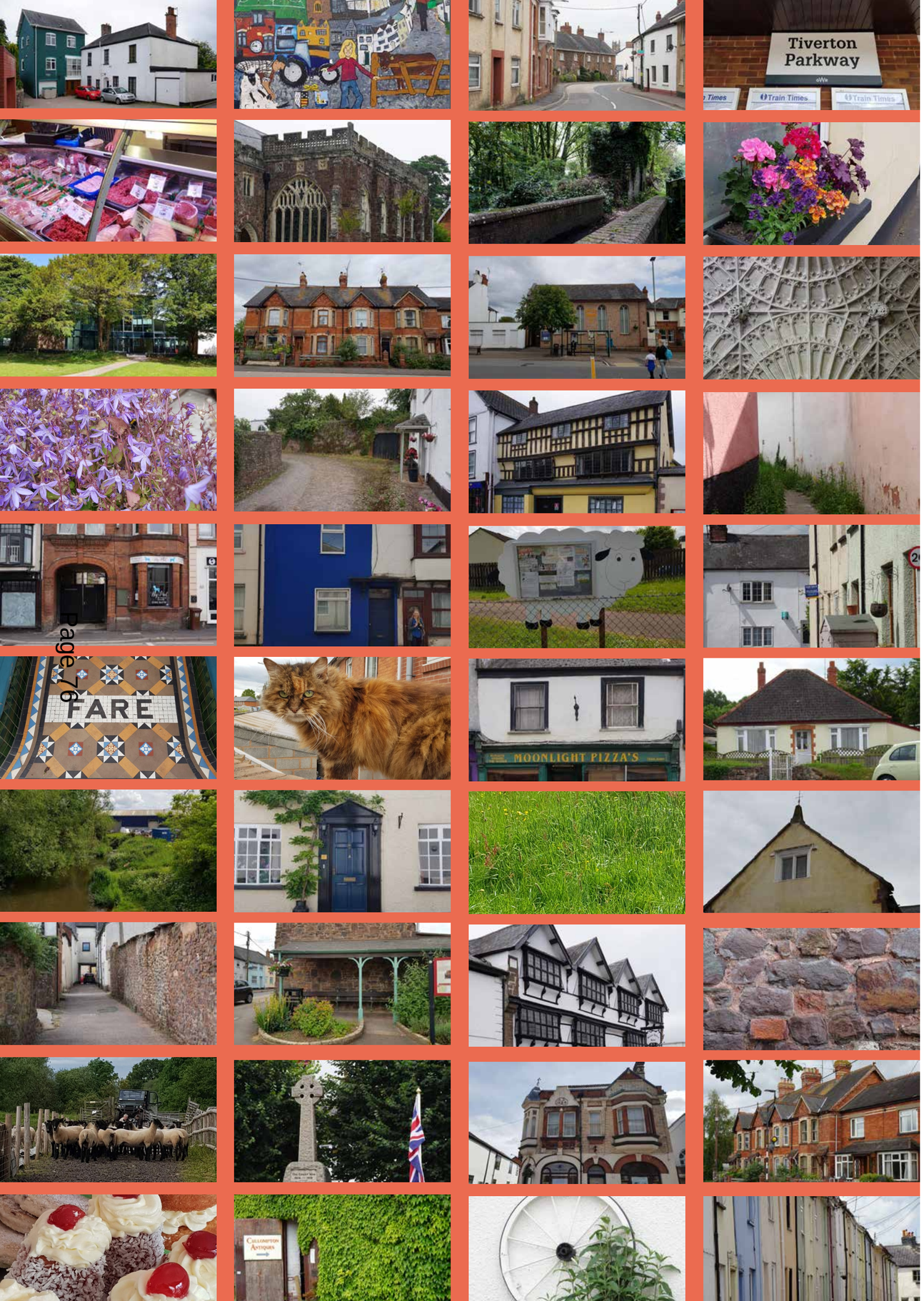
TOWN CENTRE MASTERPLAN



MASTERPLAN REPORT

April 2021

DRAFT FOR CONSULTATION



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1 Introduction

1.1 Role of the masterplan

Allies and Morrison Urban Practitioners was commissioned to prepare a masterplan and delivery strategy for Cullompton Town Centre on behalf of Mid-Devon District Council. The consultant team for the project includes transport and movement experts Hydrock and property and economic development specialists, Avison Young.

This report presents the vision and spatial masterplan for Cullompton town centre, including:

- The policy and strategic context;
- Summary of analysis and community engagement undertaken for the project;
- A vision and thematic objectives for the town centre;
- A Masterplan setting out spatial and design priorities;
- A heritage strategy; and
- A phasing and delivery strategy.

A detailed baseline study was prepared for the project and can be found here.

1.1.1 The Cullompton town centre masterplan identifies a clear vision for the town centre and sets out a spatial framework to guide future development and investment in Cullompton. The role of the masterplan is to provide realistic principles and overarching guidance that brings together the design and future delivery of development, public realm improvements and transport projects in Cullompton.

1.1.2 The masterplan has been developed in the context of a number of strategic projects planned in and around the town, set out in section 2.3. With these strategic projects on the horizon, a clear vision and spatial strategy is needed to help ensure that Cullompton town centre can realise its full potential as the commercial hub of an expanded town, making the most of its distinctive characteristics. The masterplan sets a framework for these strategic projects to support one another and to have a positive impact on the future of the town that can be greater than the sum of their parts. It also identifies further studies and steps that should follow the masterplan to help achieve this vision.

1.1.3 The masterplan will be adopted as a supplementary planning document and is part of the evidence to inform the Council's emerging Local Plan. It will be a material consideration in determining planning applications.

1.2 Project process and engagement

Overview of project process

1.2.1 The project commenced in July 2019 and has consisted of two main phases of work:

- Stage 1: understanding the context and developing a vision; and
- Stage 2: producing a masterplan, heritage strategy and delivery guidance for the town centre.

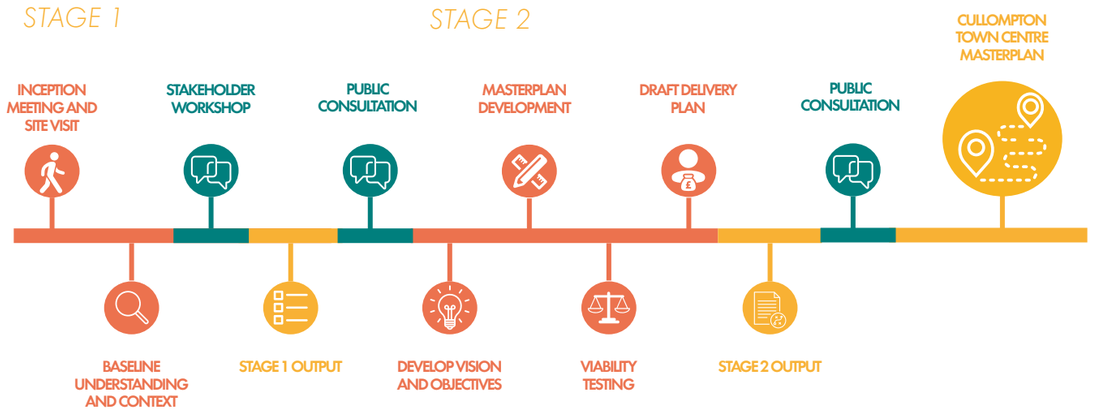
1.2.2 In Autumn 2019 the project team undertook research and analysis to develop a thorough understanding of Cullompton and its surrounding context. This included a policy review, an analysis of the socioeconomic make-up of the local population, a review of the property market, historic research and mapping of the town's urban design characteristics. A visioning workshop was held to ask key stakeholders about what works well and what could be improved in Cullompton. This all fed into an interim report which was completed in December 2019.

1.2.3 Through the baseline analysis, issues, opportunities and priorities emerged which evolved into a vision and thematic objectives for the town. These were consulted on during a six week consultation period in Spring 2020, and a refined vision and objectives were used to develop a strategic spatial plan and draft masterplan. This report presents the draft masterplan, as well as a heritage strategy and high-level advice for delivery and phasing.

Community engagement

1.2.4 The process has been deeply informed by community input, through:

- A Visioning workshop, September 2019
- End of stage 1 6-week public consultation, February 2020
- Draft masterplan 6-week public consultation, spring 2021



1
Cullompton is a "gem of a historic town"

views and greenery
courts and lanes
archaeology
sense of community
15th C church
markets
richness of architectural styles and periods

2
Several sites were identified for reuse or redevelopment

old cinema
Methodist church
sorting office
Harlequin Valet
Old Tannery
former British Legion

3
Church buildings are an asset and could be more welcoming

4
Bullring is the natural core and a key public space

more social spaces
more greening
successful events

narrow, uneven pavements
unsafe routes
unclear routes that don't properly link up

5
The pedestrian experience could be improved

creating activity along lanes
arts and crafts, cafes and independents

6
Get the most out of courts and lanes

7
Rubbish is a problem

often blocks the lanes
regular pick-ups neccessary

8
Improve the arrival experience into Cullompton

a new gateway for the town
improve signage

9
Rethink deliveries and servicing

delivery hub
scheduled times for delivery
encourage people into the town centre
lorries an issue on High Street

10
Improve the High Street for pedestrians

more parking spaces
wider pavements
less traffic, less street clutter
more space for festivals / events

11
Attracting people beyond just the services

independent businesses will attract people
parking strategy
what is Cullompton's offer?

12
Enabling sustainable transport options

support for new rail station
better cycle links to Exeter city centre and Tiverton Parkway
more bus routes to industrial areas, residential areas and Exeter city centre

13
Lack of higher education in Cullompton

we need more options or better access to nearby options

14
We need to spruce up the CCA fields

a great asset but currently has a low profile
the relief road an opportunity to improve CCA fields

15
Support for affordable homes and a mix of employment spaces

improve connections

Visioning Workshop

1.2.5 To kick-off the process, a Visioning Workshop was held on Wednesday 4th September at the Hayridge Centre. Fifty people attended representing community groups, businesses and wider stakeholders, as well as councillors and officers. The event included a presentation setting out some initial thoughts about what makes Cullompton special, as well as an introduction to the baseline analysis undertaken so far. A workshop followed which comprised a roundtable discussion structured in two parts - the first part focused on issues and opportunities relating to buildings and character, Cullompton's identity, public spaces, town centre uses, and movement. Attendees were also asked to consider the opportunities associated with the planned investment in and around the town e.g. the relief road and potential reopening of the station. The second part explored the 'Big Ideas for Cully', which intended to raise the level of ambition for the town. The key messages are set out on this spread.

1.2.6 There is a lot that makes Cullompton special - from its historic courts and lanes to its markets and strong sense of community. There is a high level of ambition for positive change in the town centre, including the possibilities for enhancement associated with the relief road, the opportunity to improve public spaces, and the opportunity to strengthen the sense of arrival into Cullompton. There was recognition that some bits of the town are not functioning as well as they should be, for example the pedestrian experience, the historic fabric and the vacant shops. This feedback has helped to shape the emerging vision and objectives for the masterplan.

Figure 1 **Photos of the stakeholder workshop**

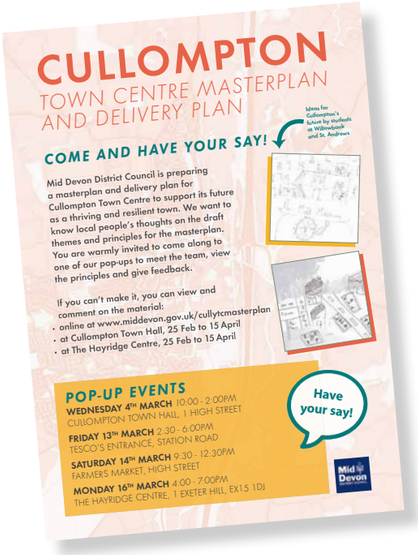


Figure 2 **A leaflet advertising the stage 1 engagement**

4
town centre events

40+
survey responses

15
written responses made

35
school children engagement at 2 local primary schools

Figure 3 **A summary of the stage 1 engagement**

End of stage one, 6-week public consultation

1.2.7 A public consultation was held between 25 February and 15 April 2020 to test the baseline analysis findings and the emerging vision and objectives for the masterplan.

1.2.8 The consultation was communicated through the council's website, social media, the council's email list for those interested in planning in Cullompton and was featured in Devon Live. The consultation materials were displayed online and in town:

- Wednesday 4 March, 10am-2pm, Cullompton Town Hall
- Friday 13 March, 2.30-6pm, Tesco entrance, Station Road
- Saturday 14 March, 9.30am-12.30pm, Farmers Market
- Monday 16 March, 4-7pm, The Hayridge Centre

1.2.9 People were able to give their feelback through completing a questionaire (either online or written at the events) or providing a written response (via email or post).

Figure 4 **Photos of engagement with school children**

If you were in charge of Cullompton's future, what one thing would you change?
42 people responded to this question.

1.2.10 In addition, this phase of consultation sought to engage young people in their town,through two workshops with local schools:

- Tuesday 19th November 2019, St. Andrew's Primary School, 5-11yrs, 10 children
- Wednesday 20th November 2019, Willowbank Primary School, 10-11yrs, 25 children

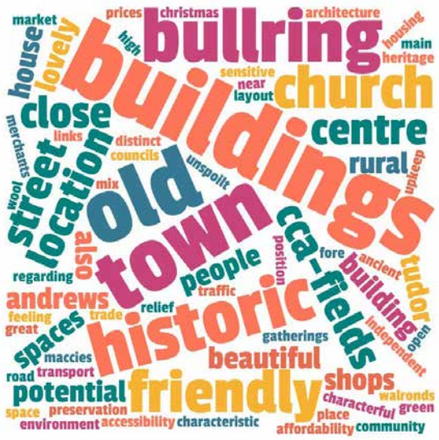
1.2.11 Throughout all of the engagement activities, demographics were monitored to check that all parts of the community were involved. The response was representative of the community in Cullompton in terms of gender, ethnicity and location with a decent spread of addresses across the town. In terms of age, there was a higher response rate from over 65s than the town's population, however engagement with schools helped to bring in the views of young people.

1.2.12 The feedback from this stage of consultation is summarised on the following pages and helped to inform the masterplan priorities and proposals.

Figure 5 **Worksheets from the engagement with school children**

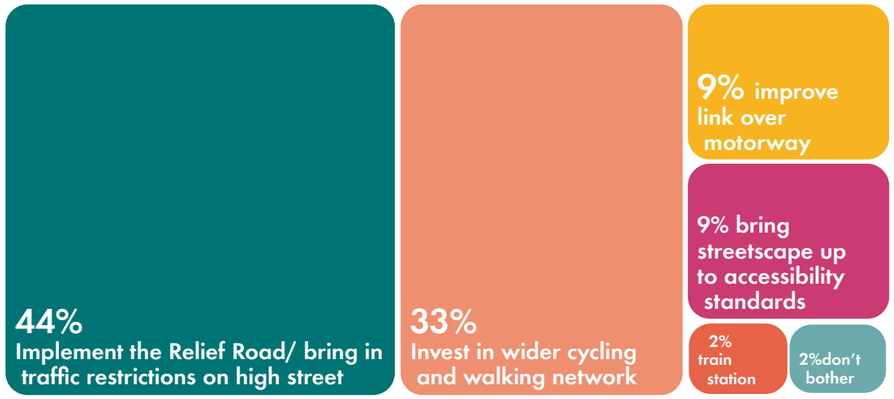
Figure 6 **An infographic, summarising the feedback to the question: If you were in charge of Cullompton's future, what one thing would you change?**

What do you think is Cullompton's best characteristic?
40 people responded to this question.

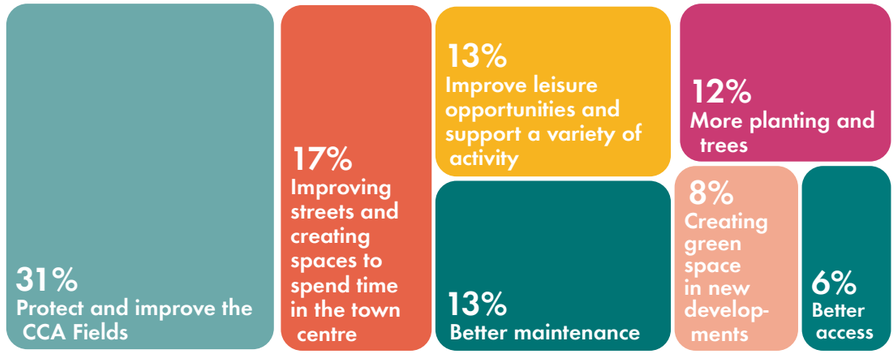


What are your priorities for making the most of Cullompton's heritage?
40 people responded to this question.

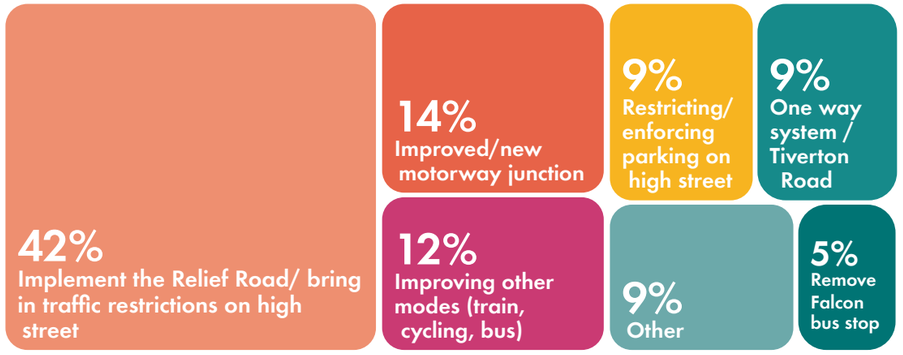
What are your priorities for improving pedestrian and cycle movement in and around Cullompton?
36 people responded to this question.



What are your priorities for improving public and open spaces?
39 people responded to this question.



What are your priorities for improving vehicular movement in and around Cullompton?
34 people responded to this question.



How can we support the town centre's role as a focus for homes, shops, work and community life?
39 people responded to this question.

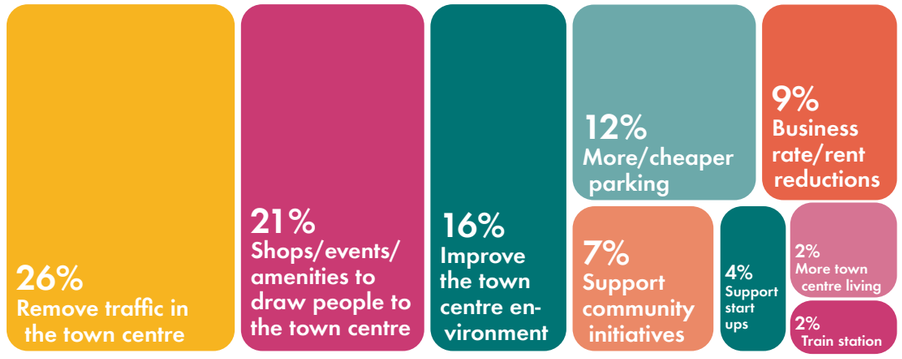
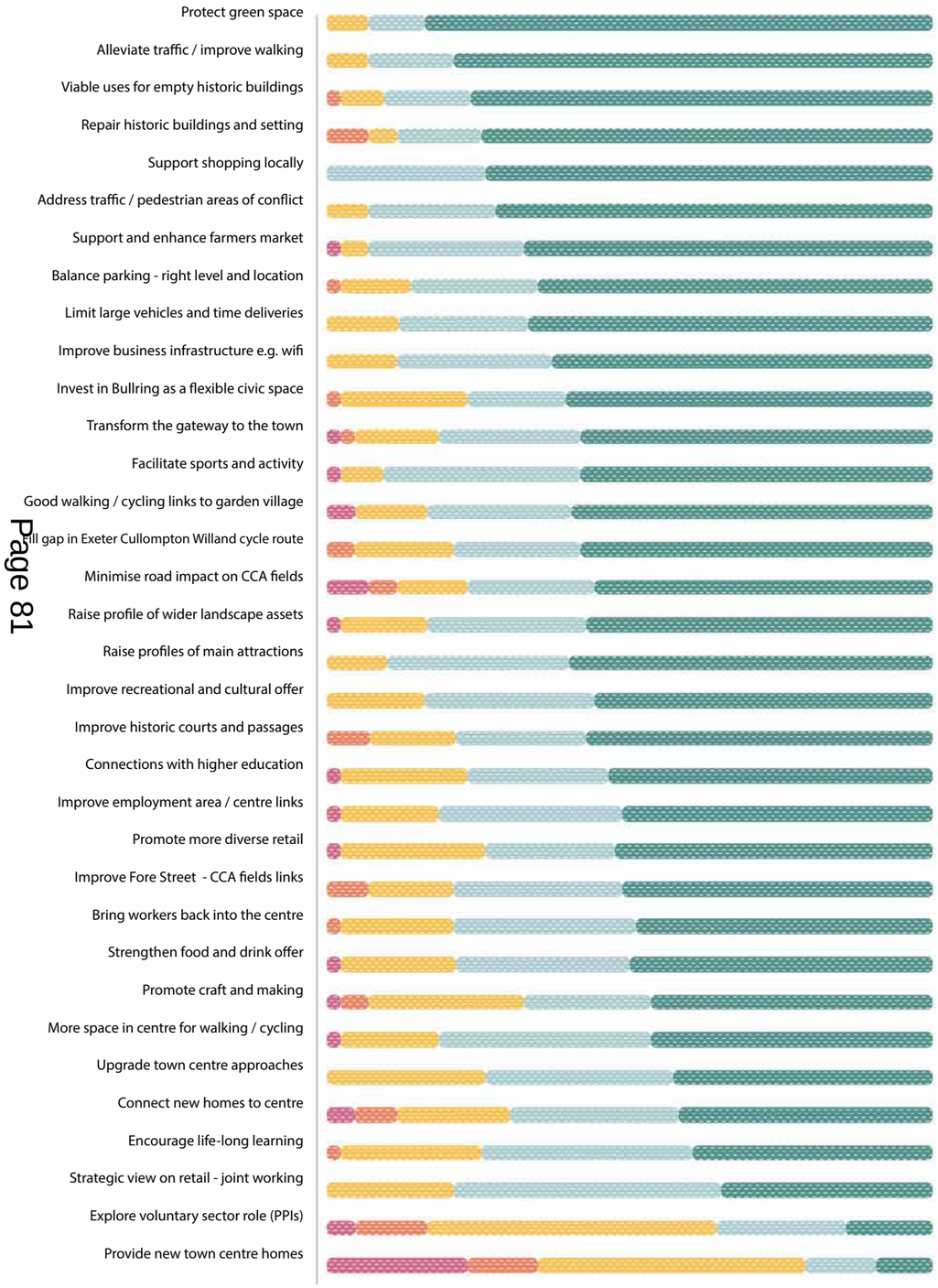
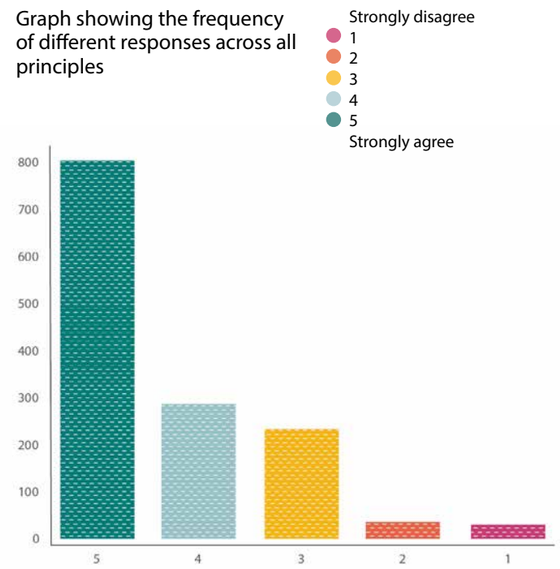


Figure 7 **Infographics, summarising the feedback from the Stage 2 online and written survey.**

How strongly do you agree or disagree with the following principles?



Graph showing the frequency of different responses across all principles



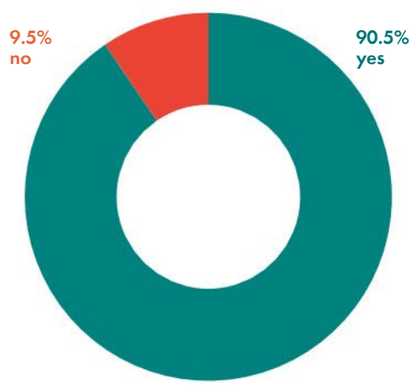
Five principles with the highest % of people who strongly agree

Three principles with the highest % of people who strongly disagree and disagree combined

In answering the following questions please assume that the proposed Relief Road will have been completed and be open for use:

Do you think restricting traffic in High Street is a good idea?

42 people responded to this questions.



If yes, what do you think should be done?

38 people responded to this questions.

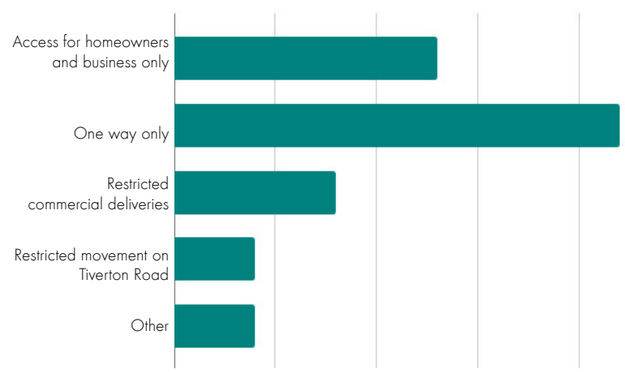


Figure 8 **Infographics, summarising the feedback from the Stage 2 online and written survey.**

2 Context

2.1 Planning context

Local Plan Review (2013-2033)

2.1.1 The Local Plan Review, adopted 29 July 2020, will guide sustainable development in Mid Devon District over a 20 year period. The Review sets out a vision for the District that promotes community well-being, supports sustainable economic success, conserves and enhances the area and respects environmental limits.

2.1.2 The Local Plan Review reinforces Cullompton's role as a strategic location for growth, considering its accessibility, economic potential and environmental capacity. The review allocates further land for development. Development will be targeted to: provide sustainable urban extensions; provide enhancements to the town centre through additional investment; develop any remaining underused brownfield sites; and protect and enhance the key environmental assets including heritage, biodiversity and air quality.

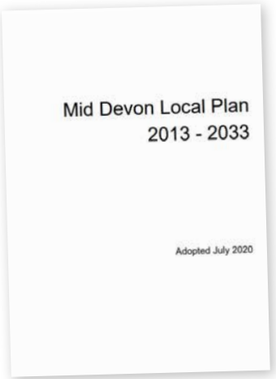


Figure 9 **Adopted Local Plan**

Cullompton Neighbourhood Plan submission

2.1.3 The Cullompton Neighbourhood Plan is the community's vision and priorities for how they would like to see the Cullompton area develop and change in the coming years. At the time of writing this report, Mid Devon District Council has determined that the Cullompton Neighbourhood Plan, as modified to incorporate the independent examiner's recommendations, should proceed to a Referendum during 2021. Although, it is not yet adopted as part of the development plan for the area, it now carries significant weight. It sets out a number of planning policies which seek to:

- Ensure all new developments contribute to the overall sustainability of Cullompton as a town and a community
- Improve mobility, accessibility and reduce the overall use and impact of the motor vehicle
- Provide new dwellings to meet a wide range of needs and demands
- Respect and appreciate the countryside
- Protect and enhance the historic built environment whilst broadening the appeal of the town and its cultural activity
- Make Cullompton more business friendly

"Cullompton is a market town with a distinct character and identity rooted in a rich history that will be conserved as the town grows into the future as a vibrant centre for its residents and the surrounding rural area."

Extract from the vision statement for Cullompton as set out in the Neighbourhood Plan

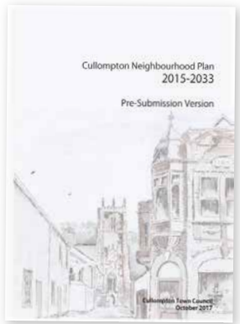


Figure 10 **Cullompton Neighbourhood Plan**

- Provide first class local community facilities and develop community-based services that meet the growing demands of the community

Conservation Area Appraisal and Management Plan

2.1.4 The Appraisal describes what makes the area special in terms of architecture, history, character, landscape, open spaces and trees, appearance and building material and ornamentation. The 2009 Appraisal has recently been updated and is well advanced with an expectation that it will be finalised in 2021. The management plan identifies three key issues for the conservation area: through traffic which detracts from the environment of the town centre; erosion of historic character and appearance throughout the conservation area; and decreasing vitality and viability of the town centre. The Plan sets out opportunities and principles to address these issues to enhance the conservation area.

Mid-Devon Climate Emergency Declaration

2.1.5 In recognition of the impact of climate change Mid Devon District Council joined other Devon wide local authorities in May 2019 to form the Devon Climate Emergency Response Group. Further to this, Mid Devon District Council has set the ambitious target of being carbon neutral by 2030, against the Devon-wide and nation-wide target of 2050. The interim Devon Carbon Plan is now out to public consultation and the Mid Devon District Council Climate Change Strategy and Action Plan has been adopted.

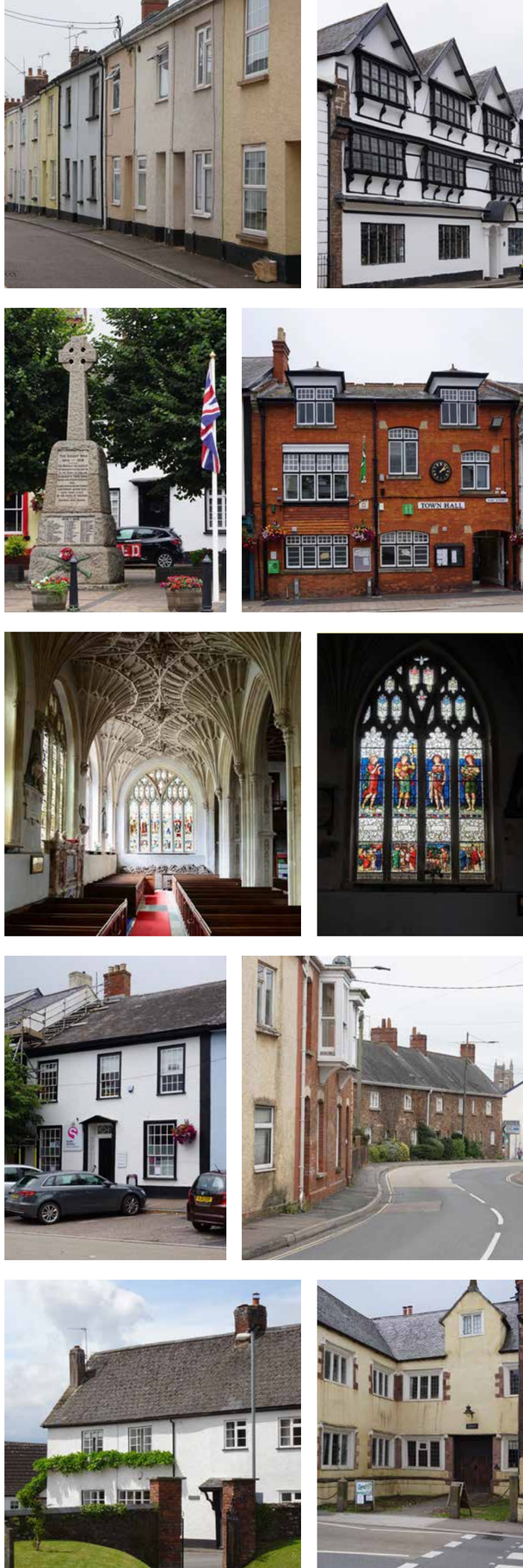


Figure 11 **Photos of Cullompton**

Figure 12 **Photos of Cullompton**

National Design Guidance (2019)

2.1.6 In October 2019 the Ministry of Housing Communities and Local Government published a new National Design Guide, along with an update to the Planning Practice Guidance (PPG) in relation to 'good design'. The new Design Guide provides some explanation to the definition of 'good design' for use by Local Planning Authorities. The document sets out characteristics of a well-defined place under ten themes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan.

2.1.7 In terms of Cullompton's future, given the two significant planned developments (Culm Garden Village and the North West Urban Extension) as well as any future development, the National Design Guidance will serve as a policy tool as authority planning officers prepare local planning policy and guidance and assess the quality of planning applications.

2.1.8 This National Design Guidance can be supplemented with design guidance on a local level. Mid Devon District Council accordingly adopted the Mid Devon Design Guide Supplementary Planning Document during October 2020.

Figure 13 **National Design Guide**

Change in planning use classes (2020)

2.1.9 The Government on 21st July 2020 published The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, which came into force on 1st September 2020. The main change is the introduction of Use Class E, subsuming A1, A2, A3, B1, D1, D2 (retail, office and non-residential institutions and assembly and leisure uses), into one single class E. This means that a change of a building's use between the following use classes will no longer require planning permission: retail, professional services, food & drink, business (office, research and development and light industrial process), Non-residential institutions (medical or health services, crèches, day nurseries and centres), and assembly and leisure (indoor sport, recreation or fitness, gyms).

2.1.10 The changes are still relatively new and there is limited data on their impact, however it is anticipated that the extension of permitted development rights will have an impact in town centres and high streets.

2.1.11 There is also two further new classes:

- F.1 for non-residential institutions (education, art gallery, museum, public library, public exhibition hall, places of worship, law courts)
- F.2 for shops no larger that 280sqm (selling mostly essential goods and at least 1km from another similar shop); community hall, outdoor sport/ recreation area, indoor or outdoor swimming pool, skating rink.

2.1.12 The premises within these planning use classes would therefore need planning permission for a change of use, securing their place in the town.

Planning White Paper (2020)

2.1.13 In August 2020, the Ministry of Housing, Communities & Local Government published the The Planning for the Future paper for consultation. The objective of the paper is to streamline and modernise the planning process, 'cutting red tape not standards' and ensuring more land is available for development where it is needed.

2.1.14 Among other proposals, the paper puts forward a system where local authorities would zone all land in their areas for "growth", "renewal" or "protection". Areas zoned for growth would accommodate "substantial development" and would benefit from outline permission (but developers would still need to secure reserved matters permission in accordance with a locally drawn up design codes). Areas zoned for renewal would be seen as suitable for some development.

2.1.15 There is an emphasis on building environmentally friendly, sustainable homes, taking a digital-first approach to modernising the planning process, reviving town and city centres and improving the system of developer contributions towards infrastructure.

2.1.16 The consultation is now closed and there remains uncertainty over if and when measures will be introduced.

2.2 Strategic context: Responding to Covid-19

2.2.1 Covid-19 has added a further layer of challenge and complexity to the planning and designing of town centres across the UK. The country's town centres were already on a trajectory of significant structural change prior to the pandemic. Many of these shifts have been accelerated by the pandemic, whilst others have been diverted to a different course. High Streets may look very different in the future - but it is not yet fully clear how these changes will manifest themselves.

2.2.2 Economies, places and mindsets will change but other essential traits will endure. For example, humans are social animals and will continue to come together. We are also incredibly adaptable. However, Central Government has underlined that any adaptation must align with climate objectives, identifying post pandemic responses as a once in a generation opportunity to shift living patterns and habits to help reduce our carbon emissions.

Placemaking implications

2.2.3 A number of trends and opportunities have been identified since the emergence of the Covid-19 pandemic in early 2020. These each have implications for the Cullompton Town Centre Masterplan and the future operation of the town centre.

Working patterns

2.2.4 Work patterns have been transformed and will not bounce back even with the roll out of a vaccine. Companies and workers have discovered that many types of work can be done remotely and there has been a corresponding shift to home and hub working.

- Many people will work from home in future and the design of homes should reflect this. Perhaps with a move away from open plan living, to flexible interiors that can support two separate home workers without disruption and with the retention of living space that can be separate from work space. Access to outside space for all residents and superfast and reliable broadband will also be key.
- Now people can work from anywhere, there may well be greater demand for flexible workhubs, either in co-working spaces or at local cafes and pubs for people to escape the home for work without having to commute. These could be flexible spaces, with separate or spacious, open desk space, superfast broadband, bike access and coffee provision. The Nook provides a great model for Cullompton.
- For Cullompton, this freedom of working locations is a real opportunity to attract new residents who no longer feel they must live in town or city centres in order to be close to workplaces.

A community focus

2.2.5 Lockdowns during 2020 helped to foster neighbourliness and community networks and resulted in the emergence and growth of circular and exchange economies across the country, which can be harnessed for the good of Cullompton and other small towns

- Local grocery and independent shops have been newly appreciated and seen an increase in custom, reversing a historic trend away from these shops towards supermarkets. Given that much of Cullompton town centre's catchment is within a 10 minute cycle, this is a real opportunity for a stronger town centre role.
- There has been an increase in home grown foods and allotment use and a new appreciation for the resilience or buffer this provides in food supply as well and the physical and mental well-being benefits.
- Local community groups have been more active than ever, with many making good use of technology such as through Whats App groups or Next Door websites. Cullompton's well-established community networks are well placed or benefit from this trend.
- There has been a more general growth in the appreciation of care work, socially constructive and front line jobs and community roles. Many of these important jobs are found in and around Cullompton.

Open spaces

2.2.6 Open space became a far greater priority for those in lockdown and during various transition phases in 2020. There are a number of key facets to this which are important for the masterplan.

- Green open spaces provide access to nature, the opportunity for exercise and a relatively safe setting for small social gatherings. In Cullompton, this translates as a crucial role for the CCA fields and the water meadows and fields which surround the town centre
- Streets and public spaces are critical for impromptu and informal catch-ups when people bump into friends and neighbours when out and about. For these to work effectively, pavements must be wide enough for people to pause and benches be provided. This has clear implications for Fore Street and the Bull Ring.
- Outdoor spaces connected to cafes and restaurants and to cultural venues help these businesses to survive during times of social distancing and support residents in living sociable but safe lives.
- Initiatives in Paris and elsewhere to create the '15 minute city' based on walking and cycling - this is also relevant to smaller centres

The life of the town centre

2.2.7 Shops, food and drink businesses and cultural and leisure venues have been particularly hard hit by the pandemic and need as much support as possible from town strategies and masterplans.

- Many local theatres need a new (or interim) model that can enable them to stage performances in a socially distanced manner. Good alternative outdoor performance spaces are key, as are good alternative interim uses for interior spaces so these can still have some use and bring an income
- There are many creative responses by food and beverage venues from the simple take over of street space in Paris and London for tables and chairs, to the establishment of greenhouse eating pods where space allows. The removal of some traffic from Fore Street will help Cullompton embrace this approach.
- Shops are the heart of a town centre and provide more than a utilitarian service. Many provide identity and a sense of belonging for local residents. Independent shops, which are more nimble than large retailers, can help revive town centres and Cullompton is very well placed for this.
- Creative use of vacant units in town centres is critical and can help to both address blight on the high street and provide valuable community uses and pop-up shops for residents.
- 2020 has taught us that new buildings in town centres should be adaptable and loose fit design so that these can respond to future economic and cultural shifts without having to be demolished and replaced.
- Town centre coordination between businesses, management of key issues and curation of the town centre is more important than ever. Bringing Cullompton's businesses together, such as through the existing group Culm Valley in Business, the town council or an independent group would aid this. The town's active community groups can also be involved in taking forward masterplan ideas.
- Changes to business rates have been discussed in recent years to address the discrepancy between online and bricks and mortar retailers that penalises businesses with physical stores. The 2020 Grimsey Review made a strong case for these changes and it is currently under consideration by Central Government.

Addressing economic insecurity

2.2.8 2020 saw a sharp recession and a significant rise in unemployment, with some sectors such as the aviation industry, retail and the leisure industry being

disproportionately affected. This will result in economic insecurity for some residents and masterplans can play a key role in supporting low cost living for residents in the future. Key opportunities include:

- Keeping household bills down by ensuring low operational carbon requirements for new homes, through insulation, ventilation and renewable energy sources
- Encouraging walking and cycling as a form of transport that is free at the point of use
- Supporting centres of exchange such as tool libraries and maker spaces, perhaps making use of vacant units on the high street or Fore Street.

Movement implications

2.2.9 There are a number of movement trends and opportunities which have arisen as a result of the pandemic and its associated lockdowns during 2020. These can be summarised as:

- A lower level of commuting and therefore lower levels of private cars on the road for long trips as a result of the greater emphasis on working from home
- An associated uptake in walking and cycling during lockdown – lots of people have been on a bike for the first time in a while, and technology (e.g. e-bikes and scooters) means that micro-mobility should be key to access strategies going forward. It is important to capitalise on and embed this trend in local Cullompton movement patterns.
- User confidence in public transport has plummeted due to safety concerns and it will be a challenge to restore former use levels in the coming few years. It will be critical to support local public transport by making it accessible, reliable and attractive. Short-medium term, we can directly influence the quality and setting of public transport stops.
- There may be an uptake of private car commuting in the short-medium term which would be difficult to accommodate in the medium-long term. It is important that this trend is not allowed to continue. Increased working from home, cycling and walking can hopefully have a mitigating effect on this. There will, however, be potential impacts on town centre parking of course.
- Funding available during 2020 for temporary improvements to increase space for social distancing while walking and cycling provides a good starting point for assessing these schemes and establishing the more successful elements on a permanent basis.

Property implications

Office space (B1)

2.2.10 In the short term, offices will have to accommodate fewer people, i.e. lower density occupation, which may hit achievable rents. Looking forward, this may increase the amount of floor space required by tenants for 'safe' occupation but conversely, the lockdown has forced flexible working practices on many businesses which we expect to become more acceptable going forward, reducing required floor space. How this manifests itself in the market and if it has a lasting effect is too early to tell.

- Tenants may seek increased rent free periods, shorter leases and more frequent breaks to allow for the need to vacate in the future should economic weakness persist which will hit investment values, and investors may apply higher investment yields to office investments to allow for risk, which will also negatively impact investment values.

High street retail, banks/building societies, estate agencies, restaurants and cafes, pubs/bars and takeaways (A1 – A5)

2.2.11 Retail units will have to accommodate social distancing requirements thus raising cost and reducing efficiency, and may suffer from falling revenue as high street retailers and service providers that can move from physical to online do so.

2.2.12 There is an emerging trend of retailers seeking turnover rents (i.e. rent linked to achieved turnover rather than a fixed rent with periodic increases); while popular with tenants as a slower month/quarter means they will pay less rent, the uncertainty is an issue for investors who will place a higher yield on the investment, therefore reducing property investment value. Despite this, a pragmatic view of turnover rents suggests that they may contribute to a more sustainable business and stable occupation, and in turn this stability could translate into stronger trading and therefore higher rent in better times. We anticipate that most landlords will be reluctant to switch to turnover rents in the short term and will resist surrendering existing leases to re-sign on a turnover basis.

Residential (C3)

2.2.13 It's not yet clear what impact Covid-19 will have on residential sales values as the market is only just beginning to emerge from the lockdown and demand is strong, as many transactions that were pending at the time the lockdown started are being pushed through at previously agreed prices. Initial feedback from estate agents suggests that now viewings are available, there is a pent-up demand formed of those whose search was put on hold during lockdown and those who want/need to move in the interim weeks, compounded by the low level of stock in the market. In many areas we anticipate a short spike in values back to or in excess of pre-Covid values, however this will soon fall back once this backlog is cleared – although the extent to this fall is unknown.

2.2.14 What we do not yet know is what impact a sustained and serious economic slowdown/recession will do to employment and earnings. A significant downturn will have an impact on what buyers are able to pay, and what mortgage lenders are prepared to lend, both of which may have an impact on the sale prices for homes, and the rate (i.e. the speed) of sale achievable by housebuilders – and hence land values.

Grimsey Review 2020 and High Street Task Force

2.2.15 In June 2020 an updated Grimsey Review was released, largely in response to the impact of Covid-19 on Britains town centres. The report sets out three headline priorities of:

- A shift to Localism, with local people encouraged to redesign their own high streets and have a say on the businesses, services and amenities there
- Fewer cars, more green space, with centres that are designed for people rather than the car
- Local leadership by people with a broad range of skills which is valued and recognised

2.2.16 A number of recommendations are then made to help achieve these three overarching goals which cover:

- Establishing participatory planning with high street Citizen's Assemblies, Community Value Charters and community right to buy and the establishment of community trusts through the National Lottery Community Fund.
- Amending business rates, replacing the current system with a 2% sales tax that will level the playing field between online and offline retailers
- Re-skilling for new employment sectors for those predominantly young and female workers likely to lose retail and leisure jobs in the future
- Encouraging people to give up cars, introduce a pedestrianisation task force and pilot mobility hubs for sustainable transport modes

2.2.17 In addition to the updated Grimsey Review, The High Street Task Force recently developed a framework for place regeneration in response to Covid-19 impacts, focused on repositioning, reinventing, rebranding and restructuring UK High Streets.

Cullompton's context

Cullompton is located 12 miles north of Exeter in the heart of Mid Devon, situated adjacent to the M5 which is the main transport corridor through Devon. Cullompton is the second largest town in the district with a population of over 8,800. The town is close to rail services from nearby Tiverton Parkway and is set within a stunning valley landscape, with views towards the Blackdown Hills and East Devon AONBs.

Figure 14 **Strategic context diagram**

2.3 Related projects

2.3.1 A number of significant changes are proposed for Cullompton through which a very different future can be imagined. Sites in the town, identified in the Adopted Local Plan (2013-2033) which are due to be built include:

- North West Cullompton
- East Cullompton (Culm Garden Village)
- Ware Park and Footlands, and
- Land at Colebrook. C

Together, they could more than double the town's population, which would create more demand for shops and services, bringing historic buildings back into use. This coupled with investment from the Heritage Action Zone funding and reduced traffic on the High Street (as a result of the Relief Road implementation), could result in a renewal of the centre, re-establishing a vibrant historic heart for the town. Movement patterns would change; there is a risk that new development would result in more traffic for the town. A new station would help bring people out of their cars for trips to Exeter, Bristol and Taunton, while strong cycling and walking routes (in particular over the M5/river/rail) will be needed to support active travel for trips within the town. Strong coordination will be needed to ensure these projects are mutually beneficial and that investment achieves the greatest impact. The following pages highlight the critical interdependencies and considerations as these initiatives move forward.

Relief Road

2.3.2 Traffic in the town centre is having an adverse effect on air quality, living conditions, the heritage assets and their setting, and the attractiveness overall. A key objective of the Local Plan has been to implement a relief road which diverts traffic away from the town centre and improves capacity. Following an option analysis and consultation, a preferred route option was approved by Devon County Council in March 2019. The route runs through the CCA fields alongside the rail line, joining Duke Street to the south and Station Road to the north. A planning application was submitted to the Council in June 2020. Planning permission has now been given for the construction of the Relief Road with a planned completion date of 2023 / 2024.

Improvements to M5 Junction 28

2.3.3 Devon County Council is pursuing funding for works intended to address capacity, environmental and safety concerns, whilst also providing a substantial improvement for pedestrian and cycle movements across the motorway.

Cullompton Rail Station

2.3.4 The Adopted Local Plan (2013-2033) identifies and allocates a site for the reopening of the railway station, on the Bristol to Exeter line. The Station would benefit the town by providing a sustainable transport option and decreasing travel times to Exeter (the main destination for commuters from Cullompton), as well as Taunton and Bristol. In May 2020, Mid-Devon secured funding to develop a Strategic Outline Business Case (SOBC).

Heritage Action Zone

2.3.5 Following a successful bid, Cullompton has been selected for the High Streets Heritage Action Zones scheme and will now work with Historic England to develop plans to revive the high street over a four-year programme. The fund will deliver physical improvements and cultural activities to regenerate the high street and restore local historic character. Through the programme, councils, businesses and community groups will be able to access expert advice and investment to bring historic buildings back to life.

Culm Garden Village

2.3.6 In January 2017, the Government identified an area to the east of Cullompton on the other side of the M5 as a 'Garden Village', with the potential to deliver up to 5,000 new homes alongside jobs, schools and community facilities. The Garden Village includes an area which is allocated for mixed use development in the Local Plan. A masterplan is being developed for the Garden Village which considers the strategic location of homes, neighbourhood centres, employment areas, community facilities, green infrastructure and connections. The stage 1 draft of the masterplan was consulted on in January/ February 2019.

North-West Urban Extension

2.3.7 The Local Plan allocates this site and a masterplan for the area was adopted as a Supplementary Planning Document in 2016. Since then planning applications for the first phase are in the process of being approved, including 600 homes, a link road which serves the development from off Willand Road, a primary school, green infrastructure, sports pitches, allotments and a community orchard. Phase 2 / 3 will include 750 homes, a local centre, community building, more green infrastructure, a MUGA, employment land and Gypsy and Traveller pitches.

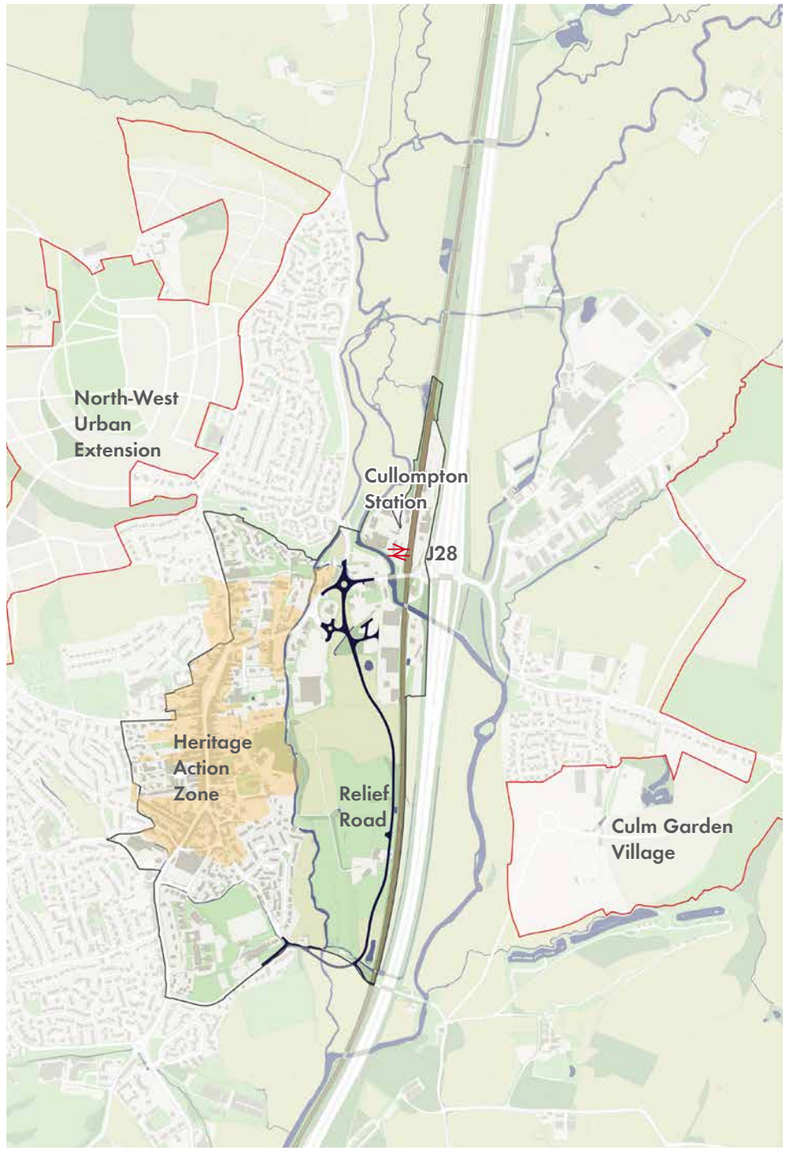


Figure 15 **A plan of proposed projects** — masterplan study area

Interdependencies and key considerations

	RELIEF ROAD	CULM GARDEN VILLAGE	NEW RAIL STATION	HERITAGE ACTION ZONE	CCA FIELDS	NORTH-WEST URBAN EXTENSION
CULM GARDEN VILLAGE	• CGV initial stages are scheduled to come forward following the completion of the Relief Road.					
NEW RAIL STATION	• Opportunities to integrate public transport, access, parking and pedestrian / cycle connections • Opportunity to improve the sense of arrival.	• The railway station will make a positive contribution to the emerging movement strategy for the CGV with benefits for the wider town. • Good pedestrian / cycle connections are needed.				
HERITAGE ACTION ZONE	• The Relief Road takes cars off the High Street, reducing levels of pollution in the historic core of the town. • The new streetscape of the high street should provide a sensitive context for historic assets.	• The growth in population will benefit economic activity and private investment into the historic town centre.	• The station could help to limit car use locally, reducing levels of pollution and related impact on the town centre and its heritage. • Good signage and wayfinding and an improved arrival experience are needed between station and historic core of the town.			
CCA FIELDS	• Enhancement of the resulting re-configured green space for resident and visitor enjoyment. • Enhancement through existing and new tree planting and management. • Opportunities to improve pedestrian / cycle connections.	• Good pedestrian and cycle links between the town centre and the CGV through the CCA fields will provide an attractive alternative to the use of the motor vehicle. This will need to include a link over the M5 / river / rail.	• Good cycle lanes and safe walking links through the CCA fields could support active travel to and from the train station if well designed. Cycle measures would need to consider integrating with other routes in the town and ensure safe crossing of Station Road.	• Enhancement of the laneways between Fore Street and CCA field will help to raise the profile and accessibility of the open space		
NORTH-WEST URBAN EXTENSION	• The north west urban extension will contribute to traffic volumes in the town.	• Together, they will result in a large population increase for the town. The growing population has the potential to support shops and services in the town centre helping to bring historic buildings back into use. Strong connections via sustainable transport modes to the town centre are important.	• There is an opportunity to enhance the walking / cycling route from the new development to the station, along the footpath between Willand Road and Millennium Way. Millennium Way currently has no footpath. If Alexandria Industrial Estate were to be developed, a continuation of this route could be considered.	• The growing population has the potential to support shops and services helping to bring historic buildings back into use.	• The increased population will generate a greater use of the CCA fields and sports facilities. • Pedestrian / cycle routes should be enhanced.	
J28	• Provision of a relief Road will be the first stage of highway improvements in the area with Stage 2 including measures to address capacity constraints at J28. • Opportunities to enhance connectivity for non-motorised modes of transport.	• Highway measures to address the capacity constraints are required at J28 to facilitate the development of the garden village. • Any highway improvement works will need to ensure the safe movement of pedestrian and cyclists across the motorway.	• In the long term, a new rail station should help to shift modes, decreasing traffic and alleviating pressure on J28. • Highway measures to address capacity issues will need to consider how they would relate to each other.	• Traffic management measures in the town centre would need to keep apace with wider strategic highway interventions in the area. • Good signage / wayfinding and an improved arrival experience are needed between Station Road and the historic centre.	• Opportunity to enhance pedestrian / cycle signage and wayfinding	• Significant developments will add to traffic volumes increasing the need for strategic highway improvements in the area.

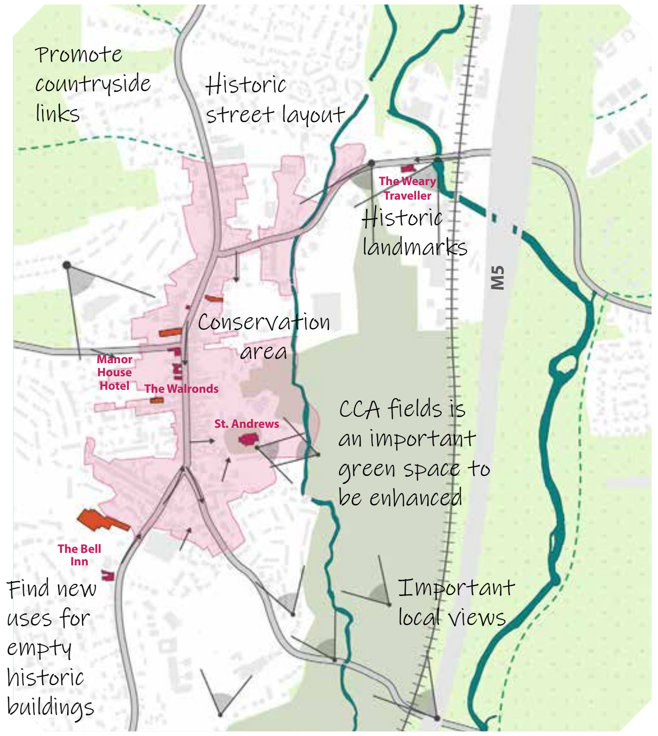
Key messages

- ***Cullompton's population is planned to grow significantly. This creates an opportunity to bring historic buildings back into use and to revitalise the town centre. Planning and investment should aim for new residents use the high street for their shops and services, travelling there on foot or by bicycle.***
- ***Many of the planned projects (the Relief Road, new station, Culm Garden Village and J28 improvements) would place new demands on Station Road which is currently heavily trafficked. Station Road will need to be carefully designed to provide the required capacity, while also improving the arrival experience and making space for pedestrians and cyclists.***
- ***There are a number of barriers between the proposed Culm Garden Village and the town centre: the M5, the River Culm, the CCA fields and the rail line. A number of the proposed projects have the potential to contribute further to this separation (the Relief Road and J28 improvements). A pedestrian and cycle crossing over these barriers is critical to the success of Culm Garden Village. A crossing should be prioritised and designed in now.***

3 Vision and objectives

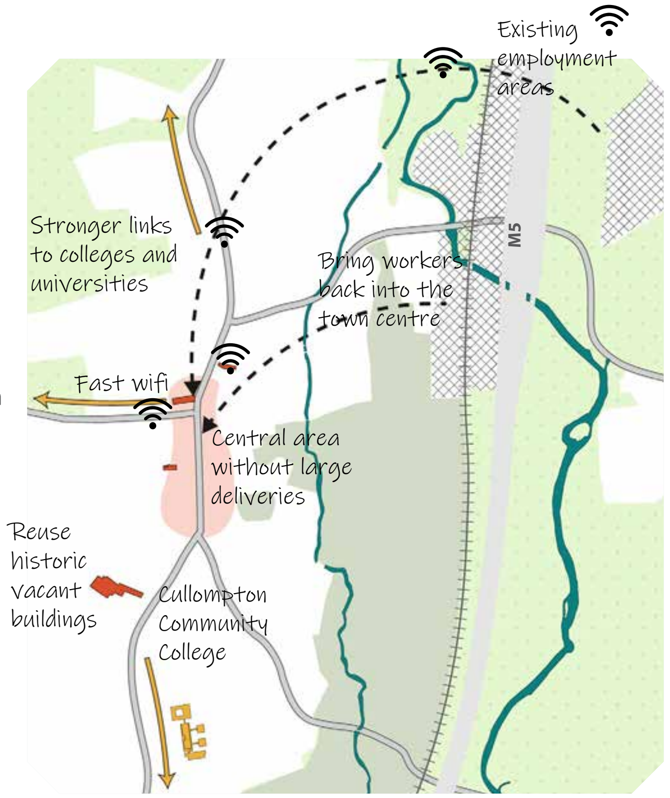
1 CULLOMPTON'S DISTINCTIVE HISTORIC BUILDINGS AND LANDSCAPE SHOULD BE ENHANCED AND RESTORED.

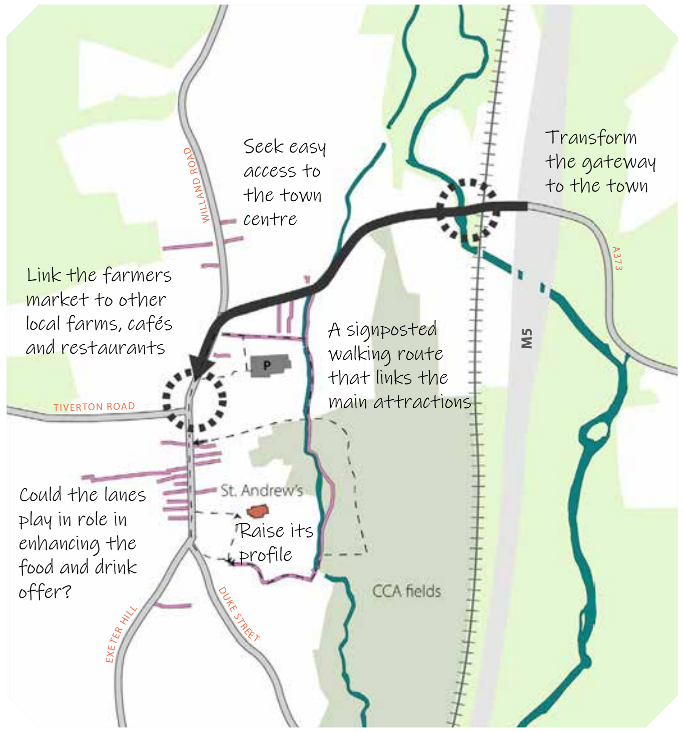
1. Find viable uses for empty historic buildings, including more and improved residential accommodation in the town centre.
2. Seek to improve the appearance and setting of the historic buildings through the planning process and through on-going repair and maintenance by private individuals.
3. Protect, enhance and create key views, green spaces and waterways, with consideration of their biodiversity and amenity roles. Seek to provide more green spaces.
4. Enhance the attractiveness, use and public enjoyment of the CCA fields following the delivery of the relief road.
5. Increasing Cullompton's attractiveness as a place to work, visit and enjoy.



2 CULLOMPTON'S CENTRE SHOULD REDISCOVER ITS HISTORIC ROLE AS A PLACE OF WORK.

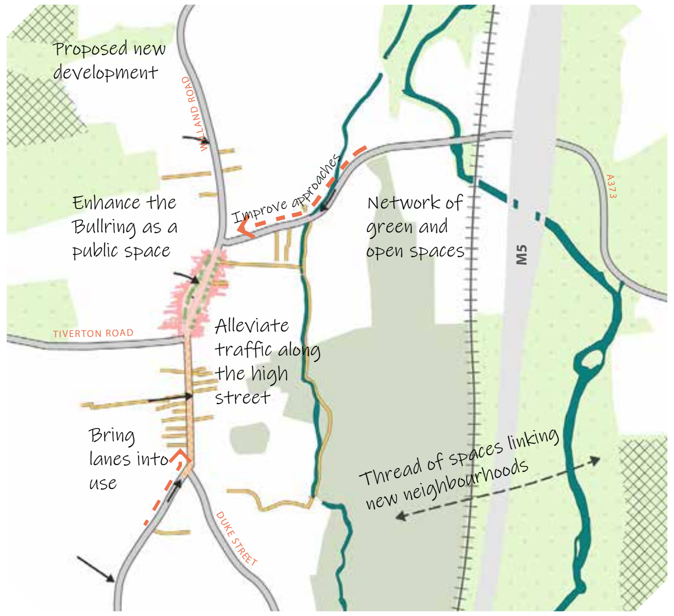
6. Seek out the potential of vacant and under used sites and buildings in the town centre to complement the existing employment offer and enhance town centre vitality. This could provide different types of work space that meet today's needs.
7. Celebrate the town's history and how it can contribute to Cullompton's identity and future offer. Potential opportunities exist to create a unique offer.
8. a) Enhance infrastructure to meet the needs of business including WiFi connectivity and speed with consideration of deliveries and servicing.
   b) Secure the productive use of historic buildings through occupation that meets modern day requirements
9. Improve the town centre's attractiveness and offer to those working in Cullompton's peripheral employment areas including its accessibility via improvements to physical links.
10. Forge connections between businesses and nearby higher educational institutions.





3 AN ENTICING EXPERIENCE FOR VISITORS WILL AIM TO DRAW PEOPLE INTO CULLOMPTON'S TOWN CENTRE.

11. a) Transform the 'gateway' into the town to create a positive first impression.
    b) Encourage holiday-makers en-route to the south west to venture beyond the M5 service station.
12. Raise the profile and make use of Cullompton's main attractions, historic buildings, courts, lanes and open spaces.
13. Strengthen Cullompton as a food and drink destination promoting its cafe's, restaurants and Farmer's Market and forging links with producers in the local area.
14. Enhance the retail, leisure, food and drink offer within an improved historic environment to encourage visits and dwell time.
15. A holistic view of the town centres' parking provision and on-going requirements.

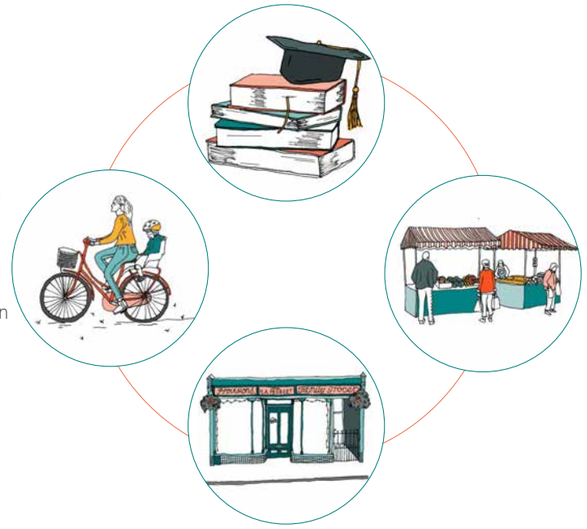


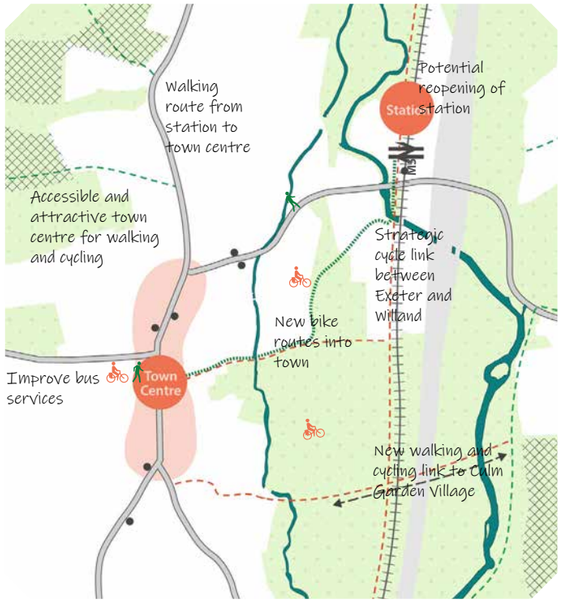
4 CULLOMPTON'S SPACES SHOULD BE RECLAIMED AND REDESIGNED TO SUPPORT A VIBRANT COMMUNITY LIFE.

16. Alleviate traffic along the high street and redesign the space creating a better pedestrian and cycle environment.
17. Establish the Bull Ring as the town's primary outdoor civic space framed by historic buildings enabling flexible use by the community.
18. Upgrade the approaches to the town centre including the leat path on Station Road and on Exeter Road in the area of the Hayridge.
19. Assess opportunities to bring the historic courts and passageways off Fore Street into use with signage, surfacing and lighting improvements.
20. Link new developments through a network of attractive spaces enhancing connectivity to the town centre and reinforcing its purpose.

5 CULLOMPTON SHOULD BE A SUSTAINABLE TOWN FOR ITS GROWING COMMUNITY: WITH HOMES, EDUCATION, COMMUNITY AND RECREATIONAL FACILITIES.

21. Make it easy for all new residents to shop locally and identify with Cullompton as their home town.
22. Support Cullompton's schools outside the planning system to encourage opportunities for life-long learning.
23. Ensure recreational outdoor space and leisure facilities support healthy living and social interaction for all.
24. Support and expand Cullompton's popular street markets to cater for a growing community.
25. Provide new homes in the town centre to increase vitality, footfall and spend.
26. Explore the potential for the community and voluntary sector to forge partnerships to support community services.





6 IT WILL BE EASY TO MOVE AROUND ON FOOT, ON BICYCLE, BY BUS AND BY TRAIN.

27. Create high quality pedestrian and cycle links to the proposed train station, Culm Garden Village and other planned development.
28. Give more space and priority to people getting around on foot, on bicycle and by bus in Cullompton, including between the town centre and the proposed train station.
29. Encourage uses which are reliant on large delivery vehicles to relocate from the historic core where possible. Consider how servicing and delivery needs can be accommodated within an enhanced town centre pedestrian environment.
30. Improve links between Fore Street and the CCA fields.
31. Address points of conflict between road traffic, cyclists and pedestrians where possible.
32. Establish strategic cycle links between Cullompton and Willand with improved cycle access to Exeter.
33. Improve signage to encourage exploration around the town by foot and cycle.

4 Masterplan

4.1 Overview

4.1.1 This chapter sets out the spatial strategies that underpin the vision for Cullompton and provides planning and design guidance to achieve this vision.

A diagram showing the main areas of activity are set out to the left showing the key relationships and areas of focus within the town centre and its immediate environs.

Further detail on each of the spatial strategies is provided on the following pages. This covers:

- transport and movement
- open space public realm;
- activity and land use;
- and environment and sustainability.

4.1.2 A closer look is then taken into key sites, including:

- The Station/Gateway area
- The Tannery site

KEY

- Improved pedestrian /cycle routes
- Improved crossing
- Pocket spaces
- Primary route
- Secondary route
- Local route
- Potential new route - primary
- Potential new route - secondary
- Potential new route - local
- Industrial / employment core
- Proposed local centre
- Proposed commercial centres
- Highstreet town centre building
- Employment building
- Primary travel nodes
- Bullring flexible public space
- CCA Fields
- Potential industrial relocation

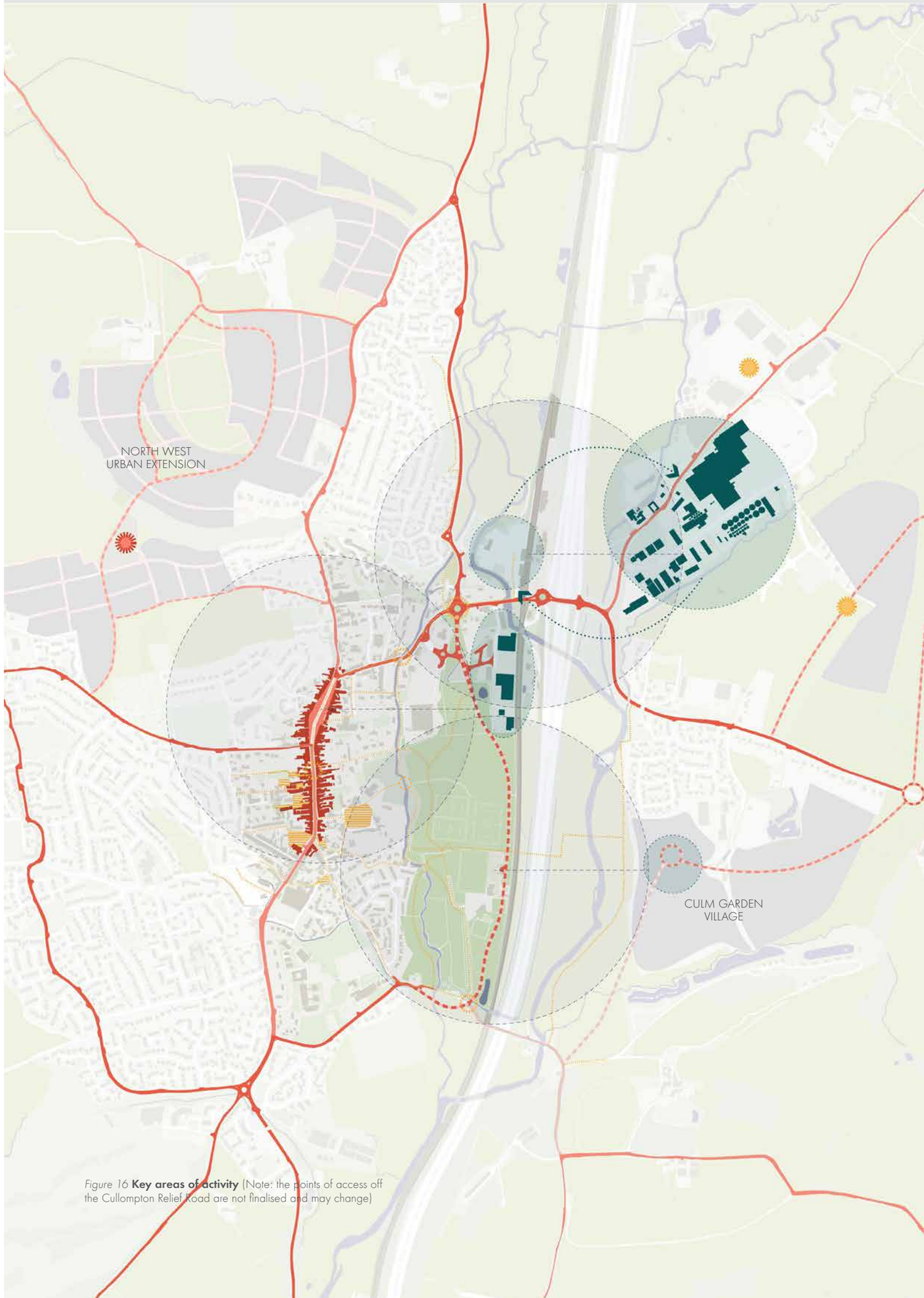


Figure 16 **Key areas of activity** (Note: the points of access off the Cullompton Relief Road are not finalised and may change)

4.2 Routes and movement

4.2.1 In line with national and local guidance, the masterplan looks to support a shift in travel modes, decreasing use of private vehicles and increasing walking, cycling and public transport. This shift would benefit Cullompton residents through decreasing town centre traffic, improving air quality, making travel more affordable, helping respond to the climate emergency as well as boosting the health and wellbeing of residents.

4.2.2 The masterplan's approach to movement is also shaped by a number of proposed projects: the Relief Road, the new station and J28 improvements.

4.2.3 This chapter sets out the routes and movement strategy in terms of:

- Pedestrian network
- Cycling network
- Public transport
- Vehicular network
- Parking strategy

KEY

- Primary route
- Proposed primary route
- Secondary route
- Potential secondary routes
- Tertiary route
- Potential tertiary route (NW extension)
- Local route
- Potential local routes
- Bus stop
- Bus route
- Existing pedestrian route
- Proposed pedestrian route (subject to landowner agreement)
- Improved pedestrian crossing
- Potential movement of services
- Proposed development
- Primary travel node
- Existing public car park
- Proposed parking (associated with relief road and station proposals)

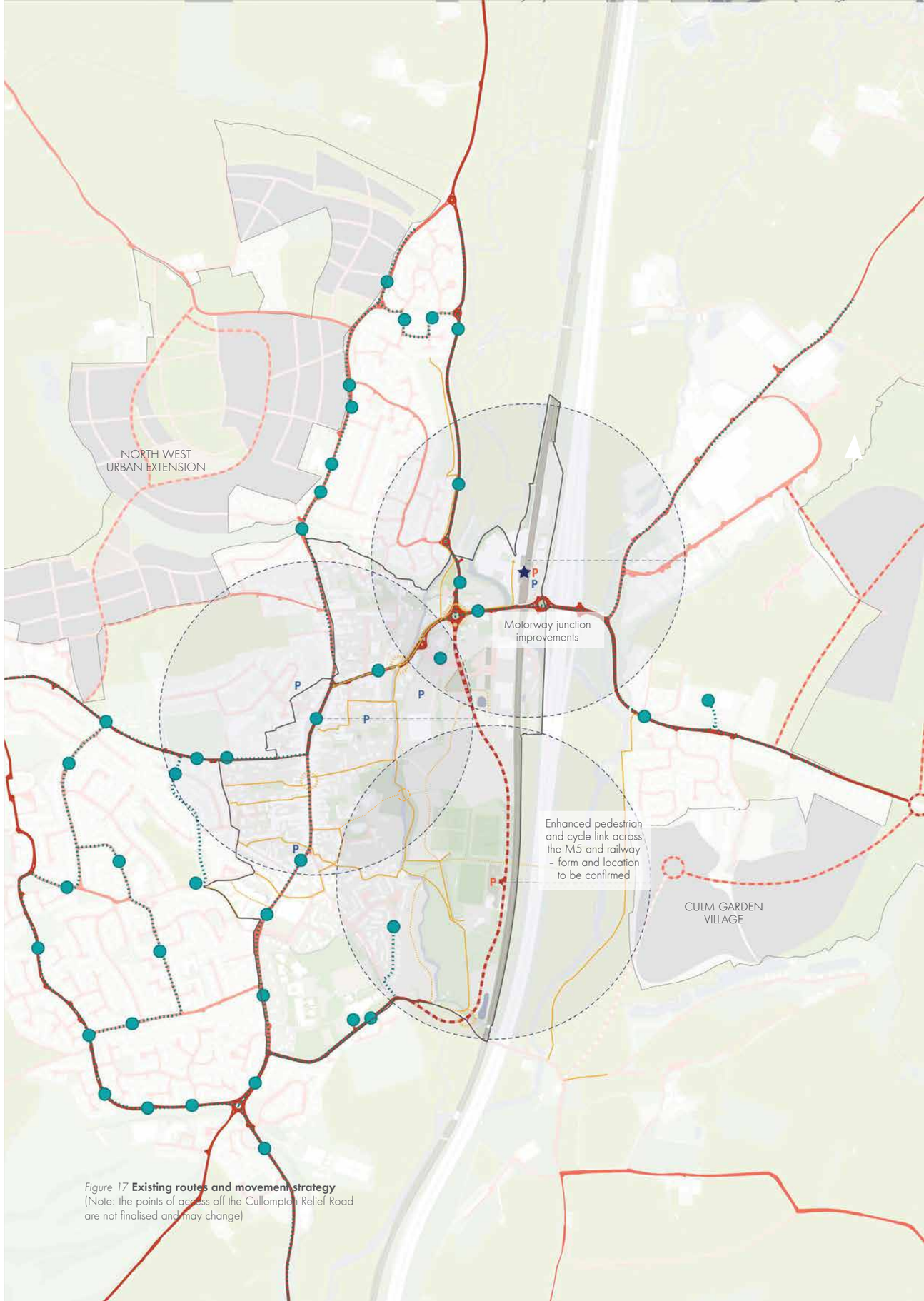


Figure 17 **Existing routes and movement strategy**
(Note: the points of access off the Cullompton Relief Road are not finalised and may change)

Figure 18 **Proposed pedestrian network**
Includes existing routes and proposed routes (subject to landowner agreement) and reinstatement of former leat crossing)

Figure 19 **Pedestrian priority at side roads**

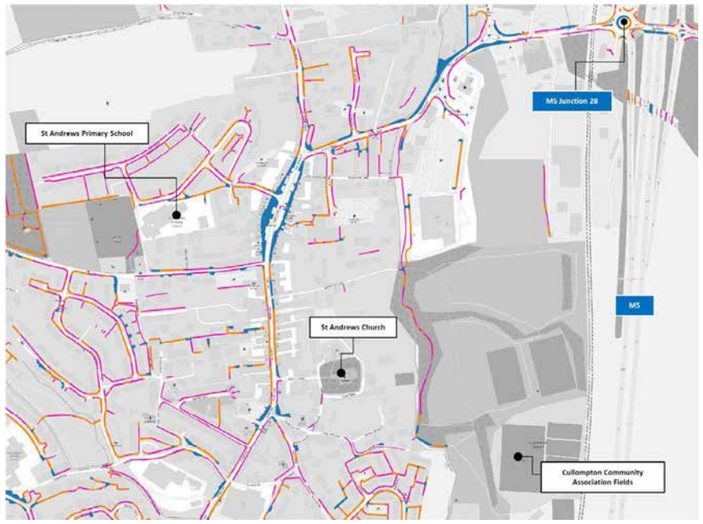


Figure 20 **Footway widths in the town centre (pink under 2m / amber 2-3m / blue over 3m)**

Pedestrian Network

4.2.4 The town centre provides an existing network of footways, lanes, shared and off-carriageway routes for pedestrians. However, the historic nature of much of the network and the domination of roads and parking spaces means that the network is compromised and incomplete. The town centre predates the motor car with use by horse and cart and pedestrians. The arrival of the motor car has resulted in competition for space, reduced air quality and amenity. Whilst some historic routes are commonly lightly trafficked and may operate as informal shared spaces, there are opportunities to improve pedestrian provision in the town centre for all users.

4.2.5 A significant proportion of footways around the town are <2m wide and our calculations show that, between Station Road and Cockpit Hill, 55% of the area of the main street is given-over to roads and parking spaces - a balance which needs to be tipped in favour of pedestrians, cyclists and public transport uses of town centre shops and facilities. The Covid - 19 crisis has prompted a re-focus on the quality of pedestrian space and connectivity.

The Bullring, High Street and Fore Street

4.2.6 The relief road proposals and associated reduction in traffic through the Bullring and Fore Street present a particular opportunity to improve the pedestrian environment. There is an opportunity to narrow the carriageway and widen footways for the length of the high street. Opportunities should be investigated to rationalise parking to increase pedestrian areas whilst still supporting business footfall and allowing deliveries to take place in defined lay-bys. Space could also be used flexibly for different purposes at different times. The Bullring and Fore Street should be designed comprehensively to better control parking, enhance pedestrian areas and provide a more consistent use of surface materials. It also presents an opportunity to declutter the space from the proliferation of bollards, signage, lighting, seating, planters.

4.2.7 There is an opportunity to improve the pedestrian environment at side roads, prioritising pedestrians over turning traffic. There is also potential to narrow and tighten the junction of Bullring / St Andrews Road which is presently 19m wide as it meets the main road - this would reduce the speed of approaching vehicles, particularly from the High Street. The Fore Street / Cockpit Hill junction could be similarly amended, providing additional footway whilst enabling all vehicle turning movements at an appropriate speed. Side road should prioritise pedestrian movements across junctions.

4.2.8 There is the potential within the town centre to address the domination by motor vehicles. This could include providing opportunities to reclaim space for public use such as at the Bullring. The Bullring has carriageway widths of almost 11m in places, with significant parts of the area given over to perpendicular and echelon parking which generates reversing vehicle movements. Manual for Streets indicates that a carriageway width of 5.5m would generally enable two Heavy Goods Vehicles to pass, with 6.0m being suitable for two-way bus movements. This means a significant amount of space in the Bullring could be given over to pedestrians and cyclists, while maintaining two-way vehicular access. As part of any works, attention should be given to the consistency of materials and street furniture; the location of parking / delivery spaces; and the management of signage and other potential 'clutter'.

4.2.9 There are four principal crossing points on Fore Street, High Street and the Bullring - two zebra crossings, a central pedestrian island and a signalised crossing at the Station Road junction. The four existing formal crossing points serve a section of road 420m in length, with an average distance between crossings of 105m. If the high street were to be improved there is an opportunity to integrate crossings at desire lines, for example between Middle Mill Lane and the lane which connects to the Methodist Church. Narrowing the carriageway would also help to improve the ability for people to cross the road. Careful use of materials and traffic calming measures should be used to reduce vehicle speeds and prioritise pedestrians.

Pedestrian network

4.2.10 The town centre is relatively well connected on a north-south axis and there are many smaller roads and lanes providing for east-west movements. However, these east-west movements through the town centre are more fragmented, often using narrower footways, lanes with variable surfacing, and requiring people to cross main roads.

4.2.11 The masterplan recognises the need to improve existing east-west movements through better way-finding, improved surfacing and footpath widening where possible. The conversion of narrower lanes to formal shared surfaces could also be considered i.e Ways Lane, Crow Green, New Street, Cockpit Hill and Queen Square. Enhancement works will need to meet latest Government guidance.

4.2.12 Pedestrian connectivity is also critical on key routes into the town centre including along Tiverton Road and on Station Road. On Tiverton Road, DCC is implementing schemes to provide 'missing links' between footways. At Station Road the new relief road roundabout is to include pedestrian crossing facilities to complement the existing Zebra crossing and provide connections to the potential new rail station to the north, reconnecting the town with the national rail network and enabling sustainable long distance trips from within and around Cullompton.

4.2.13 Away from the road network, the CCA fields accommodate public footpath links and provide a pleasant and convenient route along the eastern side of the town. Consideration to be given to upgrading current footpaths to accommodate those with mobility issues. This potentially could include greater use of stone or hoggin surfacing on less heavily used paths, whilst the flood impact of non-permeable materials such as tarmac or other hard wearing-course will need to be considered on other paths.

4.2.14 There is also an opportunity to reinstate the former ironbridge crossing over the leat close to St Andrew's Church. Subject to landowner agreement it could provide new and improved connections to the town centre.

4.2.15 Proposals for the Culm Garden Village will need east west pedestrian and cycle links across the M5 motorway to the town centre. These routes should be of a high standard of construction enabling their use throughout the year.

4.2.16 Footway improvements to the Culm Garden Village will include Meadow Lane and linkages at Duke Street / Old Hill.

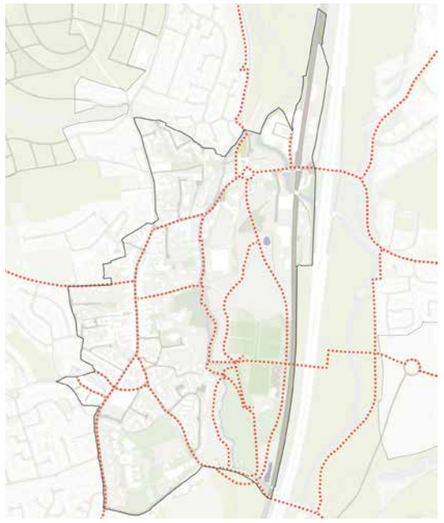


Figure 21 **Proposed cycle network** (includes existing and proposed routes)

Figure 23 **Mini Holland scheme in Waltham Forest showing cycle lanes and zebra crossings**

Figure 22 **The CCA Fields could be brought up to standard for cycling and Cullompton could help close the gap becoming part of the National cycling Network.**

Cycle Network and Cycle Parking

4.2.17 Given the size of the town, cycling should be an alternative to cars for short journeys. However, the current volume of motorised traffic in the town centre is a deterrent to many would-be cyclists.

4.2.18 There is no dedicated cycle provision in the town centre and this should be addressed in the design of the Bullring and Fore Street as part of future plans for the high street once the Relief Road is constructed. Given the width of the high street cycle lanes could be considered.

4.2.19 Cycle measures should also be implemented on Station Road, Willand Road and Tiverton Road where space permits. Cycle provision in the town centre will be viewed comprehensively within an enhanced pedestrian environment whilst ensuring vehicular traffic is adequately provided for. This will allow a connected in-town network which can then link to outlying villages.

4.2.20 Likewise, comprehensive cycle parking should be provided in convenient and safe locations around the town centre. The level of provision should take account of the growing population and emerging evidence of likely behavioural change during and post-Covid, including increased levels of cycling as a means of socially-distanced travel. Cycle parking should be located alongside existing public transport bus stops and travel nodes.

4.2.21 The relief road proposes a 2m footway along the western side. Pedestrians and cyclists will be encouraged to use the CCA fields. It is recommended that existing and new paths through the CCA fields are upgraded / provided in accordance with recommendations of Local Transport Note 1/20 regarding cycle infrastructure design (Department for Transport, July 2020).

4.2.22 STRAVA data shows the wide network of direct routes (e.g B3181) and parallel country lanes, enable the 14 mile trip to Exeter to be undertaken by the more experienced cyclist. However, improvements to the National Cycle Network between Exeter and Cullompton could attract other less confident cyclists to cycle to Exeter.

Covid-19 recovery focus

Figure 24 **Examples of cycle and footbridges. Clockwise from top left: Queen Elizabeth Olympic Park, Hassett Park Gollings, Luchtsingel Rotterdam and a green bridge at Mile End**

Pedestrian/cycle crossing over the motorway

4.2.23 Culm Garden Village proposes up to 5,000 new homes on the opposite side of the M5 from Cullompton's town centre. While there will be small local centres and convenience shops, the aspiration is that these new residents and workers will also visit the historic town centre for services and shops. The two existing crossings are J28/Station Road, which currently has a very poor environment for pedestrians and cyclists, and Duke Street.

4.2.24 There are a number of barriers (existing and proposed) between the town centre and the proposed Culm Garden Village. From west to east there is: the proposed Relief Road, the railway line, the M5 and the River Culm. Work is required to understand what type of pedestrian and cycle-bridge would be feasible and if the bridge should span all of these barriers. For example, the bridge could land before or after the Relief Road to the west and the River Culm to the east where smaller crossings could be integrated.

4.2.25 Key considerations for the design of the crossing include:

- The bridge should connect directly with pedestrian / cycle routes in the town.
- The bridge and approaches should be wheelchair accessible and should allow cyclists to traverse without dismounting.
- The design of the bridge should result in a safe and comfortable environment, considering ascent/ descent, noise, lighting and wind.
- The crossing should be in place at the earliest opportunity to embed sustainable habits for use of the town centre.
- If viability allows, the potential of creating a green bridge and/or wildlife crossing could be explored. This would mean integrating planting and green infrastructure and would provide an expansion for the CCA Fields, integrating them into the wider countryside. A green bridge has the potential to improve the character of the space, enhance the green network and to support the movement of wildlife.

4.2.26 A feasibility and design process should be undertaken as a next step.

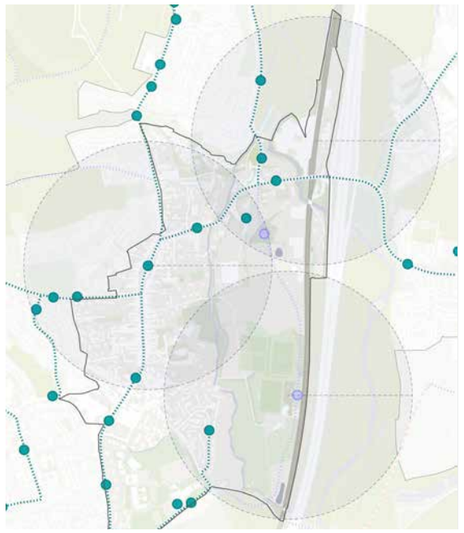


Figure 25 **Proposed bus network**

Figure 26 **Photo of railway line from Tiverton Parkway**

KEY
- Existing bus stop
- Existing bus route
- Proposed bus stop
- Proposed bus route
- Primary travel node

Public Transport - Bus

4.2.27 The town is served by buses including local and strategic services, focussed on well-used stops on the High Street. Cullompton is also served by the Plymouth - Bristol Airport Falcon coach service which travels along the M5 and can presently be accessed on Station Road opposite to the Weary Traveller Pub.

4.2.28 It is critical to the wellbeing of the town centre that buses are retained within the High Street. Any future traffic management will need to ensure that the provision of bus journeys are accommodated.

4.2.29 Bus provision should be extended to provide services to areas of new development including the North West Urban Extension and Culm Garden Village.

4.2.30 As regards to the Falcon, drop off / pick up moved to the northern side of Station Road early in 2020. Devon County Council are reviewing opportunities to provide a layby on the northern side of Station Road alongside relief Road works. This would integrate well with the proposed rail station and travel node.

Public Transport - Train

4.2.31 Both Cullompton and Wellington stations were closed in 1964 with the loss of a stopping train service; however both towns have grown in population since then and are the largest settlements between Exeter and Taunton. The Devon and Somerset Metro Partnership has been working towards the reinstatement of these stations. This partnership includes local authorities, the Heart of the South West Local Enterprise Partnership, the two local Members of Parliament and representatives from the rail industry. In 2019, Mid Devon District Council and Somerset West and Taunton Council became the Project Sponsors.

4.2.32 The rail mainline through Cullompton would provide onward travel to local stations such as Wellington, and also to the wider regional / national rail network serving Taunton, Exeter, Bristol and beyond. This would be a very positive advancement for the town, in particular in creating sustainable travel option for commuters, most of which travel to/from Exeter. The station area provides great opportunities to provide an interchange hub; facilitating rail, bus, car, walk and cycle mode transfer and co-location of cycle and vehicular parking. The proposals to re-open Cullompton Train Station is part of a wider project to improve rail services along the Bristol – Exeter corridor. Enhancement of rail services, including the reopening of new stations, is an important part of the multimodal approach to meeting the travel needs of the region.

4.2.33 Re-instating the train station aims to provide sustainable transport options for residents and visitors to Cullompton and contribute towards reducing carbon emissions, congestion and air quality in the town as well as cutting residents commuting times. Importantly in addition to improving rail accessibility to the key centres of Exeter and Taunton it will also open up economic opportunities for Cullompton and act as a catalyst for the wider regeneration of the town.

4.2.34 In February 2021 the Devon and Somerset Metro Board submitted its Strategic Outline Business Case (SOBC) to the Department for Transport to reopen stations at Cullompton and Wellington. This work was funded through the Government's 'Restoring Your Railways Fund'. There is a great deal of support for the proposal and initial feedback from the Department for Transport is encouraging. Should the next stages of the scheme's development prove successful construction could take place in 2024, subject to funding.

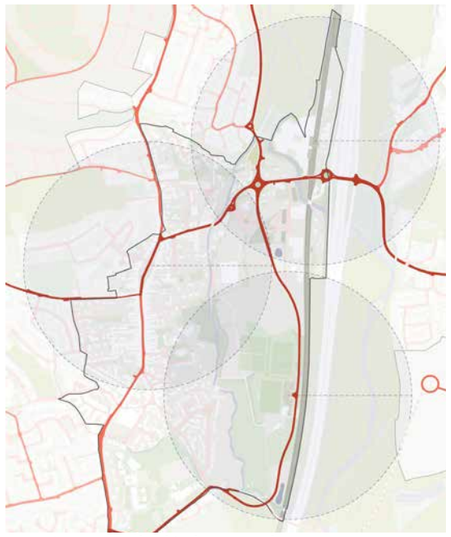


Figure 27 **Proposed vehicular network**

KEY
- Primary route
- Secondary route
- Tertiary route
- Local route
- Potential local route
- Primary travel node

Motor Vehicle Network

The Bullring, High Street and Fore Street

4.2.35 The Relief Road is proposed to be built by 2023 / 2024 to reduce traffic on the high street. Once in place, there is an opportunity to redesign the high street. Through the consultation process, residents were asked for their views. 90.5% of respondents thought that once the Relief Road is in place that restricting traffic is a good idea. When asked what they thought should be done, the most popular response was 'One-way working' followed by 'Access for homeowners/businesses only'.

4.2.36 Given this feedback, detailed assessments will be undertaken once the Relief Road has been constructed, to understand options available within the constraints, for example of space and existing rights of access.

4.2.37 Drivers should be encouraged to take the Relief Road instead of the High Street whenever possible. A gateway feature at the junction of Exeter Road / Meadow Way might encourage this. Drivers should also be motivated to drive slowly along the High Street. The carriage way could be narrowed in places to provide a more conducive pedestrian environment. Other traffic measures could include a lower speed limit, a weight limit or the use of shared surfacing (to latest Department for Transport guidance).

4.2.38 During the preparation of the Masterplan roadworks were undertaken in Cullompton which closed the Fore Street / High Street route between Cockpit Hill and Tiverton Road. Traffic data shows that there was an overall reduction in vehicle trips through the town centre as a result, despite vehicles transferring onto alternative routes. During this time traffic analysis took place.

J28

4.2.39 Devon County Council is working with Highways England to identify longer term transport solutions to address capacity issues at J28, unlock housing growth and ensure smooth flow of traffic on and off the M5. This work is currently at strategic outline business case stage where a number of potential options are being investigated. As part of the scheme improved pedestrian / cycle movements will be developed.

4.2.40 In either case, it is understood that pedestrian and cycle facilities would be provided as part of the scheme, and there is an ongoing commitment to the early provision of a dedicated pedestrian / cycle bridge separate from the motorway junction. These sustainable transport facilities are needed in order to establish appropriate patterns of travel from the outset of occupation of the Garden Village.

4.2.41 Junction improvements will alleviate current delays to traffic in peak periods. Traffic in the town centre would be significantly improved with the construction of the Cullompton Relief Road

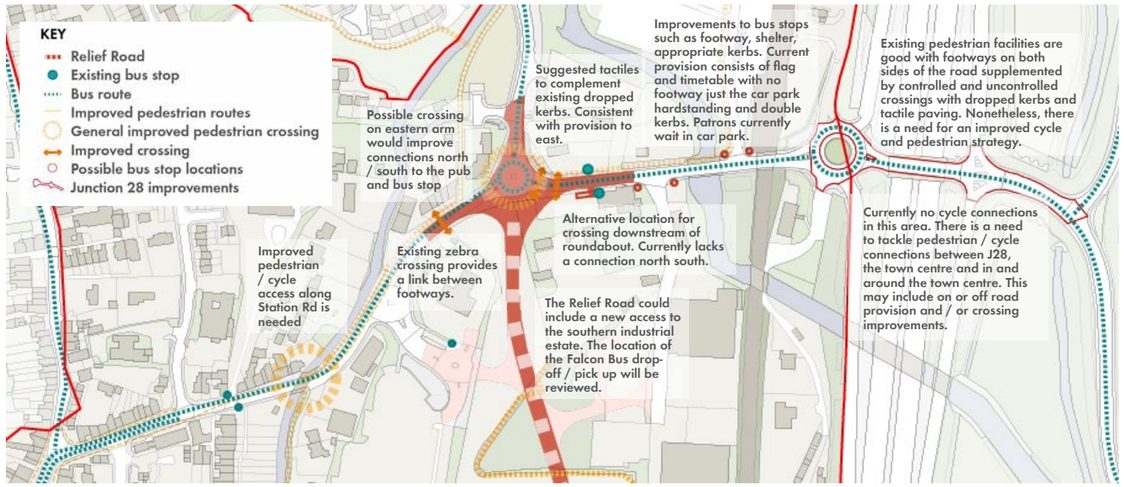


Figure 28 **Potential pedestrian and cycle improvements at Station Road and M5 J28 (current layout)**

and junction improvement works; reducing the environmental impact of queued and slow-moving vehicles.

4.2.42 Traffic accessing the town from the motorway should pass through distinct 'gateways' which demonstrate a change in character from a strategic highway route into a town centre area where pedestrian / cyclists have greater emphasis. These gateways will need to make it clear where drivers have entered a low speed area where priority is shared between users.

4.2.43 Existing pedestrian and cycle provision across town including along Station Road can be difficult; particularly where it is not continuous and where it is shared with vehicles. Further detailed analysis of cycle and pedestrian provision will be required. Of particular importance is the need to improve pedestrian / cycle access to and from the town, the new Railway Station and Culm Garden Village. This could include improved provision along Station Road, along with an investigation of alternative and complimentary east / west routings. Measures to be investigated could include a range of improvements including dedicated cycle and pedestrian routes, signing and installation of tactile paving where this is missing at access junctions.

COVID-19 and traffic patterns in Cullompton

4.2.44 Emerging evidence suggests that COVID-19 is likely to result in significant shifts in commuting by those that are able to work from home (a stated preference to work at home 40% of the week seems commonplace). This leads to key considerations including:

- The need for flexible work / meeting / collaboration / IT spaces in the town centre, in lieu of longer-distance commuting.
- Embedding the increase in walking and cycling, and embracing inclusive travel technologies that may include e-bikes and e-scooters in urban design.
- Supporting and maintaining local public transport through the Covid crisis and into a post-Covid future.
- A 'decide and provide' / 'vision and validate' approach to the assessment of travel demand, as opposed to outmoded 'predict and provide' techniques which serve largely to create the same sorts of transport environments and issues which have happened in the past.

Covid-19 recovery focus

Parking Strategy

4.2.45 The town's car parking provision is well used and for the most part well placed to intercept vehicles at arrival points in the town.

4.2.46 The masterplan recommends retaining sufficient delivery and disabled parking spaces in convenient locations within the town centre, whilst enhancing access to well-located carparks around the edge of the centre and increasing the level of use of 'interceptor' carparks at the northern and southern ends of the town centre.

4.2.47 This strategy enables the transformation of the Bull ring / Fore Street corridor into a more pedestrian focused space, whilst providing and improving access for people that need to use cars to access the town given its rural hinterland.

4.2.48 It is not proposed through this masterplan that additional parking is provided. Over provision of car parking undermines the strategy for sustainable transport movements and would be an inefficient use of land.

4.2.49 In general, car parking should prioritise disabled car parking spaces and electric car parking charging points.

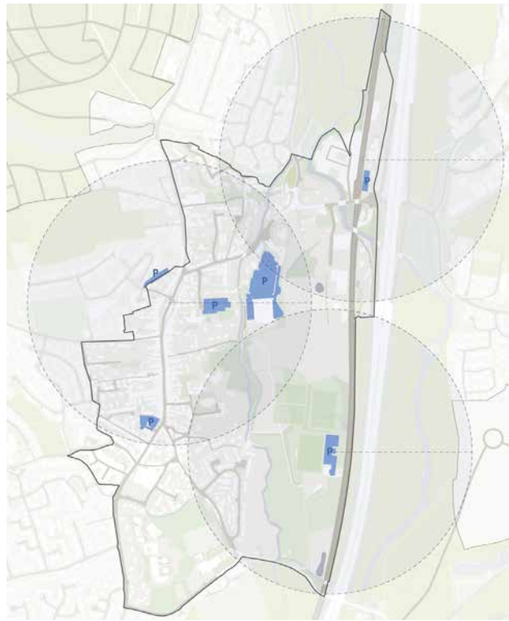
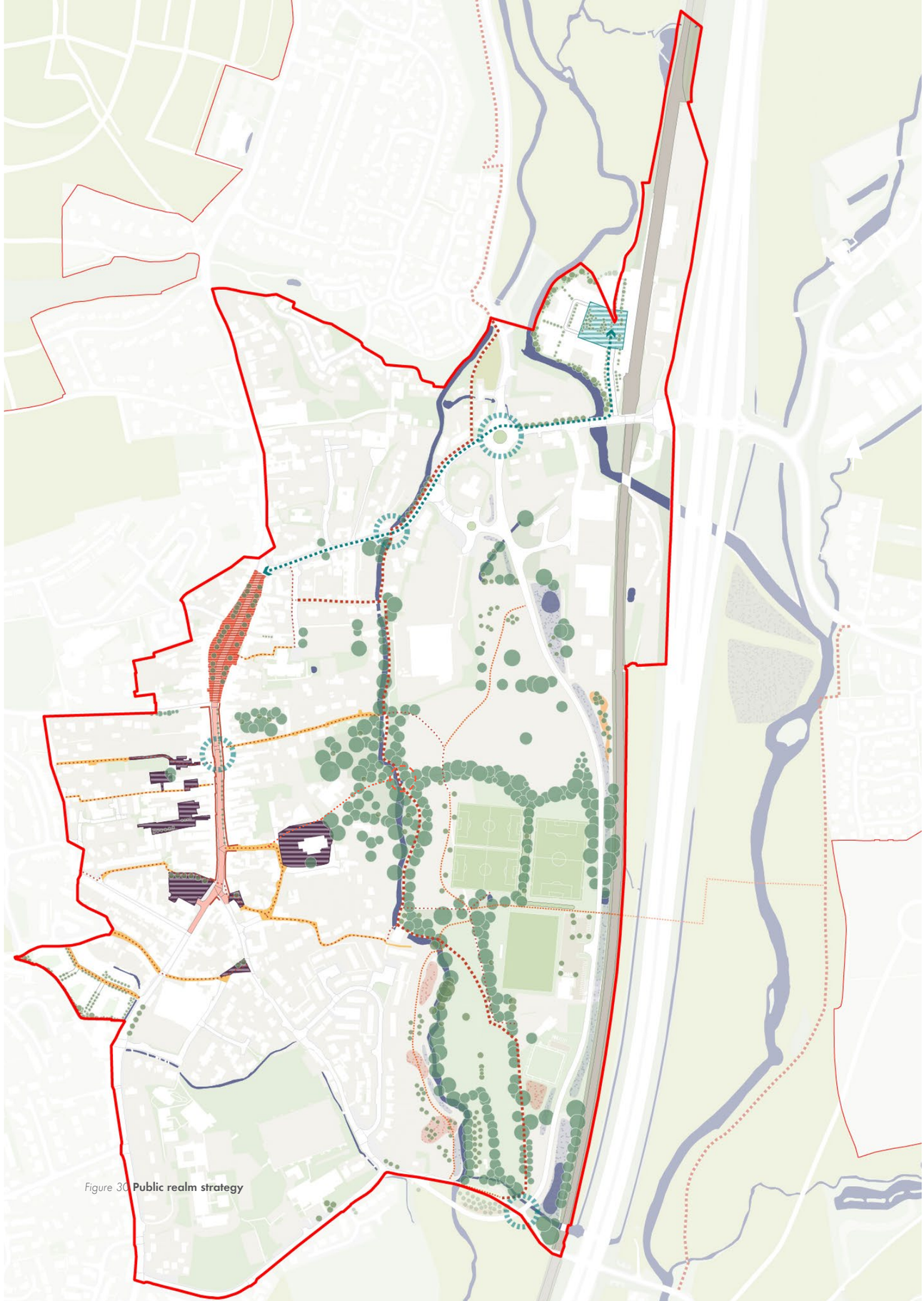


Figure 29 **Plan showing public parking provision including provision as part of the relief road proposals. The circles show primary travel nodes.**

4.3 Public realm and open space

4.3.1 Cullompton has a number of public and green spaces. However, the connections between them currently lack cohesion. The CCA fields are currently the town's primary green space. There is an opportunity for the lanes to provide strong and characterful pedestrian connections to the high street and beyond. Following the implementation of the Relief Road, the Bullring will be transformed into a public space that has the flexibility to hold markets and community events. Alongside wider improvements to make the high street more pedestrian friendly, a number of smaller spaces could be re-imagined as places to rest and play, whilst integrating nature.



KEY

- Existing public rights of way
- Proposed informal foot/cyclepath
- Improved town centre route
- Station forecourt
- Improved pedestrian and cycle connection to future station
- Improved pedestrian crossing
- Proposed species rich grassland
- Proposed wetland
- Proposed seasonal bulb planting
- Bullring flexible public space
- Pocket spaces
- Courts and lanes - potential for improvement
- Improved frontage
- Improving bullring / highstreet
- Drainage ponds
- Reinstatement of former leat crossing and proposed informal foot / cyclepath (subject to landowner agreement)

Figure 30 **Public realm strategy**

Figure 31 **Stockbridge Water Meadows, an example of a green space investments and water course improvements.**

CCA Fields

4.3.2 Cullompton's principal green space is the Cullompton Community Association (CCA) Fields. The community owned CCA Fields provide a children's playground, a footpath along the leat, open fields/ meadows and a home to the Rangers' Football Club and Cullompton Bowling Club. Being in an area of high flood risk, they also serve as the town's floodplains.

4.3.3 The CCA Fields are well integrated with the town, with access from Duke Street in the south, Lower Mill Lane, Middle Mill Lane and Higher Mill Lane from west, as well as from Station Road and Tesco in the north. While accessibility is good, the prominence of this green space could be better communicated to visitors through wayfinding and signage. There is also an opportunity to increase the number of connections between the CCA fields and the town centre through the reinstatement of the former leat crossing, close to St Andrew's Church. This is set out more fully in Chapter 4.6.

4.3.4 The town lacks connections to the east, with the railway line and motorway creating a barrier for both people and wildlife. There are opportunities to improve pedestrian / cycle connectivity to the proposed CGV to the east. The current Duke Street bridge could also potentially assist in improving pedestrian / cycle connectivity as well as providing a wildlife east / west corridor.

4.3.5 The Relief Road proposals reconfigure the sports facilities, including provision of new car parking and adjustments to the CCA boundaries to reflect compensatory land utilised as a result of the relief road scheme. The sports facilities will be well integrated within the CCA fields and as such will benefit from the existing network of paths. Measures are proposed to create biodiversity gain and mitigate the road's impacts on the green space.

4.3.6 The Culm Garden Village proposals will deliver a new neighbourhood on the opposite side of the motorway. There will be a need for better connections between the new development and the town centre. The solution could be the construction of a bridge. However, more detailed analysis is required to understand the most appropriate solution; whether it be a new bridge, enhancement of existing whilst considering the most appropriate location for the improved connections.

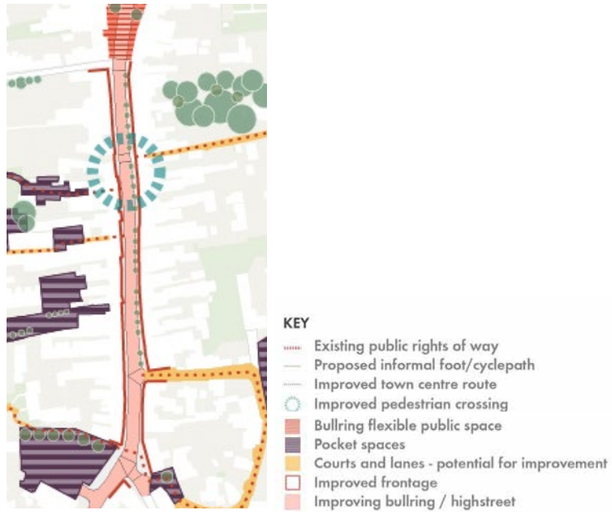


Figure 32 **The High Street in Lewes is one way with traffic calming measures. As a result the space is better for pedestrians and shops** ©Google

Otley Street, Skipton provides a one way through route while giving wide pavements and a characterful environment ©Google

Improving the High Street

4.3.7 Cullompton's high street (Bullring and Fore Street) is heavily trafficked with narrow pavements, making it unappealing to spend time there and limiting the commercial potential of the shops. A key step in reviving the town centre is a shift from being 'a place to go through', to 'a place to go to'. The implementation of the Relief Road will relieve the High Street of traffic. This change creates the opportunity to transform the character and function of the High Street.

4.3.8 A key ambition for the transformation of the high street is to rebalance the street space given to pedestrians and cyclists. The relief road proposals and associated reduction in traffic through the high street present a particular opportunity to review the pedestrian environment. Opportunities should be investigated to reclaim space for pedestrians / cyclists whilst still supporting business footfall and deliveries but ensuring traffic is adequately provided for. There is potential to transfer informal off-street carriageway parking to footway. Better and more consistent use of materials could control footway parking by design, whilst providing an opportunity to declutter the space from the proliferation of bollards, signage, lighting, seating, planters. Side roads would need to adopt a standard DCC treatment which could prioritise pedestrian movements across junctions. Where possible junction radii should be reduced to make it easier to cross, for example at the St Andrew's Hill junction.

4.3.9 Given the size of the town, cycling offers a promising alternative to cars for short journeys. Integrating segregated cycling lanes along the length of the high street should be explored to improve comfort-levels for non-seasoned cyclists. The high street cycle provision should be designed to enhance connections to the future Station, to Tiverton Road and to the Community College. The route could also provide connection onto the town's lanes and courts which are already largely car-free routes. Cycle parking should be provided in locations which provide easy access to shops without cluttering pedestrian routes, such as the Bullring and the Hayridge Centre.

4.3.10 Bus stops are very well used on the high street. Public transport should be retained and given pride of place in the town centre once the relief road is in place. Space around bus stops could be enhanced for comfortable waiting.

4.3.11 Drivers should be encouraged to take the Relief Road instead of the high street whenever possible, as well as to drive slowly along the high street. At the design stage of the enhancement of Fore Street, a review of access (one way, business and resident access only) could be considered. Traffic calming measures such as timed delivery restrictions, lower speed and weight limits, narrowing of the carriageway and different surfacing are all elements that could be considered. A design process with modelling and consultation will be needed to determine the future layout of the high street.

4.3.12 Cullompton's high street contains buildings of historic merit and architectural quality, however many of these are in a state of disrepair and they often suffer from a poor streetscape setting. The HAZ project will provide a programme of works to improve the heritage of the town. This wider project will include shop front improvements and public realm works to help unify the character of the High Street and restore original architectural features and shop fronts (see section 5).

Figure 33
Reigate High Street still has traffic through it but wider pavements near the market building ©Google

Figure 34
Lewes High Street has a wider section which can close to traffic to support the town's markets and events. Image copyright: Editor5807, CC BY 3.0

The Bullring

4.3.13 As its name suggests, the Bullring has long been the location of the town's market. However its current use as the principle north-south route has meant the space feels more like a road than a market square. Alongside the changes to the wider high street, with implementation of the Relief Road the Bullring has the potential to be reimagined as a flexible public space which supports markets and events.

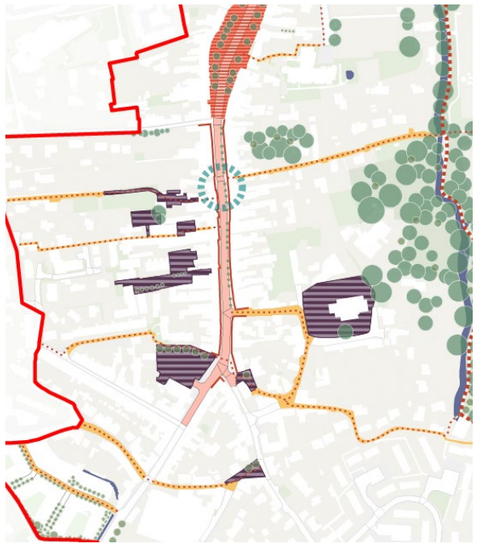
4.3.14 At the design stage for the enhancement of the Bullring as a flexible public space, consideration could be given to the area as a shared surface or level area that brings together the whole of the Bullring – pavements, parking, carriageway – as one larger space. This space could adapt flexibly to accommodate events of different scales. For example, for smaller events car parking could be suspended with vehicular access remaining, while the street could be closed off to traffic entirely for larger events. Electricity and water access should be integrated to better support the market and events. A cohesive approach to surfacing and materials would enable the space to support a variety of functions, while being read as one.

4.3.15 Consideration should be given to how the space could be used at different times. There is potential for the space to be brought to life by local businesses, including outdoor seating for restaurants, pubs and cafes, as well as displays by local shops. Pop-ups and kiosks could also be used to generate more activity with additional festivals and events.

4.3.16 Opportunities will be explored to provide sustainable drainage to reduce the risk of surface water flooding, to provide treatment of the runoff and to increase biodiversity.

4.3.17 There are currently 36 car parking spaces in the Bullring. They are arranged perpendicular or echelon to the carriageway for one hour maximum use. Subject to capacity, the nearby car parks at St Andrews and Forge Way could facilitate additional parking, such that the Bullring could be redesigned to reduce the number of spaces provided, giving over more space to more active town centre uses such as the market, pop up uses, café seating and cycle parking. Remaining car parking spaces could be provided as parallel or diagonal bays and should prioritise disabled people.

Figure 35
Ashwin Street, Dalston, an example of activation of the space through SUDS planting and spill out of local businesses.



KEY
- Existing public rights of way
- Proposed informal foot/cyclepath
- Improved town centre route
- Improved pedestrian crossing
- Bullring flexible public space
- Pocket spaces
- Courts and lanes - potential for improvement
- Improved frontage
- Improving bullring / highstreet
- Proposed development
- Drainage ponds

Improving the Courts and Lanes

4.3.18 The Courts and Lanes off the High Street provide permeable, less trafficked routes. However, they are poorly signed and have inconsistent, low grade surfacing.

4.3.19 A wayfinding and signage strategy should be implemented for the Lanes, raising the prominence of through routes and directing people towards landmarks or public space. This wayfinding could communicate a visitor's loop - along the Leat, Lower Mill Lane, High Street, Higher Mill Lane taking in St Andrew's Church. There is also an opportunity for historic interpretation signage, helping to tell Cullompton's story.

4.3.20 Lanes could also be improved by upgrading the surfacing to a common palette of materials. Subtle cues in the surfacing could help with legibility of these routes from the high street. Rain gardens which allow for sustainable urban drainage could be integrated where space allows. Resident and servicing access should be maintained.

Figure 36
Top left: Oswestry, an examples of a lane improved through lighting
Left: Kendal, an example of distinctive surfacing at entry points
Above: Holt, an example of a planted lane.

Figure 37
Above: signage currently discourages use of the lanes
Below: the lanes have potential to become characterful routes and spaces.

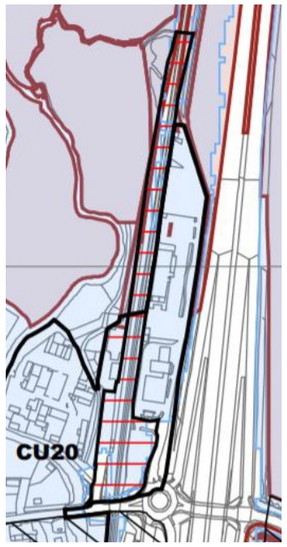


Figure 38
Barneveld Noord Station in the Netherlands uses shipping containers to make a very light touch and cost effective facility. Image Copyright: Spoorjan, CC BY-SA 3.0 <https://creativecommons.org/licenses/by-sa/3.0>, via Wikimedia Commons

Figure 39 **Adopted policies map (July 2020) showing safeguarded area for railway station (red hatching)**

The Future Railway Station

4.3.21 An important part of the station project will be ensuring an attractive sense of arrival with pleasant outdoor spaces. The detailed design of the station would also need to provide for adequate pedestrian and cycle movements, parking and other public transport provision.

Figure 40
Top left: Holt, a bench and some planting create a quiet space to rest in the town. Left: Hackney Downs Studios, terraced steps built into an awkward corner give people a place to catch the evening sun. Above: Walthamstown street corner planted informally.

Developing a network of 'pocket parks'

4.3.22 Public spaces can play a multitude of roles for local people, they can provide places to sit and rest; places to experience nature; places for children to play; places to experience art or culture; or places to socialise. Cullompton lacks connections between its areas of public open space.

4.3.23 There are a number of small scale spaces in the town which have the potential to be enhanced as active public spaces, including;

- Pound Square and the area in front of the Hayridge Centre Car Park
- The space in front of the Methodist Church
- Part of the Community Centre Car Park

4.3.24 The masterplan proposes these are transformed into 'pocket parks', providing doorstep play (a play space within sight of home, where children can play within view of known adults), public seating, pop up activities, tree planting and/or rain gardens.

4.3.25 There are examples in the town of where this has already been done successfully, including the gardens of the Walronds and the corner of Cockpit Hill and the high street.

Figure 41
Above: the Walronds garden
Right: the Corner of Cockpit Lane

Figure 42 **Plan showing access from Cullompton to the countryside and nearby cultual and historic landmarks. There are also a range of smaller privately owned facilities including, for example, farmshops and country pubs, glamping and wineries.**

Covid-19 recovery focus

Strengthening access to the countryside

4.3.26 Cullompton residents also benefit from its rural setting with access to the countryside. There are a number of popular routes from the town for walking, cycling and running along country roads and public rights of way. In addition to these, there are popular destinations within short reach of the town including Blackdown Hills AONB, East Devon AONB, Killerton, Knightshayes Court, Ashclyst Forest, Grand Western Canal Country Park and Broadhembury Hill Fort.

4.3.27 This access to the countryside provides high quality walking/cycling routes, as well as the many positive benefits of contact with nature. There are a number of opportunities to improve and enhance access to the countryside for Cullompton residents, including:

- The M5 represents a significant barrier to the east of the town. Old Hill Road, including the bridge over the M5 will be required to carry vehicular traffic. However, opportunities should be embraced for Duke Street and Old Hill to help improve accessibility as a high quality route for people on foot and cycle as a means to provide a high quality crossing over the M5 which links the town and CCA fields to the Culm Garden Village and beyond.

- New developments should respect existing rights of way and integrate and enhance connections to the countryside. Routes for walking and cycling should be prioritised over vehicular routes. They should link housing to schools, shops, employment areas, recreational/sports facilities and rights of way/ countryside to encourage healthier lifestyles and minimise car use.

- There is an opportunity to develop cycling routes which join with the National Cycling Network. There is a strategic gap between route 3 (Tiverton, Halberton, Willand) and route 34 (Exeter, Topsham) which Cullompton could play a role in connecting. This would both provide residents access to safe, enjoyable cycling routes as well as draw visitors into the town for a stop on their journey.

- Key exit/entry points from the town could be upgraded to better serve pedestrians and cyclists, with wider pavements, higher priority at junctions and improved signage. This includes Tiverton Road, Five Bridges and Station Road/Millenium Way.

4.4 Activity and land use

Figure 43
Examples of vacant and historic shop fronts being brought back into use for temporary/pop up uses. Left, Glasgow City Council's transformation of Saltmarket and right, Meanwhile Space and Harrow Council's transformation of a key shopfront in Harrow.

Homes

4.4.1 A significant number of new homes is planned for Cullompton, including on two large strategic sites. The NW Cullompton Urban Extension proposes 600 homes in the first phase and 750 in the second. The East Cullompton Local Plan allocation proposes 2,600 homes and is intended to form the first phase of Culm Garden Village, which could see the delivery of up to 5,000 new homes.

4.4.2 New developments should integrate with existing rights of way and enhance connections to the town centre and the countryside, as well as providing attractive walking and cycling routes to schools, shops, employment areas, recreational and sports facilities to encourage healthier lifestyles and minimise car use.

4.4.3 Cullompton's town centre should remain the retail and civic centre for the growing population. Retail facilities in new developments should complement rather than compete with the town centre.

4.4.4 Given the high rate of town centre vacancy, there is also an opportunity for upper storeys of buildings to be converted into high quality homes. Additional town centre living both increases the footfall on the high street and adds to the diversity of types of homes on the market.

Shops and services

4.4.5 Cullompton is the shopping and civic centre supporting residents of the town and the surrounding villages and countryside. The high street includes a high proportion of shops, cafes and restaurants (65% of occupiers are A1-5), with a small proportion of offices (6% B1) and leisure (7% D1). In recent years, there has been a surge in cafes, dog grooming salons, charity shops and health related uses (chiropractors, dentists, etc).

4.4.6 Many towns in the UK have been subject in recent years to a homogenization of both the types of shops and the general uses in town centres. Cullompton, in contrast, has remained highly independent in its offer. Just 10% of current occupiers are classed as 'national', 6% are 'regional', while the remaining 84% are 'local; independents or smaller chains. These local businesses are an asset to the town, being more agile than larger chains to respond to the changing market and contributing to the town's unique appeal.

4.4.7 Across the UK, High Street retail has suffered in recent years, largely due to the rise in internet shopping. The decline in High Street shopping has been exacerbated by the COVID-19 pandemic. In Cullompton, there are a number of notable vacancies, though comparatively the vacancy rate is not overly high (7% compared to the pre pandemic national average of 10.3%). This may be an example of Cullompton's ability to adapt flexibly, with 10% of retail units with frontage onto the high street area having been converted to residential use.

Covid-19 recovery focus

4.4.8 While the vacancy rate is not overly high, there has been a decline in the quality and variety of businesses along the high street. It may be that landlords have taken the first tenant possible in order to start the rental flow quickly. Longer term over a wider area, this becomes a self-perpetuating trend, where the lower-quality tenants tend to put off stronger tenants, leading to lower demand for property, lower rents and little reinvestment. Opportunities could be explored to break this cycle so Cullompton can more readily diversify its offer.

4.4.9 In terms of national retailers, Tesco, Aldi and Home Bargains are located on the edges of the town centre. On one hand, these larger supermarkets generally attract visitors from other locations in mid Devon, but they also compete with the high street businesses. Changes to the high street should focus on creating linked trips and increasing dwell time, to benefit more from the presence of these larger chains.

4.4.10 Cullompton is serviced by a local post office branch at the Pillar Box. In recent years, the town has experienced the loss of a number of the high street banks. Banks have more recently been required to have a more centralised provision with a reduction in their high street portfolio. Given this, it is unlikely that banks will look to locate back into the high street.

4.4.11 The Masterplan aims to increase the vibrancy of shops and services. This can be facilitated through the following:

- encouraging greater footfall on the high street
- broadening Cullompton's offer
- enhancing the visitor economy
- A Business Improvement District (BID). Other towns have benefitted from the creation of a BID. This might be something that the town wants to consider.

Encouraging more footfall on the high street

4.4.12 The commercial potential of shops is closely related to the number of people visiting the high street. The proposals to improve the physical environment will be critical to draw people to the town centre. The future designs for this space should prioritise creating a comfortable and enjoyable environment for people on foot, to make shopping in Cullompton an obvious choice. This includes: widening pavements, tackling car domination and associated air pollution, tree planting and shopfront improvements. In addition to the public realm improvements, there are a number of other ways that more people can be attracted to the high street:

- The masterplan proposes connections to and from the Alexandria Business Park. Connections to Kingsmill Industrial Estate will need to form part of a wider review of measures to address issues at Junction 28.
- The town is forecast to grow in population over the coming years which it is hoped will give a boost to the high street area and the viability of retailers. It will be important that a strong relationship is established between the town centre and Culm Garden Village so that new residents use Cullompton as their town centre for shops and services. To these ends, strong cycling and walking routes (in particular over the M5/river/rail) will be needed to support active travel for trips. It will also be important that Culm Garden Village does not provide any significant retail as to not draw people away from the town centre.
- One further way that footfall can be enhanced is to prioritise workspace and/or homes in the development of any town centre developments or conversions. More people working and living within the town centre means more customers for whom high street shops, restaurants, pubs and cafes are an obvious choice. See Page 58 for more on employment provision.

Figure 44
The Low Line, London. An example of a wayfindings strategy and visitors loop.

Figure 45
An example of an outdoor coffee cart improving provision for visitors.

Figure 46
Church of St Mary the Great, Cambridge © Mat Fascione. An active church which is also a tourist attraction, allowing visitors to climb the bell tower.

Broadening Cullompton's offer

4.4.13 While there are a number of unique and thriving local businesses, there has been a downward trend in the variety and the quality of shops in the town centre. Across the country, demand for retail property is down, with the focus shifting to "experience" retail, where customer service, activities or food and beverage become significant drivers of a shopping trip. In order to compete with surrounding centres and to attract more people into the town centre, Cullompton would benefit from a diversity of traders on the high street. There are a number of sectors that would benefit its appeal.

4.4.14 Cullompton has a good food or drink offer and growing 'cafe culture'. While the town is currently well provided for, as the population of Cullompton grows it is anticipated that cafés, restaurants and bars will become a more viable proposition, which would also benefit from proposed public realm improvements. These businesses would be complemented by other evening based activities starting up in the town, such as a cultural venue (ie. live music venue, small cinema or gallery space).

4.4.15 Looking at the town's demographics, there is a growing eastern European population in Cullompton with the potential to support Cullompton's wider multi-cultural appeal.

4.4.16 Cullompton would benefit from developing its own readily identifiable niche. This would attract interest, draw footfall, helping Cullompton to remain viable.

4.4.17 The vacant premises in the town centre present an opportunity for Cullompton to host pop-ups and temporary shops. Affordability of the premises will play a key role in the success of a pop-up shop scheme.

Enhancing the visitor economy

4.4.18 Cullompton is conveniently located just off of the M5, a key route for tourists heading to south Devon and Cornwall's holiday destinations. This location presents a strong opportunity for Cullompton to establish itself as a stopping point on route, drawing people beyond the motorway services and into the town centre. Cullompton already has a number of key components: car parking which is easily accessed from the motorway; en route petrol stations; the CCA Fields where people can walk their dog; and a characterful High Street with shops, cafes and restaurants. Some ways Cullompton could attract more visitors in town include:

- A visitor's 'loop' could be promoted to visitors through signage and marketing, along the Leat, Lower Mill Lane, High Street, Higher Mill Lane taking in St Andrew's Church. There is also an opportunity for historic interpretation signage, helping to tell Cullompton's story, for example the town's milling history. Public realm improvements could help make this route feel cohesive and welcoming.

- Celebrating the town's heritage could be used to attract visitors into the town. Appropriate signposting from the motorway and information about the town's history and architecture are simple measures to increase visitor numbers. Town centre destinations include the Grade 1* listed St Andrew's Church, a key landmark building and rated among the top 1000 churches in Britain, the Grade II* listed Manor House Hotel and the Grade 1 listed Walronds.

Figure 47
An example of how motorway signage can help attract visitors into the town. Photo copyright David Smith.

Figure 48
Gloucestershire farm shop motorway services. An example of how local produce and a niche offer can attract visitors. Photo copyright Anthony O'Neil.

Exploring the potential of creating a Business Improvement District (BID)

4.4.19 Cullompton has a large number of traders which are operating very effectively but potentially in isolation from one another. An assessment of freehold ownership of the high street area shows that just 17 of the 98 properties fronting high street are owned by companies instead of individuals. Where the ownership is by individuals, there is often less of an ability for a cohesive management plan across an area. It could be beneficial for all businesses in the town centre for a Business Improvement District (BID) to be created in the centre. This would enable a number of common priorities to be identified by the businesses in the town centre, such as public realm improvements, shop front improvements, curation of Cullompton's offer and marketing and promotional activities.

4.4.20 A BID scheme is designed to be operated by the local businesses, requiring initial support and occasional input thereafter from the local authority. Its function is to develop projects and services that will benefit the trading environment within the boundary of a clearly defined commercial area. A vote on whether or not to establish a BID is open to tenants and if a majority, both by number and by rateable value, approve the proposal, all ratepayers will contribute through a small levy (identified by local businesses i.e. 0.5%, 1%, 2% etc) on their business rates.

4.4.21 Once voted for, the levy becomes mandatory on all defined ratepayers. The BID has a lifespan of five years and any further proposals will have to be reaffirmed through a subsequent vote. The District Council and Town Council can help traders should they wish to pursue a BID.

4.4.22 BID gives local businesses the power to effect changes that will benefit them in their local community. Improvements may include cleaning and environmental measures, improved promotion of the area, improved events, and greater advocacy on key issues, but the legislation does not put a limit on what products or services are provided.

Figure 49
Signature Brewery, an example of an industrial use taking on a customer-facing activities by opening a taproom at weekends.

Employment

Industry and making

4.4.23 Historically, Cullompton has been a place of making; its economy was founded on weavers who used the river's power and water to produce cloth. The masterplan seeks to reinforce this strand of Cullompton's identity and to strengthen the town as a place for industry and making. Industrial and warehousing property is in good demand, evidenced by the lack of availability and number of developers looking to deliver more space in the area. Alexandria Business Park, Longbridge Meadow and the Kingsmill Industrial Estate are thriving and there is potential to intensify these areas to provide additional floorspace. All three of these estates are well positioned off of the motorway and there is also an opportunity to create better provision for people to walk, cycle and take public transport, enabling local people to commute to work and workers to use the town centre's shops and services without driving.

4.4.24 The proposed future Station location is adjacent to the Alexandria Business Park. If funding is secured and the new station goes ahead, it will change the context significantly. In terms of industrial and business space, it is anticipated that existing businesses which can sit comfortably alongside other uses (lighter industry, fewer vehicular movements, little noise/smell) could be rehoused on the same site. This would be part of a redevelopment to create a positive station arrival experience and intensify the use of the land given the changing market context that the station brings.

Office and co-working space

4.4.25 The supply of office space is limited in the town. The Nook, a local success story, draws occupiers from across Devon. The Nook offers flexible workspace for those predominantly working from home including entrepreneurs, freelancers and business owners. Situated in a converted factory in Kingsmill Estate, the characterful setting and proximity to the motorway are ingredients for its success; to the extent that demand exceeds the amount of office space available.

4.4.26 The COVID-19 pandemic has led to changing working patterns which is likely to create new demand for small and flexible workspace. Many companies are exploring 'hub and spoke' office models, rather than having their staff commute into large centres. For many, working from home has become a new reality; as the Covid-19 pandemic subsides, people will reconsider their working patterns finding a balance between commuting and working from home.Hiring a desk-space locally, on a flexible basis, can provide a delineation between work and home which can be advantageous. Similarly, it can reduce commuting times helping work life balance.

the nook
WHERE CHANGE COMES TO WORK

"The Nook has become an iconic and beloved place to work in the South West, not only because of the unique, quirky office spaces born from its creators' vision, but due to the community of 'nooksters' who work within the walls of the building.

James and Vicki were presented with the opportunity to take on their Father's truck factory in Cullompton in 2016. They saw huge potential to develop the large space into something really special."

Extract from the Nook's website

Figure 50
Qworky in Skipton is an example of a high street building conversion into co-working, creating 12 desks for hire. This helps to bring vacant buildings back into use and contributes to footfall on the high street.

4.4.27 There could be an opportunity for Cullompton to benefit from changing working habits and to build on the success of the Nook, by creating a small, flexible workspace in the town centre, run either by the Nook or a competitor. The presence of office space near the high street area could also act as a catalyst for related economies, with cafes, pubs and restaurants all benefiting from having a new workforce centrally.

Securing high-speed broadband connectivity for Cullompton

4.4.28 High-speed broadband signal is an increasingly important factor in the decision of where people want to live and work. This trend has been accelerated by the Covid-19 pandemic, during which lockdown made us more dependent than ever on our internet signal for all parts of our lives from working to learning to socialising. Faster internet connectivity helps to promote business development (e.g access to on-line learning programmes) and would attract inward investment to Cullompton. It would also equip education, social and community groups with access to technology that will enable them to expand their programme and improve their effectiveness.

4.4.29 In recognition of the poor broadband connectivity across the sub-region, local authorities have developed the Connecting Devon and Somerset Initiative. The project is working to deliver next generation broadband infrastructure to areas where the market has failed to invest.

Covid-19 recovery focus

Closing the skill gap

4.4.30 There remain pockets of acute deprivation in Cullompton and the population has lower than average skills, qualifications and income. Utilising key players that make up a strong community infrastructure network, there is an opportunity to create structured links between local businesses, high learning organisations and members of the local community not in employment, education or training. Mid-Devon District Council, Cullompton Community College and Cullompton Community Centre could work together to help address this gap.

4.4.31 Cullompton Community College educates approximately 750 students aged 11-16, a key age group for forging aspirations for the future. Exposure to people in high skilled jobs can help to give students inspiration and open up options for their future. This could include involvement with programmes like STEM (science, technology, engineering and maths), through which STEM ambassadors volunteer their time and visit schools, helping to bring STEM subjects to life and demonstrate the value of them in life and careers. There is also an opportunity for students to be involved in some of the upcoming developments in the town, for example working with engineers, developers, architects and planners on the design and delivery of the rail project and/or Culm Garden Village. Additionally, with Exeter University only a half an hour drive away, it would be fruitful for the Community College to forge a strong relationship with this reputable higher learning organisation. For example, there could be an annual trip for students to visit the University Campus and to be exposed to university life and the breadth of subjects they could go on to study.

4.4.32 Mid-Devon District Council is part of the Government's apprenticeship scheme, subsidising and matching businesses to those looking for skilled work with on the job training and development. The

National Apprenticeship Service has reported that nearly every employer that takes on an apprentice (96%) reports benefits to their business, with 72% of businesses reporting improved productivity. With a flourishing business community around the Kingsmill Industrial Estate, the Alexandria Business Park and at Longbridge Meadow, there is potential for more local businesses to be recruited to the scheme, in turn offering apprenticeships to local people who are out of work. This would be a benefit to local businesses, while also helping to improve the skills and employability of local people.

Community and civic uses

4.4.33 Community, culture and civic uses play an important role in attracting people into the town centre; supporting a vibrant and fulfilling town life. Having them centrally located supports footfall, other commercial uses and activities. There are a number of facilities in the town centre including Cullompton Community Centre, Culm Valley Sports Centre, the sports clubs at the CCA Fields and the Hayridge Centre. The Cullompton Neighbourhood Plan recognises the importance of town centre-based arts, cultural and leisure activities and its role in promoting a visitor and evening economy. The creation and enhancement of outdoor performance space including for example at the Bull Ring and the construction of a swimming pool within the north west urban extension will bring significant gains.

Figure 51
Saffron Screen cinema in Saffron Walden doubles as an auditorium for the secondary school in the weekday.

Figure 52
The Depot, Lewes is a former brewery and vacant historic building which was converted into a community cinema.

4.5 Environment and sustainability

Biodiversity and green space investment

4.5.1 The regeneration of Cullompton should seek to maximise opportunities to tackle climate change at a local level. This fits well with the District Council's Climate Emergency declaration aims and the government's aspiration to build back better in response to the Covid 19 pandemic.

4.5.2 Culm Garden Village will be planned and delivered to ensure it is sustainable and positively contributes to combating challenges associated with climate change. A sustainability strategy will set out how the garden village will deliver a low carbon, environmentally sensitive development. The sustainability strategy will also encourage healthy lifestyles and a shift to active (pedestrian / cycle) travel modes.

4.5.3 In terms of the new developments (Culm Garden Village and the North West Urban Extension) design will be landscape-led retaining and enhancing existing green infrastructure wherever possible. They will create places that contribute to net biodiversity gain.

4.5.4 The Relief Road proposal includes measures to prevent biodiversity loss and mitigates the impact of the road on the CCA fields including:

- Pre-development surveys including ecological assessments;
- Maintaining green infrastructure wherever possible,
- Measures to address and prevent water pollution;
- Additional and planting to create a number of different habitats including shrubs, trees, hedges, grassland / wildflower and wetland,
- Maximising the biodiversity potential of the two proposed highway drainage ponds;
- Installing bat and bird boxes; and
- Wildlife passages for bats, birds and otters.

4.5.5 There is an opportunity to enhance biodiversity and mitigate against climate change within the town centre. This may include:

- Installing bat and bird boxes perhaps with an emphasis on a particular species e.g. swifts,
- Pocket parks with an emphasis on foraging bird or insect species,
- Retention and enhancement of green infrastructure links to support ecological connectivity across and around the town for species that would benefit from wildlife commuting zones such as amphibians, bats and hedgehogs;
- Environmental improvements that benefit people and nature - such as energy saving measures to lessen climate impact and reduce light pollution;
- Infrastructure to support electric vehicle charging;
- Improved pedestrian and cycle connectivity including installation of cycle lanes, bike stands and seating;
- Retrofit projects to support the town centre's greener future e.g. energy efficiency measures; and
- Encourage the use of sustainable construction designs, methods and materials that complement and highlight the town's heritage.

Sustainable transport

4.5.6 The masterplan encourages a modal shift away from private motor vehicles, towards sustainable transport modes. This highway approach is consistent with national policy and the stance taken by Highways England.

4.5.7 To these ends, a key ambition for the transformation of the high street following the construction of the Relief Road is:

- to rebalance the street space given to pedestrians and cyclists whilst still supporting business footfall, deliveries and ensuring traffic is adequately provided for. This is anticipated to result in reduced air pollution.

- The improved pedestrian and cycle environment making these modes the obvious choice for short journeys.

- The retention of buses in the High Street with any future traffic management needing to ensure that the provision of bus journeys are accommodated.

4.5.8 Section 4.2 sets out guidance for the improvement of walking and cycling provision.

4.5.9 The re-opening of Cullompton rail station would also help to increase the uptake of sustainable travel to and from the town. The majority of Cullompton residents currently commute out of the town by car, and the rail station has the greatest potential to reduce the level of vehicular outbound commuting.

4.5.10 Publically accessible electric vehicle charging points could be established in the town centre car parks.

4.5.11 New developments should be well connected to sustainable travel routes to allow sustainable travel patterns. In the case of the Culm Garden Village, critical to this is a crossing over the M5 and railway line. New developments could look to explore how proposed driveways and / or street parking can be adapted to open / green space, should demand for them fall over time.Flood risk management

4.5.12 There is a long history of flooding in Cullompton from the River Culm, its tributaries and from surface water flooding. Any redesign of the high street should seek out opportunities to provide sustainable drainage techniques to reduce the risk of surface water flooding, to provide treatment of the runoff and to provide habitat for biodiversity as well as amenity space for residents and visitors.

4.5.13 Opportunities to enhance the watercourses in the area should be sought. Any new housing developments, any new town centre parking areas or pedestrian cycle links should use sustainable drainage techniques as per the SuDS for Devon Guidance (2017). Historic courts and passageways off Fore Street could consider permeable surfaces where appropriate to mitigate the speed of water run off and water quality. Similarly, measures could also include features such a rain gardens.

Guidance for new buildings

4.5.14 For new homes and commercial buildings, designs should explore and provide opportunities for best practice in Net Zero design, manufacture, construction and performance. New developments will be expected to demonstrate how household efficiency and waste management will create demonstrably lower domestic energy use, reduced utility bills and increased rates of recycling. New development should include appropriate internal and external storage for recycling and landfill waste.

4.6 Key opportunities

4.6.1 Cullompton is a compact market town with a sensitive historic environment that is one of its greatest assets. This presents both an opportunity and a constraint. The town is located alongside the River Culm and its associated leats. These waterways provide an attractive natural environment in close proximity to the town centre yet also present a flood risk for existing and new homes, work spaces or community venues in close proximity.

4.6.2 New development within the town will need to give consideration to the constraints imposed by the historic environment and flood risk. Any new development must enhance the character and function of the town centre whilst making a positive contribution towards climate change.

4.6.3 In order to enhance the role of the town centre, a number of transformational opportunity sites have been identified. This document outlines the potential for each site but these would be subject to further discussion with landowners and partners.

4.6.4 The opportunity sites should be read in the context of broader proposals for the area. To the north of the town, strategic proposals for new homes, jobs and community space are proposed. Such proposals will result in a population increase of approximately 18,000 people within Cullompton. These strategic developments increase the footfall for the town centre and will help enhance the town's vitality and viability.

4.6.5 These strategic developments including the CGV and infrastructure projects such as Relief Road, the railway and J28 improvements present an opportunity to improve connections across town, the public realm, as well as the economic and social life of the town centre and Cullompton's valuable heritage.

1 Alexandria Industrial Estate

2 Railway Station

3 Tannery Site

4 Higher Bullring

5 Improvements to cycling between proposed new rail station and the town centre

6 Fore Street enhancement

7 Leat footbridge

8 The Old Cinema site

Figure 53 **Plan showing approximate locations of key opportunity sites**

1 Alexandria Industrial Estate

Context

4.6.6 There is a recognition that the approach to Cullompton from Station Road has scope for enhancement. The Alexandria Industrial Estate has potential for enhancement particularly given its close proximity to the proposed new railway station.

4.6.7 Should the railway station get government funding it is likely that would be for basic railway infrastructure including ticket machine, shelters and benches with a pedestrian / cycle and wheelchair accessible overbridge.

4.6.8 There is therefore an opportunity to supplement this provision in the immediate vicinity. This could include footway / cycleway improvements, electric bike and car hire, improvements to the public realm and other complimentary uses.

4.6.9 The River Culm flows to the west of Alexandria Industrial Estate and presents an opportunity for an enhanced environment. Notwithstanding this, parts of the Industrial Estate lie within flood Zone 3 which limits the scope of land uses that can be provided including residential.

Objectives

4.6.10 Alexandria Industrial Estate is identified as a Regeneration and Enhancement Area. Key objectives for any future approach will consider the following:

- Provide a positive arrival point for Cullompton and walking and cycling access to a new rail station
- Enhance pedestrian and cycle links through the estate between the new railway station and town centre including investigation of the potential for a new cycle / pedestrian route via Millennium Way
- Establish a more positive relationship with the River Culm, as a valuable natural asset and amenity space
- Establish an enhanced sense of arrival at the new railway station and investigate opportunities for a small station square and shop to the west of the railway lines
- To minimise additional vehicular traffic on to Alexandria Industrial Estate / Station Road junction
- Develop a scheme that helps enhance and regenerate the Industrial Estate whilst being complimentary to the railway station proposal

Next steps

4.6.11 Next steps will require:

- A review of flood risk associated with the site.
- Further liaison with landowners regarding redevelopment of the site including uses, building form and layout.
- Design and layout to be developed in response and informed by emerging plans for the railway station.
- A detailed review of improved cycle and pedestrian links between the town and the railway station including consideration of a Millennium Way route over the River Culm.
- A review of the visual, public realm and wildlife benefits that may be achieved adjacent to the River Culm.

DIAGRAM TO BE INCLUDED HERE

Figure 54 **Diagram showing design principles for the Alexandra Industrial Estate**

2 Railway Station

Context

4.6.12 Mid Devon District Council is in the process of preparing a Strategic Outline Business Case (SOBC) and applying for funding to reinstate the former Cullompton train station. The proposal is progressing well and at some pace. This proposal is likely to include a ticket office, shelters and benches with a pedestrian footbridge over the tracks.

4.6.13 The station proposal lies in close proximity to Alexandria Industrial Estate which is identified as a Regeneration and Enhancement Area. It has the ability to enhance the setting and sense of arrival to the railway station.

4.6.14 It is important to ensure that the railway station provides opportunities for multi modal travel i.e bus, cycle and pedestrian access. Transport interchange facilities will need to complement the provision of the station.

Objectives

4.6.15 Key objectives for the future delivery of the railway station will consider the following:

- An improved setting to the area of the proposed railway station including an improved sense of arrival that may include tree planting, public seating, cycle parking, drop-off and pick-up space.
- An improved sense of arrival into the town from the railway station.
- Station parking to consider future forms of mobility. Station parking to include bike / scooter hire, car club schemes and infrastructure such as electric charging.
- Improved pedestrian and cycle connections between the railway station, the town centre and its hinterlands.

Next Steps

4.6.16 Next steps will require:

- Detailed review of design and layout in response to the emerging railway scheme.
- A detailed review for improved cycle and pedestrian links to and from the station.
- Continued liaison with landowners and partners.

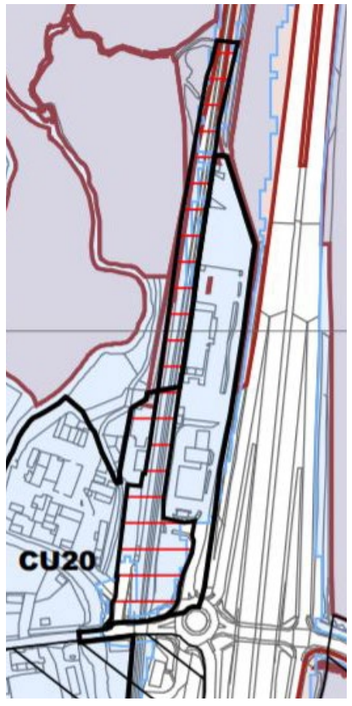


DIAGRAM TO BE INCLUDED HERE

Figure 56 **Diagram showing key design principles for the Railway Station area**

3 Former Tannery Site

Context

4.6.17 The former Tannery site covers an area of land between Exeter Hill and Crow Green. A greater part of the site lies vacant and presents an opportunity for a mixed use redevelopment.

4.6.18 Opportunities should seek to retain the antiques centre building and seek to retain the soft play provision on the site. However, the site is currently underused with vacant and / or areas of 'left-over-space'. This presents an opportunity for a mixed use redevelopment scheme incorporating and raising the profile of both the antiques centre and soft play provision.

4.6.19 The waterway to the south of the site provides an opportunity for an enhanced wildlife corridor. Whilst the area is in Flood Zone 2, this does not preclude development options.

4.6.20 Whilst development would need to be in-keeping with the surrounding scale and character of buildings, redevelopment presents an opportunity for an innovative scheme with the potential to incorporate zero-carbon built forms of development. The site has the ability to improve the sense of arrival into the town via Exeter Road whilst improving pedestrian and cycle links across the site to Crow Green. Active frontages on to Crow Green and Exeter Road will enliven the approaches to the site.

Objectives

4.6.21 Key objectives for the redevelopment of the Former Tannery site will consider the following:

- Establish a mixed use development that is within the town centre; supporting local shops and services.
- Establish active frontage through main entrances onto Crow Green and Exeter Hill to provide a better sense of arrival into the town centre.
- Explore opportunities for alternative forms of development such as zero carbon. development or similar standards. This could be an exemplar scheme for Mid Devon.
- Retain the historic antiques building, rehoming the soft play elsewhere within the site.
- Seek opportunities to relocate any uses such as storage to peripheral town centre locations.
- Enhance the water course for visual and wildlife benefits whilst integrating new cycle and pedestrian routes into the existing town centre wide network of routes.

Next steps

4.6.22 Next steps will require:

- A review of flood risk considerations.
- Liaison with landowners exploring options for redevelopment including uses, building form and layout.
- A detailed review of improved cycle and pedestrian through the site.
- A review of the visual, public realm and wildlife benefits that may be achieved adjacent to the waterway.
- A review of the relocation / rehoming of existing uses as required.

DIAGRAM TO BE INCLUDED HERE

Figure 57 **Diagram showing key design principles for The Tannery site**

4 Higher Bullring

Context

4.6.23 The Higher Bullring has long been the location of the town's market. However, in more recent years the space has felt less of a market square and more of a primary traffic route for those travelling through the town centre. The Higher Bullring has the potential to be reimagined as a flexible public space, with the creation of a larger, level, shared use area. Detailed design and layout will ensure its safe and accessible use for all members of the public including those that may be visually impaired.

4.6.24 Redesign of the space will allow it to be used flexibly to accommodate different events of different scales. Reconfiguration of the parking may allow for the temporary suspension of parking during event days. A comprehensive approach to surfacing, materials, street furniture and utilities such as water and electricity would allow for a co-ordinated approach. This would better facilitate a range of day time and evening uses, including outdoor seating that would contribute to the level and activity and vibrancy in the town centre.

4.6.25 The existing trees are a valuable asset to the appearance of the Higher Bullring, to the surrounding historic buildings and their setting.

Objectives

4.6.26 Key objectives for the redevelopment of the Higher Bullring will consider the following:

- Enhancement of the space for use by a variety of activities
- Comprehensive redesign of the space as a larger, level, shared use area that will met all standards for safe use
- Review a reconfiguration of the parking
- Design and layout to include a comprehensive use of materials and street furniture
- Retention of trees and integration of other biodiversity benefits
- Enhanced sense of arrival into the town centre

Next steps

4.6.27 Next steps will require:

- Survey and other preparatory work- utilities, archaeology etc
- Traffic surveys
- Preparation of a landscape design
- Liaison with landowners, stakeholders and other interested parties.

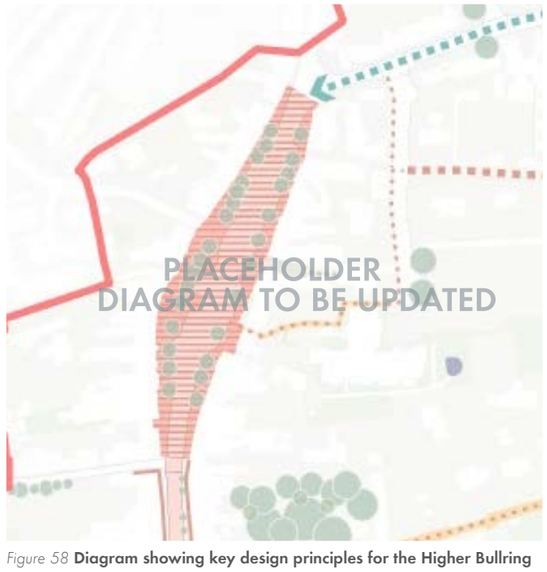


Figure 58 **Diagram showing key design principles for the Higher Bullring**

5 Improvements to cycling between proposed new rail station and the town centre

Context

4.6.28 Existing pedestrian and cycle provision across town including along Station Road can be difficult; particularly where it is shared with other vehicles and its uninviting due to a lack of dedicated provision. Given the proposal for a new railway station, Culm Garden Village, aspirations to enhance opportunities at Alexandria Industrial Estate and recognition of trips to the facilities at the service station there is a need to enhance pedestrian and cycle provision along this corridor.

4.6.29 A number of partner organisations including Devon County Council and Highways England are investigating longer term transport solutions to address capacity issues in and around Cullompton including looking to address capacity issues at Junction 28. There is an ambition to bring forward pedestrian and cycle provision along this corridor at the earliest opportunity, subject to funding.

4.6.30 Improvements in cycle and pedestrian provision to and from the railway station and town centre will need to be considered in close association with the construction of the Relief Road and Culm Garden Village, as well as with existing routes including those through the CCA Fields.

Objectives

4.6.31 Key objectives to improve the ability to cycle between the proposed new railway station and the town centre will consider the following:

- Improved pedestrian / cycle crossings north and south of Station Road.
- Installation of signage and tactile paving where missing at junctions.
- Investigation of a new cycle route through Alexandria Industrial Estate linking to Millennium Way.
- Integration of the CCA pedestrian / cycle ways into proposals for Station Road.
- Provision of appropriate signage
- Cycle parking provision at the new railway station and in the town centre.

Next Steps

4.6.32 Next steps will require:

- Detailed analysis of cycle and pedestrian options and other related works
- Preparation of detailed design
- Liaison with landowners, stakeholders and other interested parties.

6 Fore Street

Context

4.6.33 Following construction of the Relief Road (2023 – 2024) there is an opportunity to redesign Fore Street. The construction of the Relief Road creates an opportunity to transform the character and function of the high street to the benefit of existing businesses, residents and visitors as well as enhancing the setting of the historic environment.

4.6.34 The need for two way traffic through Fore Street cannot be discounted at this stage and will be the subject of further investigation by Devon County Council. The construction of the Relief Road and the associated reduction in traffic through the high street presents a particular opportunity for the pedestrian environment; an opportunity to rebalance the space given to pedestrians and cyclists versus the car. This can be achieved through a number of measures.

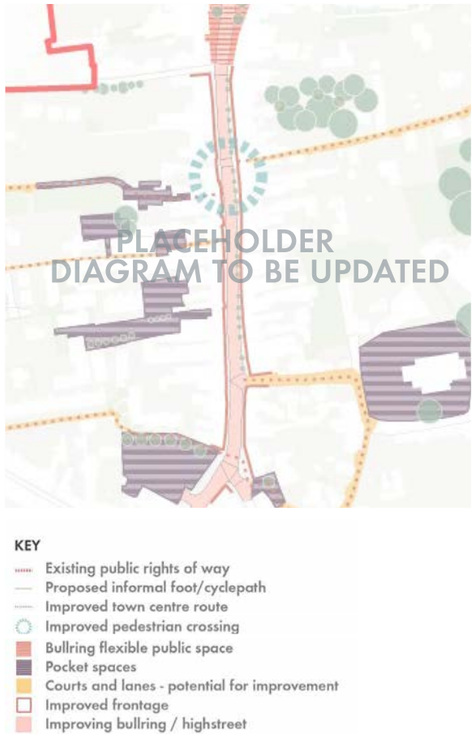
Objectives

- To rebalance the street space given to pedestrians and cyclists versus the car.
- To reclaim space for pedestrians / cyclists and thereby create an environment conducive with supporting local businesses.
- To have a consistent use of materials.
- Consolidation and decluttering of the high street of street furniture.
- Integrated cycle provision along the high street.
- Retention of public transport within the high street including bus stops.
- Designed measures to reduce traffic speeds including narrowing of the carriageway, surface treatments.
- Prioritise pedestrian movement where possible.

Next Steps

4.6.35 Next steps will require:

- Traffic surveys and modelling.
- Liaison with landowners, stakeholders and other interested parties.
- Scheme option development and design.



7 Leat Footbridge

Context

4.6.36 Cullompton's principal green open space is the CCA Fields. These community owned fields are bounded towards their western edge by the leat. This historic landscape feature is an important relic of the town's industrial past and growth; providing water to power the town's three mills.

4.6.37 The leat provides a natural, wooded retreat serving as an important wildlife corridor and recreational destination. The well-used footpath on its eastern bank is connected to the lanes behind the high street by bridges.

4.6.38 This proposal seeks to reinstate a former crossing over the leat. Subject to landowner agreement it presents an opportunity for new and improved connections to the town centre.

Objectives

- To reinstate a former crossing over the leat.
- To seek opportunities for new and improved pedestrian and cycle links to the town centre.
- To achieve an enhanced setting to the leat.
- To enhance the use and enjoyment of the leat in association with the CCA Fields

Next Steps

4.6.39 Next steps will require:

- Survey and other preparatory work including health and safety.
- Preparation of a detailed design
- Liaison with landowners, stakeholders and other interested parties including the Environment Agency.

Figure 59 **Aerial imagery showing approximate location of former crossing ©Google Earth**

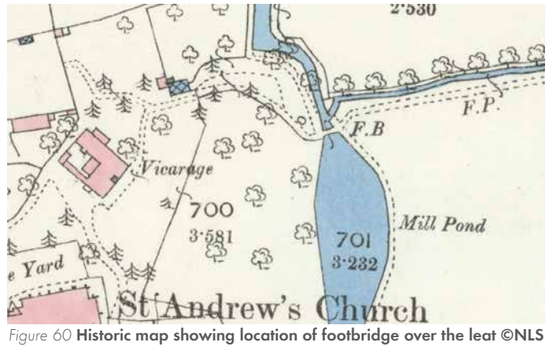


Figure 60 **Historic map showing location of footbridge over the leat ©NLS**

Figure 61 **Historic photo showing footbridge c1950s**

8 Old Cinema Site

Context

4.6.40 The former Regal cinema, located close to the Higher Bull Ring, opened in the early 1930's, with a seating capacity for some 350 people. It remained open until 1975 when the main frontage of the building was remodelled into two retail units. The only real visible evidence of its former use, is the wide opening on the frontage of the building, leading down an enclosed passageway to what would have been the auditorium. It is behind the two retail units on the frontage, that the former cinema building presents an opportunity site. Subject to landowner agreement it presents an opportunity for enhancement and more productive use.

Figure 62 **Location of the Cinema Site ©Google Earth**

Objective

- To seek opportunities in partnership with landowner agreement to bring forward development opportunities and enhancement proposals.

Next Step

4.6.41 The next step will require:

- Development options and feasibility.

5 Heritage Strategy

5.1 Introduction

5.1.1 Cullompton has a fascinating, diverse past - its history reflected in the great number of designated heritage assets in town. The centre of Cullompton was designated a conservation area in 1977, and within the conservation area there are over 50 listed buildings, including the Grade I St Andrews Church; the Grade II Trotts Almshouse and the Grade I Walronds. There are also several important unlisted buildings and features that make a significant contribution to the character and appearance of the town centre. Taking care of Cullompton's heritage will play a crucial part in the regeneration of the town. By protecting and improving Cullompton's old buildings, streets and historic landscape setting, Cullompton's identity will be strengthened; rooted in its history as a market town and as a place of work and business.

5.1.2 The Conservation Area Appraisal was adopted in 2003 as a Supplementary Planning Document and the Management Plan was published in 2009. These documents are currently being updated. In 2019 Historic England awarded funding following a successful Heritage Action Zone bid to support heritage-led regeneration projects in the town. This represents an invaluable opportunity for the town's heritage to be a catalyst for Cullompton to realise its former past as a vibrant, diverse and prosperous town. A key part of the masterplan's vision is that Cullompton's unique heritage will be celebrated and enhanced.

5.1.3 This part of the masterplan sets out a heritage strategy for Cullompton town centre. It develops the masterplan principles at Part 3 of this document into a strategy for the preservation and enhancement of the town's historic features. It sets out what makes Cullompton's heritage special and what challenges it currently faces. It explores the benefits heritage can bring to the town and the different organisations that can play their part in realising these benefits. It provides aims and actions for improving the historic environment and a strategy for implementing them.

5.2 Summary of significance

5.2.1 Over its long history Cullompton's fortunes have waxed and waned but its steady growth has resulted in an exceptionally well-preserved street pattern, with its medieval market spaces and squares still evident. Burgage plots are traceable through long narrow plots, emphasised by multiple lanes (courts) extending laterally on both sides of the High Street and Fore Street. Multiple fires over the centuries including an especially catastrophic fire in 1838 means that there are surprisingly few buildings from before the Victorian period. But those that do survive are of high quality and include the timber framed Manor House, and its Jacobean neighbour - the newly restored Walronds. The Parish Church of St Andrew's is one of the finest churches in Devon with an exceptionally rich interior.

5.2.2 Cullompton's key historic qualities are set out on the opposite page.

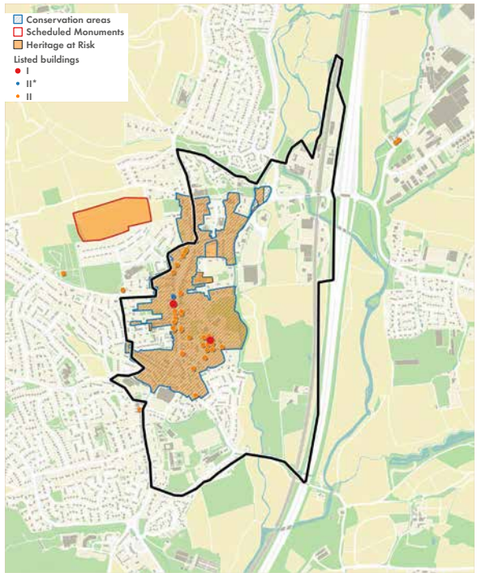


Figure 63 **Designated heritage assets**

COHERENT STREET PATTERN
A coherent street pattern of at least medieval origins with a tight urban grain.

RICH AND VARIED LANDSCAPE
A rich and varied landscape, stemming from buildings of different periods and the gently meandering line of the main street.

HISTORIC LANDSCAPE SETTING
Nestled in a valley with views to the surrounding countryside and Blackdown Hills AONB.

OUTSTANDING BUILDINGS
Some outstanding buildings especially St. Andrew's Church and the Walronds

ST. ANDREW'S TOWER
Landmark quality of St Andrew's tower with views to it from across Cullompton.

OTHER HISTORIC BUILDINGS
Other listed buildings and buildings of local interest, many of group value.

NETWORK OF YARDS AND PASSAGES
Interesting and important network of yards and passages, reflecting former burgage plots.

TRACES OF FORMER INDUSTRIES
Traces of Cullompton's former industries, including evidence of three mills on the Leat.

WEEKLY MARKET
Weekly market, still in use on the original livestock market site at the Upper Bullring.

19TH AND 20TH CENTURY SHOPFRONTS
Surviving 19th and early 20th century shopfronts.

INTIMATE AND WALKABLE
A compact town with an intimate feel, easy to get around by foot.

INDEPENDENT SHOPS
High number of independent retailers contributing to the town's distinctiveness.

Figure 64 **A summary of the key qualities of Cullompton's historic environment**

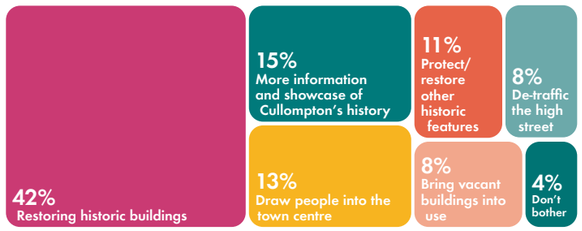
5.3 Local aspirations for heritage

5.3.1 Cullompton's heritage is considered by local people to be the town's best characteristic - its mix of historic buildings, the Bullring, the town's important involvement in the wool trade and its historic landscape setting all contribute to Cullompton's special character and identity. When testing the masterplan principles with local people in Spring 2020, the principles to 'repair historic buildings and setting' and 'find viable uses for empty historic buildings' were two of the five most strongly supported principles (90% either strongly agreed or agreed). Taking care of heritage is important to the people of Cullompton.

5.3.2 The heritage strategy is informed by the aspirations of local people, many of whom acknowledge the key role of heritage for the town's future. As part of the consultation on the masterplan in Spring 2020, local people were asked 'What are your priorities for making the most of Cullompton's heritage?'. There were 40 responses to the question, with 40% of responses relating to the restoration of historic buildings. The second most popular response related to showcasing Cullompton's history by providing more information in public spaces. Other responses included protecting and restoring other historic features, reducing traffic along the High Street and bringing vacant buildings back into use.

"Improve the look of Fore Street by smartening up those buildings and shop fronts which currently look so scruffy, and by putting in some greenery."

"Create a style guide for shop frontage to ensure buildings look good quality."



Answers to the question ' 'What are your priorities for making the most of Cullompton's heritage?'

"The mix of historic unspoilt buildings."

"Close to rural areas."

"History and the Main Street of ancient buildings and the history of the wool trade. Of course the people are lovely too."

"It has huge potential to be a beautiful high street, distinct as a town from the rural environment surrounding it."

"The church and the Tudor buildings."

"Old buildings, CCA fields, friendly people."

"The old buildings and the Bullring."

"The historic buildings are beautiful but need upkeep and preservation. Also very friendly feeling about the town."

"Bull Ring is a great market and meeting place."

"Walronds and Merchants house."

"That it's an old town."

Answers to the question 'What do you think is Cullompton's best characteristic?'

5.4 Strengths, weaknesses, opportunities and threats

The SWOT analysis below identifies the key strengths, weaknesses, opportunities and threats in relation to heritage in Cullompton.

STRENGTHS

- Strong historic identity with many heritage assets including several high status listed buildings in the heart of town
- Fore Street / High Street has a great number of historic buildings with group value and little infill development along it
- Survival of ancient street pattern and yards
- Proximity to Blackdown Hills AONB
- Large number of independent traders
- Regular farmers' market
- Strong and active community organisations including those interested in heritage e.g. Cullompton Walronds Preservation Trust
- Local people who care about heritage

WEAKNESSES

- Buildings in poor condition and poorly maintained
- Unsympathetic alterations and extensions to historic buildings, especially along Fore Street / High Street
- Use of inappropriate materials on historic buildings
- Vacant properties in need of investment and loss of key services e.g. high street banks / pharmacy
- Very limited leisure and retail offer - little to attract shoppers
- Impact of heavy through traffic on condition of historic buildings;
- Poor environment for pedestrians along Fore Street / High Street - narrow pavements and high traffic volumes
- Visual clutter (poles, signs, overhead wires)
- Some lanes and courts are in poor condition - bins clutter pavements and block access
- Lack of planting / greenery in places
- Poor frontage design

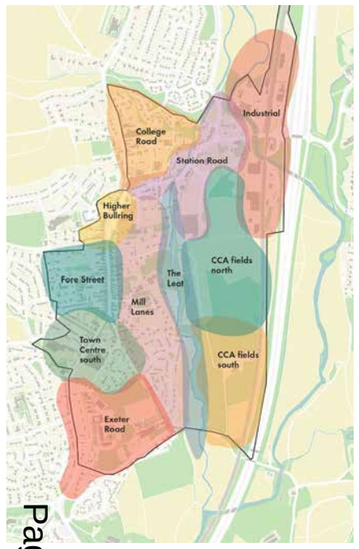
OPPORTUNITIES

- Identification as a Heritage Action Zone with associated funding for enhancement and regeneration.
- Planned residential expansion of Cullompton, bringing new demand and increased spending and an opportunity for heritage-led regeneration
- Construction of the relief road and associated reduction in traffic through the centre of the town.
- Other planned investments including the new railway station.
- Opportunity to transform the Higher Bullring into a high quality public space as well as opportunities to improve other public spaces
- Opportunities for an increase in public access into historic buildings, the restoration and repurposing of vacant buildings.
- Promoting the town's heritage including interpretation panels in historically significant locations.
- Covid-19 and a new focus on 'local' - working from home, shopping locally, importance of nearby green spaces, active travel etc.

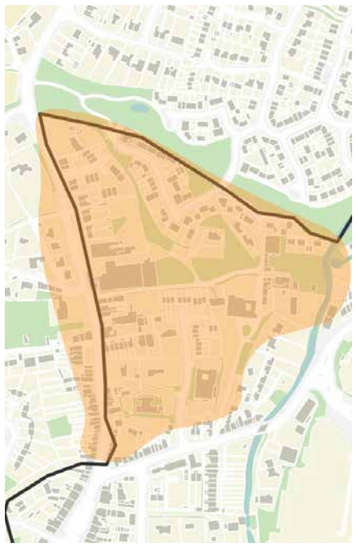
THREATS

- Incremental alterations e.g. inappropriate repairs / redecoration eroding the historic character and appearance of the conservation area
- Lack of investment in the fabric of buildings - extra cost of restoring heritage buildings mean landlords are reluctant to invest
- Low landlord investments in shopfronts
- Changes in the nature of retail
- Possible Covid-19 harmful impacts on local businesses, residents and broader investment opportunities

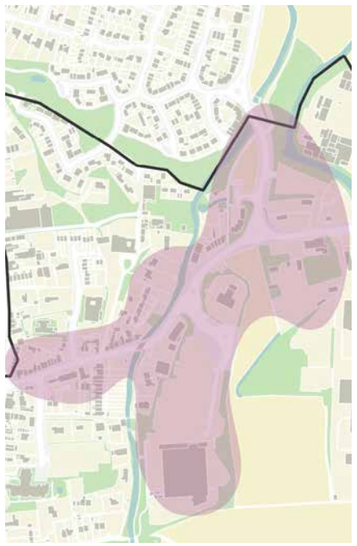
5.5 Character areas



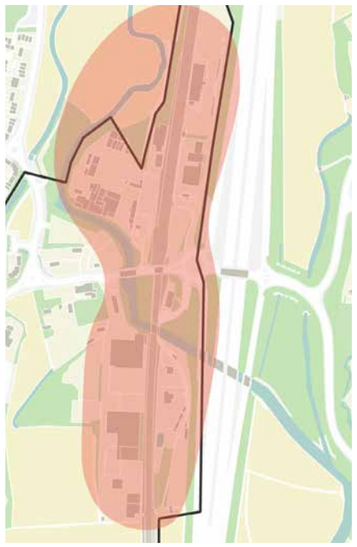
College Road



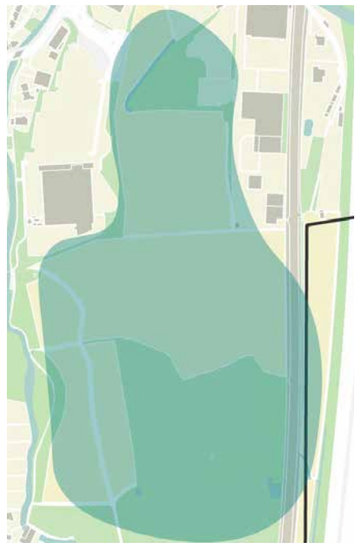
Station Road



Industry



CCA Fields North



Higher Bullring

5.5.1 Cullompton's character is diverse and extends beyond the conservation area and its designated heritage assets. To assist our understanding of heritage, the study area can be considered through several overlapping character areas. The boundaries are not definitive but have been drawn up on the basis of predominant land use, building type or historical associations.

5.5.2 To help inform the heritage strategy, we have considered what each area's key characteristics are, the main issues facing each area and the key objectives for heritage.

IMPORTANT CHARACTERISTICS

- Grade II Trotts Almshouses
- 19th century cottages and industry
- Historically Higher Street was the northern route out of town
- Almshouses prominent in views from the Bullring and Station Road
- Views towards St Andrew's Church

- Arrival point into Cullompton
- Historically important Weary Traveller pub
- Commercial area
- Improving pedestrian experience i.e more places to cross
- The leat is an important feature

KEY ISSUES

- Traffic dominated environment along Willand Road
- Narrow pavements and few crossing points along this stretch
- Incremental changes to buildings - loss of historic features, proliferation of satellite dishes and other accretions

- Traffic and highways dominated - poor pedestrian experience
- Access to the river limited and setting could be improved
- Visually prominent commercial buildings
- Large car parking areas

OBJECTIVES FOR HERITAGE

- To protect and enhance the Grade II listed almshouses and their setting
- To reduce the impact of through traffic
- To improve the pedestrian experience - introduce crossings and planting etc.

- Improving the arrival experience into town - role of historic buildings in strengthening identity of the town
- Improving pedestrian accessibility and experience i.e more places to cross
- Open up access and improve environment along the leat

- Arrival point into Cullompton
- Mainly industrial and commercial uses alongside the railway line
- River Culm a key characteristic

- Open, green character
- Tree lined footpaths
- Informal and meadow like
- Views to the parish church and other parts of the town
- Maintained by The Cullompton Community Association

- Principal open space in the town centre
- Its widened form indicating its long history and function as a market place
- Trees make an important contribution
- Listed war memorial provide civic role
- Large, historic properties front the space including several listed buildings that retain their historic features / materials e.g windows

- Disconnected from the heart of town
- Impact of junction 28 improvements and construction of relief road

- Footpath surfacing
- Littering and dog fouling

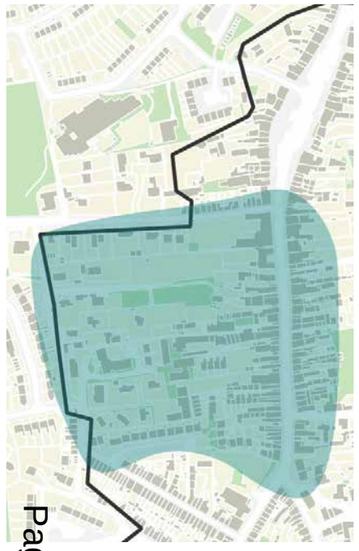
- Through traffic has a negative impact on historic fabric and environment
- Low quality public realm in places
- Loss of historic features and materials
- Potential vacancy issues

- Reopening of railway station
- Retaining and enhancing historic industrial buildings and promoting mix of uses including industry
- Improving the arrival experience into town - role of historic buildings in strengthening identity of the town
- Improving pedestrian experience i.e more places to cross
- Opportunities for improved public access and environmental enhancements along the River Culm to be explored

- Capitalise on the construction of the relief road to raise the quality of the open space and connections to and from it

- Establish a new focal point for the town through the creation of a public space for events and other activities and to improve the setting of the historic buildings
- Review opportunities to repurpose and refurbish old buildings for new uses or to support existing uses better
- Seek to improve the pedestrian environment through planting, crossings and reduced traffic

Fore Street



IMPORTANT CHARACTERISTICS

- Main historic street through town
- Concentration of Cullompton's oldest and most notable buildings (most 19th C)
- Varied and eclectic architectural styles
- Historic lanes and courts leading off
- Listed buildings including Walronds and the Manor House Hotel

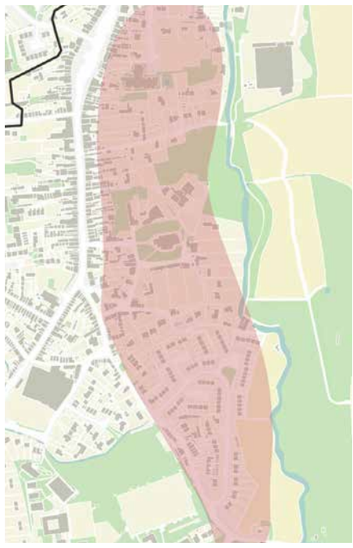
KEY ISSUES

- Impact of through traffic on condition of historic buildings
- Poor pedestrian environment - narrow / uneven pavements
- Unsympathetic alterations to buildings
- Vacant and neglected buildings
- Lack of greenery
- Shopfront signage detracts in places

OBJECTIVES FOR HERITAGE

- To bring vacant buildings into reuse
- To protect buildings from further deterioration and loss of original features
- To improve the appearance of buildings through shop-front improvement schemes
- Protect and reinstate original shopfronts

Mill Lanes

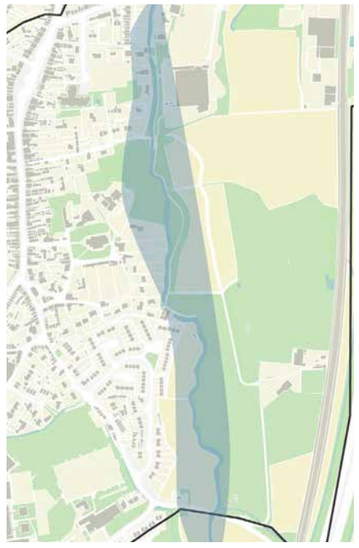


- Courts and lanes that thread from the west side of High Street and Fore Street
- High walls and curving streets
- St Andrew's Church and views to it
- Tranquil enclave around the parish church with its stone boundary walls and cluster of listed houses is particularly special

- Incremental changes and accretions

- To promote this area as a focal point for heritage in the town
- Review opportunities for an increase in public access into historic buildings
- To promote routes through to the leat from the town centre

The Leat

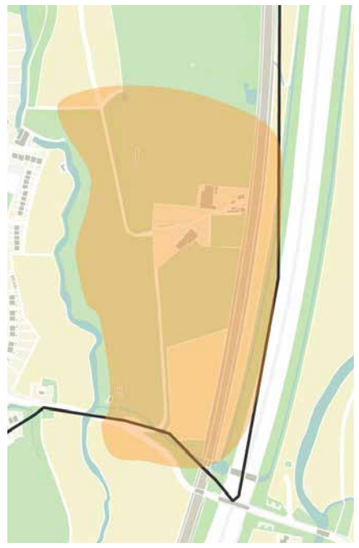


- Historic landscape feature important to the town's growth - stream provided water power for three mills
- Natural, wooded and enclosed feel
- Mature trees and planting on either side
- Well used footpath on its eastern bank connected by bridges to the lanes behind High Street

- Improved connections with the town
- Bank subsidence
- Upgrade / maintenance of bridges
- Littering and dog fouling

- Increase awareness of the Leat and the important role it has played in shaping Cullompton's heritage
- Improve accessibility along and connections to it from the town
- To increase wildlife benefits along it
- Review opportunities to ensure long term maintenance and management of the leat
- Review opportunities to reinstate heritage, including iron footbridge over Leat?

CCA Fields South

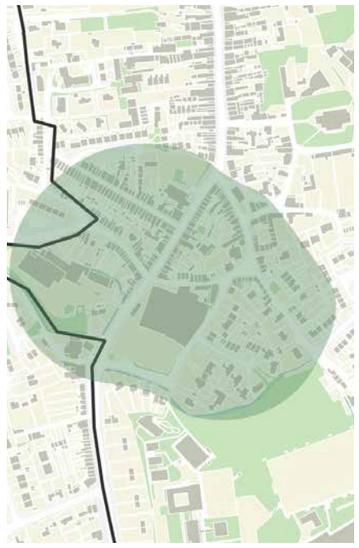


- Open and green character
- Views to the parish church and other parts of the town
- Sports pitches and enclosed children's play area
- Maintained by The Cullompton Community Association
- Tree lined footpaths

- Footpath surfacing
- Littering and dog fouling

- Capitalise on the construction of the relief road to raise the quality of the open space and connections to and from it

Town Centre South

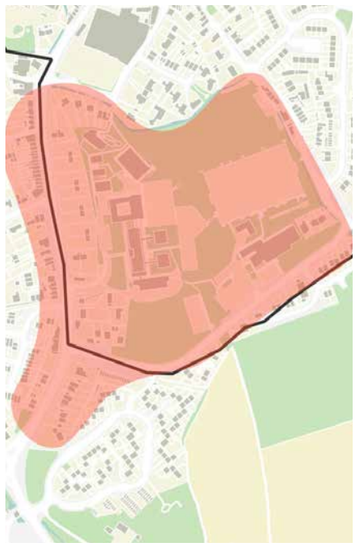


- Historic route through town
- Hayridge Centre a key community asset
- New Road a historically important terrace street of former mill workers cottages
- Cockpit Hill and Pound Square include several houses of interest as well as traces of industrial activity
- Views to the parish church

- Some cottages in poor condition - lack of maintenance / loss of features and materials / accretions e.g. satellite dishes
- Low quality infill development in places
- Traffic along Exeter Hill and cars / parking dominates in streets around

- To protect buildings from further deterioration and loss of original features
- To celebrate this area's history as former housing for mill workers

Exeter Road



- Architecturally diffuse area at southern edge of the conservation area
- Threshold to the town centre
- Includes Cullompton Community College and the sports centre
- Views to the parish church
- Green verges along Exeter Road

- Some houses in poor condition - poor maintenance / loss of features and materials / accretions e.g. satellite dishes

- Protect the historic properties in the area
- Improve the arrival experience from Exeter Road to the High Street

5.6 Benefits of heritage

5.6.1 There is a body of evidence that supports the case for investment in heritage. Recent findings have been summarised by Historic England. On average, £1 of public expenditure on heritage-led regeneration generates £1.60 additional economic activity over a ten-year period (Heritage Counts 2017). Furthermore, research shows that taking care of heritage also brings wider social, cultural, economic and environmental benefits for local communities:

"The historic environment provides a sense of authenticity, beauty and distinctiveness. This attracts people, businesses and investment, and can provide places with their competitive advantage. Using the historic environment as an asset, and giving it new life, has also been one of the cornerstones of the economic and social revival of our towns and cities" (Heritage Works, 2017).

Regeneration and sustainable growth

5.6.2 Taking care of Cullompton's heritage can help to secure investment from public, private and charitable sectors which will bring wider benefits to the town. Findings by Historic England show that for businesses, the historic environment is as important in deciding where to locate as road access (Heritage Counts, 2010). Investors can have confidence because historic assets are well integrated into the townscape and already highly valued. Promoting an active role for heritage in regeneration will help realise other cultural and economic benefits by reinforcing the sense of place and identity of Cullompton. Furthermore, the re-use of existing buildings is often the most sustainable way to develop (Heritage Works, 2013).

5.6.3 Heritage funding can be paired with existing resources and funding streams to boost the benefits of heritage-led regeneration. The recent funding awarded by Historic England as part of the High Streets Heritage Action Zone project is an opportunity for this.

Tourism

5.6.4 England's heritage attractions play a major role in generating millions of domestic day and overnight trips. 3/4 of adults in England visited a heritage site at least once in 2017/2018. 34% of domestic tourists stated being able to visit a historic building or monument as their 'sole reason' or a 'very important reason' why they took their domestic holiday or short break. This increases to two thirds for day visitors. (Heritage Counts 2019).

5.6.5 In 2015, tourists spent £101 million in Mid Devon supporting the local economy (Mid Devon Visitor Survey 2016). The district attracted approximately 212,000 staying visits and 1.59 million day visits. Results from the visitor survey (2016) reveal that most visitors intended to visit Tiverton (40%), whereas only 8% intended to visit Cullompton.

5.6.6 Positioned just off the M5, Cullompton is well placed to receive visitors en-route to the south west. There is a real opportunity to capitalise on its strategic location and diverse heritage to provide an enhanced cultural, shopping and recreational offer. This would be as a destination in its own right as well as to encourage those stopping en-route to spend more time in the town.

Shopping

Cullompton's heritage provides a fantastic opportunity to raise the town's retail profile and ranking amongst other nearby centres. Shopping is no longer just about the shops - people are looking for a broader shopping experience. Heritage and culture, a distinct sense of place, spaces to dwell and a diverse dining offer can all contribute to an enjoyable leisure and retail experience that entice people into town. A town focused on heritage will draw people in and encourage them to explore more and stay for longer.

Culture and community

5.6.7 Heritage is a key aspect of Cullompton's cultural calendar. The Walronds is a great example of a repurposed historic building, now used for community events and activities.

5.6.8 The ability to share and participate in heritage is an essential ingredient of community cohesion, helping to reinforce identity in Cullompton. Regeneration of the historic environment benefits individual assets, the wider area around them and the communities which value and associate with them.

Health and social well-being

5.6.9 Involvement and enjoyment of the historic environment benefits our health. Access to the historic parks, gardens and other open spaces has significant benefits to our physical and mental health. Research shows how natural views can lower blood pressure and stress and improvements to the built environment have been shown to improve mental well-being (Benefits of Heritage, HLF, 2012). Attentive and inclusive quality design influences social behaviour, and can help reduce crime.

Education and employment

5.6.10 The historic environment provides students with the opportunity to learn about local heritage first-hand. Teaching young people about heritage can help students to develop a broader range of skills e.g. research and analysis, critical thinking and design, which can be applied more widely to the arts, culture and sciences. Heritage can also provide opportunities for important skills training in heritage renovation as part of further education programmes, as well as local employment opportunities. This can help to embed a high skills base in the local community to support high quality building work.

5.7 Partnerships

5.7.1 Delivering the heritage strategy depends on successful partnership working to help to regenerate, conserve and promote the historic environment.

5.7.2 Key partners include:

- Devon County Council
- Mid Devon District Council
- Cullompton Town Council
- Cullompton Town Team
- Representatives from the local business community and community organisations including The Hayridge Centre, Cullompton Community Centre, The Farmers Market, Cullompton Community Association, St Andrew's Church and other places of worship
- Art and cultural organisations including Cullompton Arts House, Walronds Preservation Trust and Cullompton History Group
- Schools and further education including Willowbank Primary School, St Andrew's Primary School, Cullompton Community College, adult education e.g. Learn Devon at the Hayridge Centre, youth clubs and youth activity groups
- National and regional partners including Historic England, Natural England

5.7.3 The Cullompton Town Centre Regeneration Partnership Group has been set up to help deliver projects as part of the HAZ scheme. Many stakeholders listed above are included in the partnership and have contributed a range of cash and non-cash contributions to help deliver the scheme.

5.8 A Strategy for change

Overarching vision for heritage

5.8.1 The vision for Cullompton's heritage is
To use the special qualities and historic character of Cullompton as the foundation for future change. To allow the town's heritage to shape a distinctive identity for the town - a place people are proud to call home and a welcoming place to visit.

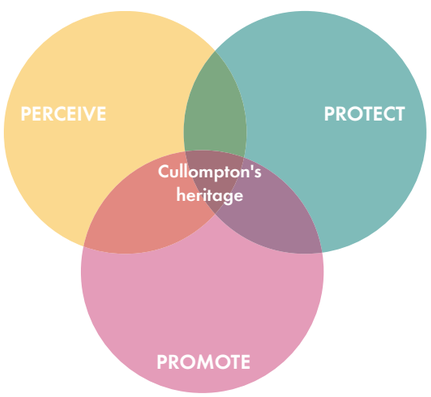
Aims

5.8.2 The strategy sets out three aims that will help to realise the vision. These are to:

Perceive - gather information to better understand Cullompton's past, its unique qualities and the existing condition of its historic environment
Protect - take care of Cullompton's heritage to prevent further deterioration of its buildings and to bring assets off the 'at risk' register

- **Promote** - celebrating Cullompton's heritage and raising awareness through public realm enhancements, wayfaring strategies and promotional activities e.g. interpretation boards / online presence.

5.8.3 For each aim are a set of objectives and required actions. Underneath each objective is an indication of where in the town the objective applies to and whose responsibility it is. A sense of priority is also given to help inform delivery of the strategy.



Aim 1 - PERCEIVE

5.8.4 Cullompton's heritage has many layers. It is apparent through the 'seen' - the medieval street pattern, old buildings and historic materials and features. It is also glimpsed through the more hidden - street signs alluding to past activities or uses, the social history told through stories and old photographs, or the sense of place informed by the historic valley landscape.

5.8.5 Different people relate to, and appreciate history in different ways. Understanding this is essential for improving the historic environment. Cullompton's history is also always evolving - new stories are being told as the town responds to changing trends. Actions to manage Cullompton's heritage must be rooted in a thorough understanding of the town's history, the current condition of buildings, the challenges the town faces relating to heritage, and the contribution heritage can make to the local community, economy and environment. Managing Cullompton's heritage requires a strategic approach which is evidence-led.

Heritage assets in town

Objective A
Grow our understanding of Cullompton's unique past

5.8.6 The District Council is working proactively with Cullompton Town Council, voluntary groups and local residents to develop its understanding of Cullompton's past and to improve its evidence base for managing its heritage. Interested groups and individuals provide a vital resource for fieldwork and research, filling gaps in knowledge about topics such as vernacular buildings, archaeology, the town's cultural history and its past industries. Having a deeper and more nuanced understanding of the town's heritage will provide a sensitive and effective response to promoting Cullompton as a heritage and cultural destination. The Devon Heritage Centre and Town Hall contains a wealth of information including history books, old maps, photographs, registers and directories that provide a useful resource to grow understanding.

5.8.7 The project to record the history of the cloth trade in the town, as well as the town council's archive project to collect and document significant items from Cullompton's past are great actions already taken that demonstrate a proactiveness to explore the town's heritage. Similarly, the project to expand the oral histories library that allows individuals to learn about the past from long-standing residents of Cullompton and the project to add to the existing local history books that explain the importance of Cullompton's architectural and social heritage.

Key actions

- Pioneer a research project with local primary schools to investigate local history. This could be combined with the oral histories library - young people could interview older residents about their experiences.

Where? Town wide

Priority Medium

Objective B
Understand the role of heritage in town life and the challenges and opportunities it brings to different stakeholders

5.8.8 Integral to the strategy is developing our understanding of the role heritage currently plays in town life - the benefits, challenges and opportunities it brings to local residents, workers, students, business owners, landowners, community organisations and visitors. Establishing a baseline position will help to inform the management and promotion of Cullompton's heritage in the future.

Key actions

- Carry out a survey to understand how is heritage viewed and valued (including the perceived benefits, challenges and opportunities) by people who live, work and have a stake in the town. The survey should inform a review to identify potential opportunity for partnership working and co-operative solutions to any heritage challenges.

Where?
Town wide

Priority
Medium

Aim 2 - PROTECT

5.8.9 Cullompton's heritage is at risk. The conservation area is on Historic England's Heritage at Risk register and is deteriorating. Unsympathetic developments, poorly maintained buildings and inappropriate alterations and extensions are contributing to the decline of character in the conservation area. Much of the historic fabric is in a fragile condition and in need of investment. The traffic, as well as the erosion of character and appearance (including Permitted Development works and unauthorised works), and the decreasing vitality and viability (empty shops, changing shopping habits) are issues that continue to have a negative impact on the town.

5.8.10 There have been some clear conservation successes since 2009, especially the restoration of the Walronds and the rescue of the Merchant's House, both former buildings at risk. The garden at Walronds is now an enjoyable community resource. The Community Centre by the church and the Hayridge Centre have also been positive moves.

5.8.11 The second aim of the historic strategy seeks to build on these heritage successes, seeking to remove the conservation area, Roman fort and camp and historic buildings off the 'heritage at risk' register where there is the ability to do so. It also seeks to strengthen the protection for all designated and undesignated heritage assets in the town. To do this, a combination of up-to-date management guidance and on-the-ground interventions that prioritise the most vulnerable assets are necessary.

Objective C
Update and strengthen guidance to manage Cullompton's heritage

5.8.12 Appraisals of conservation areas are undertaken to ensure a positive management of change to the historic environment which is sustainable and which protects the special character of the conservation area. Local authorities are legally obliged to review their conservation areas from time to time and the Historic England Advice Note 1 (2016) underlines the importance of regular review of Conservation Area appraisals and management plans.

5.8.13 A review of the existing conservation area appraisal and management plan is currently being undertaken. It will include clear deliverable objectives to help ensure a sustainable future for Cullompton's heritage is delivered.

Key actions

- Review Local Assets Heritage Register and make recommendations for listing
- Review the Buildings at Risk register and seek to develop a strategy for individual buildings to ensure their removal from the register

Where?

Conservation area and its boundaries

Priority

High

Objective D
Bring vacant old buildings into use

5.8.14 The National Planning Policy Guidance (para 3) states that generally the risks of neglect and decay for historic buildings are best addressed through ensuring that they remain valued and in active use that is consistent with their conservation. This may require sympathetic changes from time to time. Whilst vacancy rates in Cullompton are lower than the national average (7% in August 2019), there are buildings at risk of further degradation because of their vacancy. The Council undertook a detailed inspection of all properties in Fore Street and found that 9% of residential properties were vacant. Buildings like the Old Tannery and the Post Office sorting office on Fore Street are examples of buildings that should be protected through reuse.

5.8.15 Bringing vacant buildings back into use, including encouraging homes above shops, can not only improve the historic fabric but also help to bring vibrancy and activity into the town and support evening uses.

Key actions

- Seek to bring vacant buildings back into use to provide new commercial and /or community space.
- Seek opportunities for a permanent venue for the Cullompton Arts House.
- Explore opportunities to fund community initiatives and pop-up shops that might temporarily enhance vacant units.
- Seek to encourage homes above shops through preparation of guidance, engagement with owners and identification of funding opportunities.

Where?

Fore Street, High Street

Priority

High

Objective E
Refurbish stand-out buildings

5.8.16 Refurbishing the town's most outstanding buildings is essential for protecting the historic integrity of the town and for allowing Cullompton's unique identity to shine through. Cullompton has 4 high status listed buildings, all of which are, or have been on the 'Heritage at Risk' register. There are a further 22 Grade II listed buildings in the HAZ area, many of which are in a bad state of repair.

5.8.17 The refurbishment of the Grade I listed Walronds and the creation of a public garden sets an example for how taking care of exceptional buildings can have wider benefits for the town. The building now provides a multifunctional space for a variety of different activities and uses and is a hub for the community.

Key actions

- Within the HAZ area set out a strategy for prioritising historic buildings for refurbishment. Action should be directed at buildings most 'at risk', those in poorest condition and with the potential to contribute to the town centre if refurbished.

Where?

Fore Street, High Street, Church Street

Priority

Medium

Objective F
Improve the condition of Cullompton's historic lanes and courts

5.8.18 A special feature of the town are the lanes, courts and passages leading off from the High Street / Fore Street. The court areas to the rear of the Fore Street buildings reflect the boundaries of the old burgage plots and are therefore important to the historic integrity of the town. They vary in their character - some are open, others run through a covered passage. Some are private and widen into courtyards flanked by residential or workshop units. Others are accessible to the public and provide intimate walking routes, connecting the centre of town with the CCA fields and the residential areas on either side.

5.8.19 They also vary in their condition - there is not a consistent palette of surfacing materials and some are cluttered by bins and modern traffic signage. Many of the residential properties along these routes are in need of maintenance. There is an opportunity to improve the environment of these lanes and to restore a consistent and sympathetic design to the entrance ways which value their historic significance.

Key actions

- Seek opportunities with key stakeholders including landowners and businesses to develop a public realm strategy that will consider surfacing, materials, signage, bin management, visual vistas and wayfinding.
- Explore opportunities to create new and refurbished homes and work spaces in the historic courts and lanes that radiate off the high street.

Where? Lanes and courts off Fore Street

Priority Medium

Objective G
Enhance Fore Street and improve the condition of its buildings

5.8.20 Cullompton has suffered over the years from heavy traffic that congests the centre of town. The traffic has worsened the condition of the historic properties that front Fore Street, causing structural and decorative damage. The heavy vehicles, noise and exhaust fumes detract from the general setting of the town and have worsened air quality. The construction of the relief road presents an opportunity to carry out works to enhance the environment for the pedestrian, cycle and business communities. In so doing, the town centre will become a more inclusive, healthier and safer environment.

5.8.21 It will also help to protect historic properties from further damage. The Council undertook an inspection of all properties in Fore Street and found that 38% were in poor condition due to damp, fire risk, poor repairs and hazardous stairs. The objective seeks to improve the condition of buildings by working with property owners and funding partners. Similarly, the grant scheme support through the Heritage Action Zone programme to support property owners along Fore Street to repair and refurbish buildings.

Key actions

- Seek to transform the character and function of the high street including a review of traffic flows and pavement widths following the construction of the Relief Road
- Undertake a detailed survey of the condition of all high and medium priority buildings

Where? Fore Street

Priority High

Objective H
Protect the Roman forts and camps at St. Andrew's Hill

5.8.22 Cullompton's heritage extends back to Roman times; the town was once home to two Roman forts which served as permanent bases for auxiliary units of the Roman Army. Remains of two Roman camps have also been recorded at St. Andrew's Hill. The Scheduled Monument is of national importance but is currently included on Historic England's Heritage at Risk register. The register states that the monument has extensive significant problems and its condition is declining. It is particularly vulnerable to arable plouging and needs protecting.

Key actions

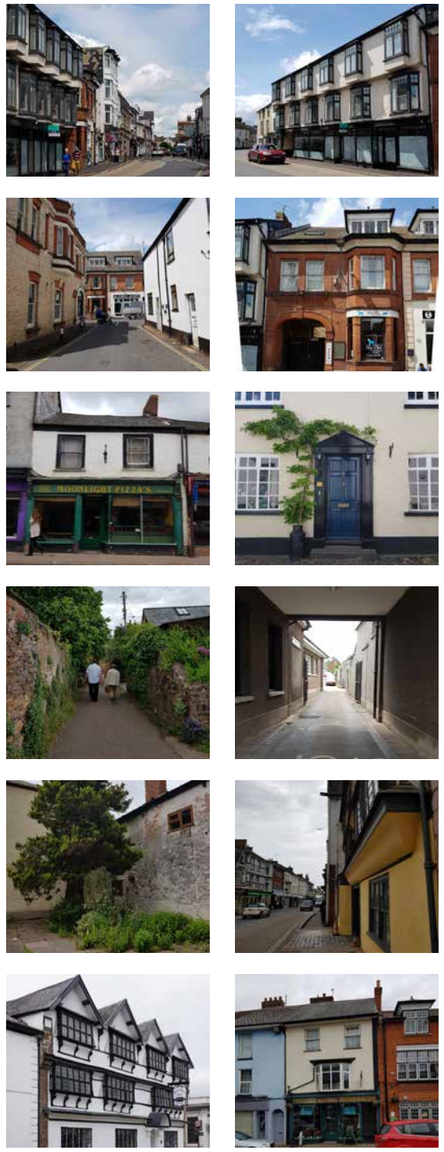
- Explore potential sources of grant aid to restore the condition of the Scheduled Monument whilst also delivering on other environmental objectives
- Explore the role of Historic England Management Agreements, Monument Management Schemes and Heritage Partnership Agreements in helping to improve the condition of the site

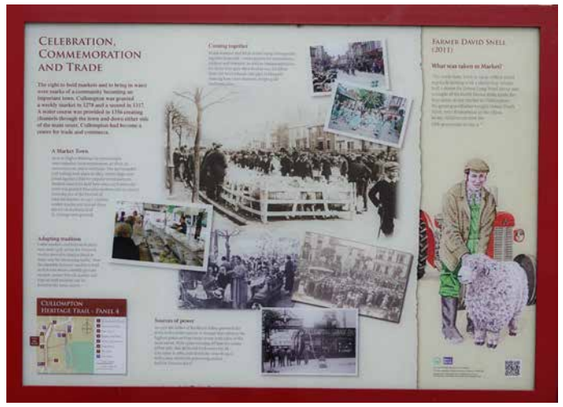
Where?

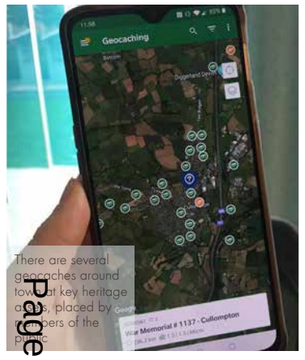
St. Andrew's Hill, northwest Cullompton

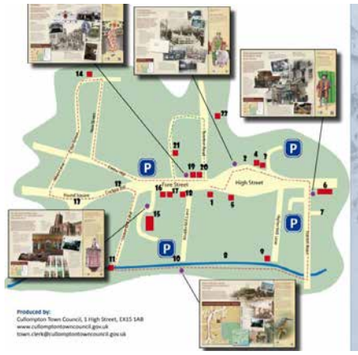
Priority

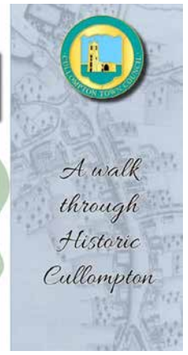
High

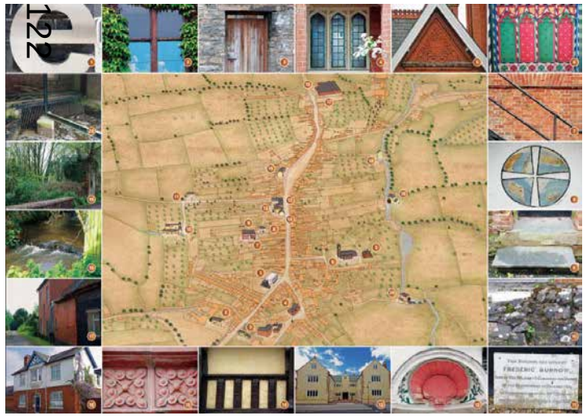


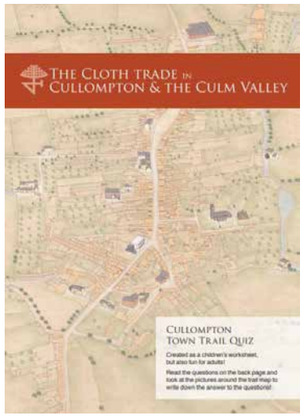


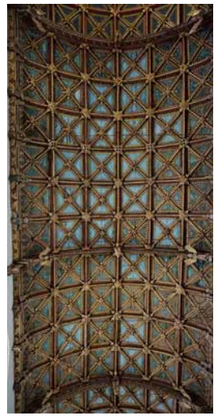










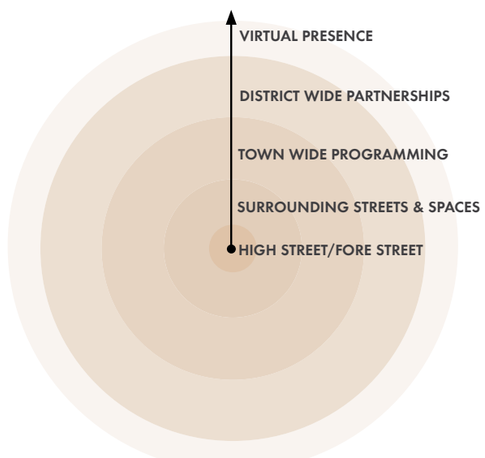


There is an opportunity to build on the successful projects and activities happening around Cullompton to promote its heritage and inform people about what's happening in town

Aim 3 - PROMOTE

5.8.23 The Nobel Prize winning economist, Robert Merton Solow said in 1987 that *"over the long term, places with strong, distinctive identities are more likely to prosper than places without them. Every place must identify its strongest, most distinctive features and develop them or run the risk of being all things to all persons and nothing special to any."* Promoting Cullompton's heritage will strengthen the local distinctiveness of the town, increase pride among residents and draw visitors in. The strategy seeks to celebrate heritage through improving the setting of heritage assets (e.g. public realm enhancements) in the town centre, increasing awareness of heritage in Cullompton's surrounding streets and spaces, and events and programming to raise the profile of the town's distinct heritage. The strategy also encourages strengthening links with other historic and cultural assets in the District.

5.8.24 The objectives build on what is already happening in the town. Cullompton has an established record of heritage projects. The project to record the history of the cloth trade culminated in the Culm Valley & Cullompton cloth trade heritage trail as well as the installation of heritage interpretation boards around the town which have proved popular and have made heritage more visible. The restoration of the Walronds has raised the profile of Cullompton's heritage.



Objective I: Improve the setting and appearance of historic buildings along Fore Street and in the Bullring.

5.8.25 Enhancements to the public realm will help to create a high quality and attractive environment that is locally distinctive to Cullompton and which showcases the town centre's outstanding historic buildings along this key route.

Key actions

- Seek to commission design work and create a flexible public space at the Bullring for activities and events. A vision for the space should be developed in collaboration with local businesses and landowners and should identify and sustain the significance of the Bullring and the value of its public realm features where they contribute to the quality or identity of Cullompton. Enhancement works should respond positively to its historic context by considering aspects like surfacing, materials, street furniture and accessibility requirements.
- Seek to develop a public realm and movement strategy for Fore Street in consultation with key stakeholders.
- Offer a shop front improvement grant scheme for commercial properties in the conservation area.
- Offer a structural and historic reinstatement grant scheme for the restoration of historic features on those properties within Fore Street.
- Prepare shop front guidance.

Where?

Bullring, High Street, Fore Street

Priority

Medium

Objective J: Increase awareness of heritage in Cullompton's surrounding streets and spaces

5.8.26 This objective seeks to showcase the town's heritage at key points in the town centre which have a story to tell. Key buildings, community services, attractions, and public areas should be well signposted and easy to get to. New development should reveal the significance of heritage through improving the setting of old buildings or public realm enhancements.

Key actions

- Seek to prepare an updated set of interpretation panels for the town in consultation with local stakeholders. To include the leat, old mill buildings and the CCA fields as well as places with an important social history.
- Seek to establish a wayfinding, wayfaring and public art strategy to improve arrival points into the town.
- Explore opportunities for a tourist information centre in the town centre.
- Explore the opportunity to illuminate heritage assets either as a permanent feature or as part of a wider events
- Explore opportunities on-line such as the Geocaching app.
- Look at techniques to encourage visitors to 'stumble upon' hidden gems whilst learning more about the town's heritage
- Seek to create a marketing strategy (online and leaflets) which sets out an agreed and consistent message in consultation with stakeholders

Where? At historic sites and locations across the town and at arrival points into the town.

Priority Medium

Objective K: Raise the profile of Cullompton's distinct heritage through programming and events

5.8.27 The town already has a great reputation for holding successful spring and autumn festivals, celebrating artisan crafts, art and culture, local food and produce, as well as a variety of other events throughout the year. Historic buildings such as the Walronds open their house and gardens to celebrate these town events and organisations like the Farmer's Market help grow them. This is to both showcase what Cullompton and the Culm Valley has to offer as well as supporting local businesses and organisations. There is an opportunity to grow these events to highlight Cullompton's unique offer.

Key actions

- Continue to work with local businesses and community groups to expand the cultural programme of day and evening events focused on food and the arts
- Explore opportunities to open up historic assets to visitors as part of these events, or on a more regular basis
- Explore opportunities such a pop-up museum featuring some of the archival materials held at the town hall and else where
- Integrate relevant historical information into the marketing strategy (outlined in Objective J) to ensure the profile of Cullompton's distinct heritage is championed.

Where?

Town-wide

Priority

Low-Medium

Objective L: Strengthen links with other historic and cultural assets in the District

5.8.28 The town is nearby to some outstanding historic attractions, countryside and local heritage, including Killerton House, the Blackdown Hills AONB and Coldharbour Mill. Cullompton should look to strengthen its links with these assets, through partnerships and joined up working, as well as seeking opportunities to improve and promote walking and cycling connections to the countryside.

Key actions

- Explore possible partnerships with other organisations further afield such as Killerton House and Coldharbour Manor and coordinate District wide events, activities and learning
- Explore opportunities to create new links into the countryside on foot or by bike and to better promote Cullompton's setting within a historic and attractive natural landscape.
- Consider incorporating these elements into the marketing strategy outlined in Objective J.

Where?

District-wide

Priority

Low - Medium

Figure 65 **Connections to the countryside and nearby heritage attractions**

- **Protect St Andrew's Hill monument**
- **Fore Street building and public realm improvements**
- **Enhanced public space at Bullring & building improvements**
- **Stand out buildings - Grade I**
- **Stand out buildings - Grade II***
- **Other listed buildings**
- **Improve laneways:**
  - High priority for improvement (based on current condition and future potential)
  - Medium priority for improvement
  - Low priority for improvement
- **Repurposing vacant buildings**
- **Key areas for awareness raising**
- **Promoting links out to countryside and other historic assets**
- **Conservation area and HAZ zone**

Figure 66 **Zoom in of heritage strategy**

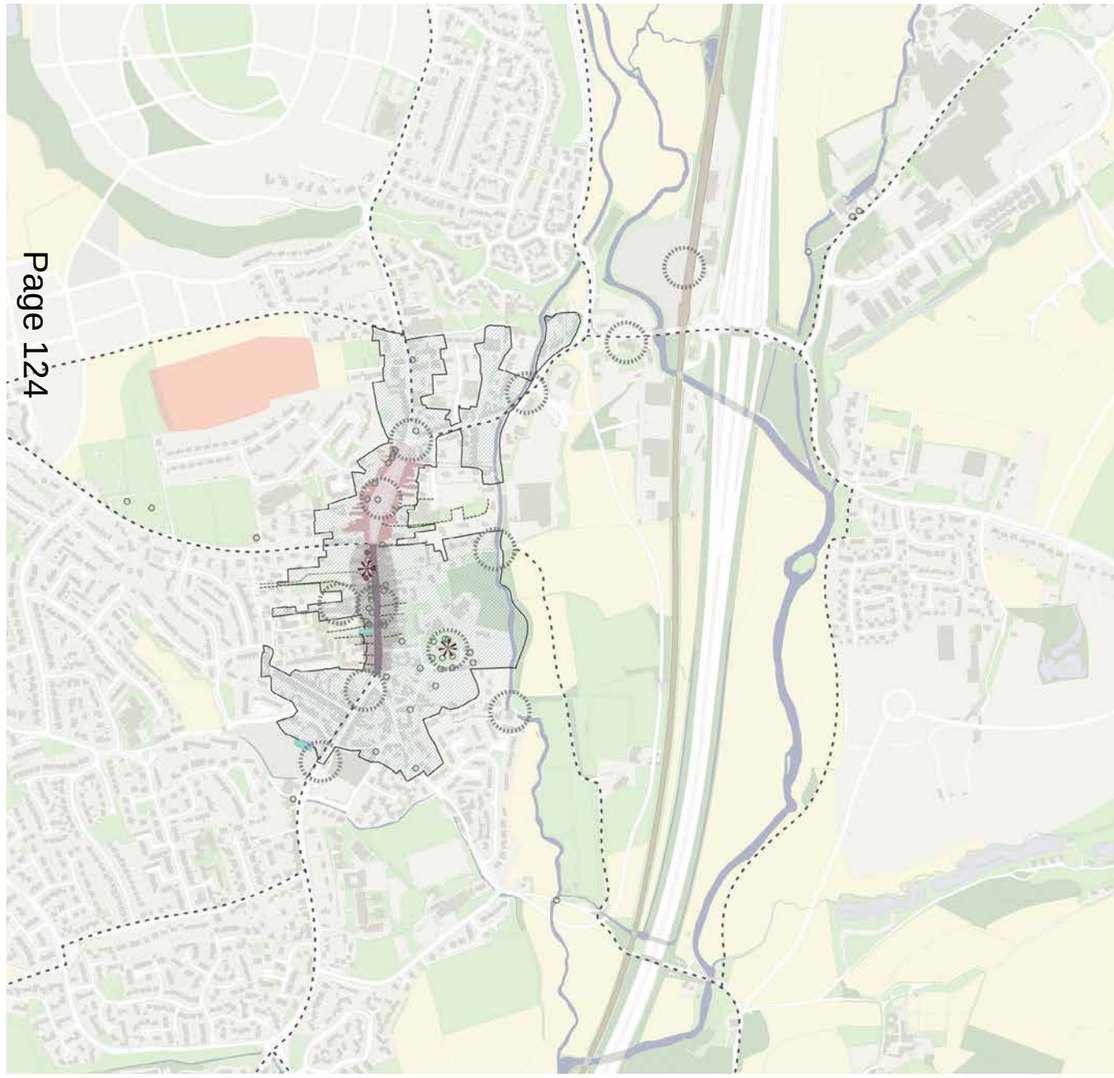


Figure 67 **Heritage Strategy**

Inside St Andrew's Church

6 Delivery, Monitoring and Review

6.9.1 The Cullompton Town Centre Masterplan provides a clear vision and set of objectives to guide the implementation of a set of key opportunity sites, public realm improvements and smaller scale projects which will work together to transform the town centre of Cullompton. The success of those projects will depend on continued partnership working to secure the delivery of high quality and sustainable interventions in a timely manner.

6.9.2 The masterplan has been structured such that individual projects can be implemented whilst recognising the importance of securing consistency in approach, quality and co-ordination between each project in accordance with this masterplan. This allows for a comprehensive approach to the delivery of development. It is important that these projects relate well and inform other strategic activities in the area such as Culm Garden Village and major infrastructure schemes.

6.9.3 A Delivery Action Plan will form an addendum to this masterplan and is currently under development. This would set out a time scale for interventions and delivery mechanisms.

6.9.4 The masterplan aims to set a basis for a high quality town centre and as such inform future planning applications. This will support a town centre that is underpinned by greener, healthier, connected and accessible green spaces, buildings and streets that seeks to lower the impact of carbon.

6.9.5 Monitoring will be an integral part of regeneration plans for the town. This will include monitoring of delivery of masterplan outputs and also tracking progress towards masterplan objectives. The delivery action plan will be subject to regular review in order to monitor progress towards critical success factors such as town centre footfall, vacancy rates along with quality review of heritage enhancements.

Photos around Cullompton

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Allies and Morrison Urban Practitioners accepts no responsibility for comments made by members of the community which have been reflected in this report.

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Appendix 2

Draft Mid Devon Cullompton Town Centre Masterplan

Habitat Regulations Assessment Screening Report

April 2021

1.0 Cullompton Town Centre Masterplan Supplementary Planning Document

Purpose, scope and content

1.1 The Cullompton Town Centre Masterplan will set out the relationship between Mid Devon District Council (MDDC) planning policy and guidance whilst identifying its purpose as bridging the gap between high level policy aspirations and delivery on the ground. This is to ensure that future investment supports and regenerates Cullompton town centre in a co-ordinated manner.

1.2 The Draft Cullompton Town Centre Masterplan is set out in 6 Chapters. A brief description of each part is provided below:

Introduction:	Sets out the role of the Masterplan, project process and engagement undertaken
Context:	Sets out the context of the town with a summary of issues and opportunities
Vision & Objectives:	Sets out emerging themes and objectives within a spatial framework
Masterplan:	Provides an overview with a review of specific topic areas
Heritage Strategy:	Sets out Cullompton's historic significance with a review of public realm improvements, governance and delivery
Delivery Guidance	Provides a review of the interdependencies, phasing and funding opportunities

Relationship with the National Planning Policy

1.3 The National Planning Policy Framework (2019), in Chapter 7 'Ensuring the vitality of town centres' sets out that *"Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation"* (paragraph 85, NPPF). Policy S11, Cullompton of the Adopted Mid Devon Local Plan 2013-2033 is consistent with the National Planning Policy Framework. It identifies Cullompton as a fast growing market town with a strategic role in the hierarchy of settlements in Mid Devon. Cullompton is identified as an area for growth, being well located and supported by infrastructure and facilities. Policy S11 is consistent with the National Planning Policy Framework; outlining opportunities by existing or planned investment in infrastructure, the town's economic potential and the scope for net environmental gains. The Cullompton Town Centre Masterplan will guide town centre development opportunities to ensure the community has sufficient access to services and employment opportunities as well as setting out clear expectations for the quality of development.

Relationship with the Mid Devon Local Plan

1.4 The Mid Devon Local Plan 2013-2033 was adopted July 2020. It was examined by an Inspector appointed by the Planning Inspectorate and was subject to main modifications.

1.5 Applications for development must be determined in accordance with the Development Plan unless material considerations indicate otherwise as required by section 38(6) of the Town and Country Planning Act 1990 (as amended).

1.6 Local Plan Policy S11, Cullompton, provides the policy baseline for the more detailed guidance included in Cullompton Town Centre Masterplan :

Policy S11

Cullompton

Cullompton will develop as a fast growing market town with a strategic role in the hierarchy of settlements in Mid Devon. The town will become the strategic focus of new development reflecting its accessibility, economic potential and environmental capacity. This strategy will improve access to housing through urban extensions and expanded employment opportunities. There will be significant improvements to the town's infrastructure and connectivity, including the reopening of the railway station, and improved services for its population and nearby rural areas. Proposals will provide for approximately 3,930 dwellings, of which 1,100 will be affordable, and 73,500 gross square metres of commercial floor space over the plan period.

The Council will guide high quality development and other investment to:

a) Make any necessary strategic mitigations to maintain highway capacity, safety, integrity, and sustainability including the M5 and local highway network in conjunction with current and relevant infrastructure plans;
b) Promote further public transport improvements within Cullompton and to other urban centres (particularly Tiverton and Exeter) and improved access to the rail network by the reopening of Cullompton Railway Station;
c) Continue measures to support the implementation of the Cullompton Air Quality Action Plan including the construction of new highway links to relieve the town centre and enhanced walking and cycling opportunities around the town;
d) Manage the town centre so that economic regeneration and heritage reinforce each other by promoting new homes, shops, leisure, offices and other key town centre uses which are well designed and contribute to vitality and viability;
e) Provide community infrastructure such as education and enhanced open space to support new development proposals;
f) Enhance the tourism and visitor role of the town and surrounding area; and
g) Support measures to reduce flood risk within Cullompton and make provision for green infrastructure.

1.7 During the preparation of the Cullompton Town Centre Masterplan the Council has also applied the following policies from the Adopted Mid Devon Local Plan 2013-2033 in addition to policy S11:

- S1 - sustainable development priorities
- S2 - amount and distribution of development
- S6 employment
- S7 town centres
- S9 environment
- DM1 high quality design
- DM14 town centre development
- DM15 development outside town centres, and

- DM25 development affecting heritage assets.

1.8 The Adopted Mid Devon Local Plan 2013 – 2033 has been subject to a Sustainability Appraisal (SA), which has incorporated a Strategic Environmental Assessment (SEA). It has also been subject to a Habitat Regulations Assessment. Both the HRA and SEA of the Adopted Mid Devon Local Plan concluded that the policies within the Adopted Mid Devon Local Plan will not have adverse effects on the integrity of European sites (Habitats sites), either alone or in-combination with other plans or projects.

Status of the Cullompton Town Centre Masterplan

1.9 The Cullompton Town Centre Masterplan will not be part of the development plan and does not introduce new planning policies into the development plan. It will, however, be capable of being a material consideration in determining planning applications.

2.0 Habitat Regulations Assessment

Habitat Regulations Assessment

2.1 A Habitat Regulations Assessment (HRA) refers to one of 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.

Screening

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 but 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.

2.5 The Cullompton Town Centre Masterplan has been 'screened' for the purposes of the Habitat Regulations Assessment (HRA) to assess whether it may affect the protected features of a 'habitats site' identified under the Conservation of Habitats and Species Regulations 2017 as amended and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended).

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
• East Devon Pebblebed Heaths • Culm Grasslands • South Dartmoor Woods • Holme Moor and Clean Moore • Dartmoor • Exmoor Heaths • Quants • Exmoor and Quantock Oakwoods	• Exe Estuary • East Devon Heaths	• Exe Estuary

3.3 In addition to these 11 sites, Natural England wrote to the Council on 30th March 2021 to advise on matters regarding development in relation to the Somerset Levels and Moors Ramsar Site, which it has pointed out will affect a very small part of Mid Devon district that falls within its catchment area. An indicative map for the catchment includes parts of the parishes of Clayhanger, Hockworthy, Holcombe Rogus and Culmstock and it is understood that Natural England is refining this map. The Somerset Levels and Moors are designated as a Special Protection Area (SPA) under the Habitat Regulations 2017 and listed as a Ramsar Site under the Ramsar Convention. While the SPA is designated for its international waterbird communities, the Ramsar site is designated for its internationally important features including the floristic and invertebrate diversity and species of its ditches, which is shared as a designated feature of the underpinning Sites of Special Scientific Interest (SSSIs). Natural England has advised that in light of the unfavourable condition of the Somerset Levels and Moors Ramsar site, before determining a planning application that may give rise to additional phosphates within the catchment, competent

authorities should undertake a Habitats Regulations Assessment proceeding to an appropriate assessment where a likely significant effect cannot be ruled out, even where the development contains pollution mitigation provisions. The development types affected include: additional residential units and commercial development; infrastructure that supports agricultural intensification; anaerobic digesters; and other developments that result in additional phosphates in the Somerset Levels and Moors catchment.

Potential Impacts on Habitats Site

3.4 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 Adopted Mid Devon Local Plan 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 was required to assess the Adopted Mid Devon Local Plan 2013-2033 as part of the HRA process.

4.2 A full HRA Report for the Adopted Mid Devon Local Plan 2013-2033 was undertaken in March 2015 (updated as an HRA Addenda (August 2016), updated again December 2016 and again October 2019). The full HRA Report for the Mid Devon Local Plan 2013-2033 concluded that the Adopted Local Plan 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. Main Modification to Policy S11 Cullompton during the Mid Devon Local Plan Review was found not to change the HRA findings that were reported as unlikely.

5.0 Cullompton Town Centre Masterplan HRA Screening

5.1 When taking into account the Mid Devon Local Plan Review 2013-2033 HRA screening, likely significant effects for the Cullompton Town Centre Masterplan on European Sites remain uncertain - relevant policies in the Adopted Mid Devon Local Plan being Policy S11 Cullompton, S1 sustainable development priorities, S2 amount and distribution of development, S6 employment, S7 town centres, S9 environment, DM1 high quality design, DM14 town centre development, DM15 development outside town centres, and DM25 development affecting heritage assets. The uncertainty remains even though the HRA for the Adopted Mid Devon Local Plan concluded that it is not likely to have adverse effects on the integrity of a European site (referred to in this report as a Habitat sites). This is also regardless that a number of policies in the Adopted Mid Devon Local Plan mitigate the potential impact of development at Cullompton; this because mitigation cannot be taken into account at the screening stage in-line with People Over Wind & Peter Sweetman v Coillte Teoranta C-323/17 Case. Whilst the Cullompton Town Centre Masterplan does not introduce new policies or proposals outside the scope of the Adopted Local Plan and

Cullompton town centre is located some distance from the nearest European sites, the Cullompton Town Centre Masterplan in-combination with other allocations identified in the Adopted Local Plan, in and around Cullompton, would result in fairly large-scale development which could affect European sites through increased pressure for recreation space and increased vehicle traffic with associated air quality. Non-physical disturbance from development (e.g. noise, vibration and light pollution) would not be expected as a result of development at Cullompton, due to the distance from European sites. However for the reason of potential impact identified through recreation pressure and air quality, in-line with the Local Plan Review HRA, it is not entirely possible to rule out with the possibility of some likely significant effects. Therefore an Appropriate Assessment has been undertaken as set out below.

6.0 Appropriate Assessment

6.1 The Adoption of the Mid Devon Local Plan 2013- 2033 has been subject to an HRA Appropriate Assessment and concluded that it 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 Cullompton Town Centre Masterplan does not introduce new policies or proposals outside the scope of the Adopted Mid Devon Local Plan 2013-2033. The Cullompton Town Centre Masterplan does not result in development itself but seeks to guide development in the masterplan study area. For the above reasons, the findings and results of the HRA for the Adopted Mid Devon Local Plan 2013-2033 are applicable for the Appropriate Assessment of the Cullompton Town Centre Masterplan .

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. These include, for example, 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 Adopted Mid Devon Local Plan 2013-2033 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 during the independent examination of the Mid Devon Local Plan (2013-2033). It concluded that the HRA for the Mid Devon Local Plan remain, that the Local Plan (taking into account the Proposed Main Modifications) was 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. The Main Modifications included CU11 Cullompton of the Adopted Mid Devon Local Plan 2013-2033. The HRA addendum found that the proposed Main Modifications to Policy CU11 did not change the HRA findings.

6.7 Therefore, it is concluded that the Cullompton Town Centre Masterplan 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 Adopted Mid Devon Local Plan 2013-2033 as having the potential to be affected by air pollution as a result of proposals in the Adopted Mid Devon Local Plan 2013-2033.

6.9 Nitrogen dioxides (NOx) are considered to be the key pollutants from traffic emissions. Deposition of nitrogen compounds may lead to both soil and freshwater acidification, and NOx 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 Adopted Local Plan 2013-2033 Appropriate Assessment included a transport model used to obtain traffic data for assessment year of 2033 i.e. the end of the Adopted Local Plan period, when all of the development in the Local Plan would 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 NOx 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 Adopted Mid Devon Local Plan 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 Adopted Local Plan, will also contribute to the mitigation of impacts on the SAC's qualifying features. It was concluded that the Adopted Mid Devon Local Plan 2013-2033 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 to the Mid Devon Local Plan 2013-2033 raised by the Planning Inspector. It concluded that the HRA for the Mid Devon Local Plan remained, that the Adopted Mid Devon Local Plan 2013-2033 was 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 the Adopted Mid Devon Local Plan 2013-2033 Policy S11 Cullompton, S1 sustainable development priorities, S2 amount and distribution of development, S6 employment, S7 town centres, S9 environment, DM1 high quality design, DM14 town centre development, DM15 development outside town centres and DM25 development affecting heritage assets. The HRA addendum found that the proposed Main Modifications to Policy CU11 did not change the HRA findings previously reported.

6.12 Therefore, it is concluded that the Cullompton Town Centre Masterplan 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 considered 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 Cullompton Town Centre Masterplan 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 This screening report has identified that the Cullompton Town Centre Masterplan is not likely to have significant adverse effects on the integrity of Habitats sites, either alone or in-combination with other plans or projects and further 'Appropriate Assessment' is not required.

8.0 Next steps

8.1 This screening opinion will be subject to consultation with the three designated consultation bodies – Historic England, Natural England, and the Environment Agency.

8.2 The screening opinion will be published alongside the Draft Cullompton Town Centre Masterplan at Stage 2 of the public consultation. It has previously been taken through Stage 1 public consultations as endorsed by the MDDC Statement of Community Involvement.

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Appendix 3

Draft Mid Devon Cullompton Town Centre Masterplan

Strategic Environmental Assessment Screening Report

April 2021

1.0 Cullompton Town Centre Masterplan Supplementary Planning Document (SPD)

Purpose, scope and content

1.1 The Cullompton Town Centre Masterplan SPD will set out the relationship between Mid Devon District Council (MDDC) planning policy and guidance 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 Draft Cullompton Town Centre Masterplan SPD is set out in 6 Chapters. A brief description of each part is provided below:

Introduction:	Sets out the role of the Masterplan, project process and engagement undertaken
Context:	Sets out the context of the town with a summary of issues and opportunities
Vision & Objectives:	Sets out emerging themes and objectives within a spatial framework
Masterplan:	Provides an overview with a review of specific topic areas
Heritage Strategy:	Sets out Cullompton's historic significance with a review of public realm improvements, governance and delivery
Delivery Guidance	Provides a review of the interdependencies, phasing and funding opportunities

Relationship with the National Planning Policy

1.3 The National Planning Policy Framework (2019), in Chapter 7 'Ensuring the vitality of town centres' sets out that *"Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation"* (paragraph 85, NPPF). Policy S11, Cullompton of the Adopted Mid Devon Local Plan 2013-2033 is consistent with the National Planning Policy Framework. It identifies Cullompton as a fast growing market town with a strategic role in the hierarchy of settlements in Mid Devon. Cullompton is identified as an area for growth, being well located and supported by infrastructure and facilities. Policy S11 is consistent with the National Planning Policy Framework; outlining opportunities by existing or planned investment in infrastructure, the town's economic potential and the scope for net environmental gains. The Cullompton Town Centre Masterplan SPD will guide town centre development opportunities to ensure the community has sufficient access to services and employment opportunities as well as setting out clear expectations for the quality of development.

Relationship with the Mid Devon Local Plan

1.4 The Mid Devon Local Plan 2013-2033 was adopted July 2020. It was examined by an Inspector appointed by the Planning Inspectorate and was subject to main modifications.

1.5 Applications for development must be determined in accordance with the Development Plan unless material considerations indicate otherwise as required by section 38(6) of the Town

and Country Planning Act 1990 (as amended).

1.6 Local Plan Policy S11, Cullompton, will provide the policy baseline for the more detailed guidance included in Cullompton Town Centre Masterplan SPD:

Policy S11
Cullompton
Cullompton will develop as a fast growing market town with a strategic role in the hierarchy of settlements in Mid Devon. The town will become the strategic focus of new development reflecting its accessibility, economic potential and environmental capacity. This strategy will improve access to housing through urban extensions and expanded employment opportunities. There will be significant improvements to the town's infrastructure and connectivity, including the reopening of the railway station, and improved services for its population and nearby rural areas. Proposals will provide for approximately 3,930 dwellings, of which 1,100 will be affordable, and 73,500 gross square metres of commercial floor space over the plan period.

The Council will guide high quality development and other investment to:

a) Make any necessary strategic mitigations to maintain highway capacity, safety, integrity, and sustainability including the M5 and local highway network in conjunction with current and relevant infrastructure plans;
b) Promote further public transport improvements within Cullompton and to other urban centres (particularly Tiverton and Exeter) and improved access to the rail network by the reopening of Cullompton Railway Station;
c) Continue measures to support the implementation of the Cullompton Air Quality Action Plan including the construction of new highway links to relieve the town centre and enhanced walking and cycling opportunities around the town;
d) Manage the town centre so that economic regeneration and heritage reinforce each other by promoting new homes, shops, leisure, offices and other key town centre uses which are well designed and contribute to vitality and viability;
e) Provide community infrastructure such as education and enhanced open space to support new development proposals;
f) Enhance the tourism and visitor role of the town and surrounding area; and
g) Support measures to reduce flood risk within Cullompton and make provision for green infrastructure.

1.7 During the preparation of the Cullompton Town Centre Masterplan the Council has also applied the following policies from the Adopted Mid Devon Local Plan 2013-2033 in addition to policy S11:

- S1 - sustainable development priorities
- S2 - amount and distribution of development
- S6 employment
- S7 town centres
- S9 environment

- DM1 high quality design
- DM14 town centre development
- DM15 development outside town centres, and
- DM25 development affecting heritage assets.

1.8 The Adopted Mid Devon Local Plan 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 Cullompton Town Centre Masterplan SPD

1.8 The Cullompton Town Centre Masterplan 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 SEA and SEA Screening

Strategic Environmental Assessment

2.1 The requirement for a Strategic Environmental Assessment (SEA) arises from the European Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment" (hereafter referred to as the SEA Directive). This has been transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 as updated (referred to as the 'SEA Regulations'). This legislation places an obligation on local authorities to undertake SEA 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.

Screening

2.2 The 2008 Planning Act has removed the requirement to undertake a Sustainability Appraisal (SA) for an SPD. However, this has not replaced the requirement to establish whether an SPD requires Strategic Environmental Assessment (SEA). SEA is required in some limited situations where a Supplementary Planning Document (SPD) could have significant environmental effects.

2.3 In order to establish whether SEA is required the fundamental consideration is whether the document is likely to have 'significant environmental effects'. This is done through a screening assessment. If the screening assessment indicates that there could be significant effects, an SEA is needed.

2.4 A Practical Guide to the SEA Directive was published by the Department of the Environment, Office of the Deputy Prime Minister (2005). This sets out practical guidance on applying the SEA Directive on the assessment of the effects of certain plans and programmes on the environment. The practical guidance includes a flow chart (figure 2) which illustrates the process for screening a planning document to establish whether a full SEA is needed.

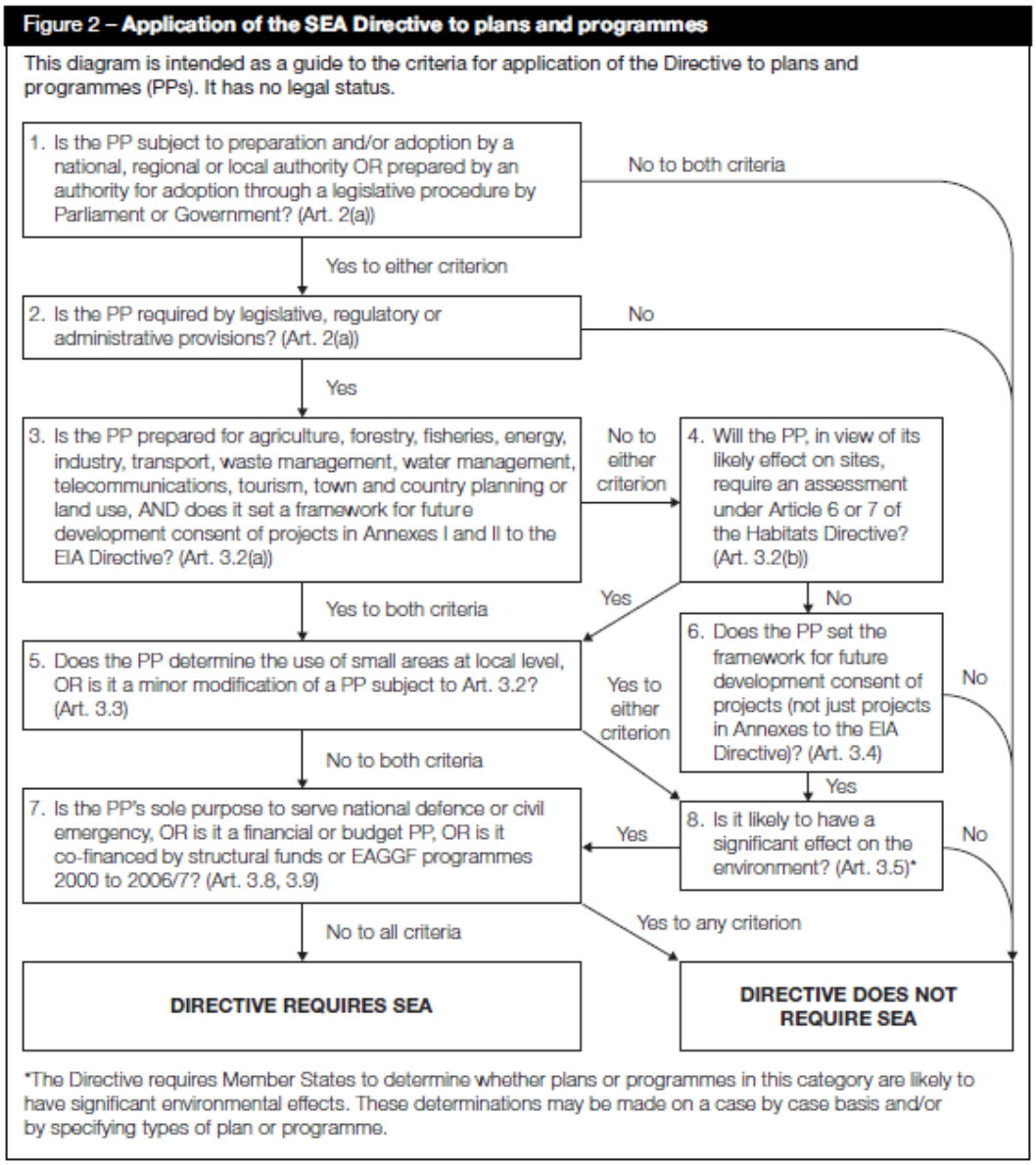

Diagram 1: Application of the SEA Direct to plans and programmes (Figure 2 extracted from 'A practical guide to the Strategic Environmental Assessment Directive')

2.5 Table 1 below sets out the Council's response to the above questions in order to clearly assess whether there is a requirement for the Cullompton Town Centre Masterplan SPD to be subject a full SEA.

2.6 Table 2 provides the Council's assessment of likely significant effects of the Cullompton Town Centre Masterplan SPD on the environment, in accordance with the screening report process in Table 1.

Table 1: Screening of the Cullompton Town Centre Masterplan SPD

Stage	Y/N	Reason
1. Is the SPD subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art.2(a))	Y	The preparation and adoption of the SPD is allowed under the Town and Country Planning Act 1990. The process in preparing the SPD is in accordance with the Town and Country Planning (Local Planning) Regulations 2012. **Go to STAGE 2**
2. Is the SPD required by legislative, regulatory or administrative provisions? (Art.2(a))	Y	Although the SPD is not a requirement under the provisions of the Town and Country Planning Act 1990, if adopted it will add further detail to the policies in the Local Plan and will be a material consideration in planning decisions. It is therefore important that the screening process is precautionary and considers whether it is likely to have significant environment effects and hence whether SEA is required under the Directive. **Go to STAGE 3.**
3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art. 3.2(a))	Y	The SPD has been prepared for the purposes of town and country planning. It supplements policies in the Adopted Mid Devon Local Plan 2013-2033 by providing detailed guidance as to how these policies are interpreted. The area covered is more than 5 hectares and the masterplan will be used in the development of dwellings, employment and other major developments. Although the Cullompton Town Centre Masterplan and Delivery Plan does not create new policy or identfty specific sites for development. **Go to STAGE 5**
4. Will the SPD, in view of this likely effect on sites require an assessment under Article 6 or 7 of the Habitats Directive? (Art.3.2(b))	**Not Applicable** The SPD has been subject to a separate Habitat Regulations Assessment screening which has concluded the SPD is not likely to have significant adverse effects on the integrity of Habitats sites, either alone or in-combination with other plans or projects and further 'Appropriate Assessment' is not required.	
5. Does the SPD determine the use of small areas at local level, OR is it a	Y	'The SPD will be material consideration in planning applications for new developments. It

minor modification of a plan or programme subject to Art 3.2? (Art.3.3)		provides detailed guidance to adopted Local Plan policy (minor modification).' **Go to STAGE 8**
6. Does the SPD set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Art. 3.4)	**Not applicable**	
7. Is the SPD's sole purpose to serve national defence or civil emergency, OR is it a financial or budget plan or programme, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art. 3.8, 3.9)	**Not applicable**	
8. Is it likely to have a significant effect on the environment? (Art. 3.4)	N	See Part 2, assessment of the likely significant effects on the environment. This concludes that the SPD is unlikely to have a significant effect on the Environment. **DIRECTIVE DOES NOT REQUIRE SEA** of the SPD

Table 2: Determining the likely significance of effects of the Cullompton Town Centre Masterplan SPD on the environment

Criteria specified schedule 1 SEA Regulations	Likely significant environmental effect (Y/N)	Reason
1. The characteristics of plans and programmes, having regard, in particular, to -		
a) The degree to which the SPD sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	N	The SPD, if adopted will help implement Policy S11 Cullompton of the Adopted Mid Devon Local Plan 2013-2033 and contribute to the framework for future development consent. The Local Plan has been subject to Sustainability Appraisal (SA) and therefore SEA.
b) The degree to which the SPD influences other plans and programmes including those in a hierarchy;	N	The SPD is in conformity with the National Planning Policy Framework and Adopted Mid Devon Local Plan 2013-2033 policies. The SPD will not significantly influence other plans and programmes, it supplements the Local Plan which has been subject to SA and therefore SEA.
c) The relevance of the SPD for the integration of environmental considerations in particular with	N	The SPD will help the integration of environmental considerations with a view to promoting sustainable

a view to promoting sustainable development;		development as part of the development proposals. This includes enhancement of the Cullompton Community Association fields, retaining and enhancing existing habitats whilst strengthening links to the town centre and public rights of way beyond the town.
d) Environmental problems relevant to the SPD; and	N	The environmental problems are consistent with those typically found in Mid Devon, these include air quality, flood risk, noise and biodiversity. Planning policy in relation to these environmental problems is principally established through the National Planning Policy Framework and the Adopted Mid Devon Local Plan 2013-2033. However, it is expected that the SPD will provide specific guidance on how net gains can be achieved through long term management and maintenance and the creation of new 'green spaces'.
e) The relevance of the SPD for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection)	N	The SPD is not directly relevant to the implementation of European legislation including the Water Framework Directive.
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to -		
a) The probability, duration, frequency and reversibility of the effects;	N	The SPD seeks to ensure development is of an appropriate scale, suitably designed with consideration of the impact on amenity, character of area and environmental impact. Therefore positive social and environmental impacts are predicted. Long-term significant adverse effects are not anticipated.
b) The cumulative nature of the effects;	N	The SPD is in conformity with the strategic policies of the Adopted Mid Devon Local Plan 2013-2033. It is intended that the effects will have a positive cumulative effect in the area

		enhancing biodiversity, achieving ecological net gain and sense of well-being for future residents.
c) The transboundary nature of the effects	N	There are not expected to be any significant trans-boundary effects. The SPD seeks to provide good practice in ensuring Cullompton can realise its full potential as a sustainable commercial hub for an expanding town.
d) The risks to human health or the environment (for example, due to accidents);	N	The SPD is likely to have a positive impact on human health by encouraging high quality accommodation and development. There are no significant risks to human health.
e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	N	The SPD applies to the Cullompton Town Centre with the impacts likely to be felt by those residing in Cullompton and the rural hinterland of which the town centre serves.
f) The value and vulnerability of the area likely to be affected due to – (i) Special nature characteristics or cultural heritage; (ii) Exceeded environmental quality standards or limit values; or (iii) Intensive land-use	N	Cullompton Town Centre has a number of heritage assets. These are covered by other policies in the Local Plan and specific legislation. The SPD seeks a positive approach to maintain, improve and enhance the distinctive historic buildings and landscape setting of these assets through careful consideration of landscape and settlement form. The SPD seeks to guide development in keeping with the principles of national, regional and local strategic policy and seek to prevent over intensive development.
g) The effects on areas or landscapes which have a recognised natural, Community or international protection status.	N	The SPD seeks to retain and enhance those areas of community and local priority importance.

3.0 Conclusions

3.1 This SEA screening has identified that the Draft Cullompton Town Centre Masterplan SPD is unlikely to have significant effects on the environment.

3.2 The SEA screening has also found that there is no requirement for the Cullompton Town Centre Masterplan SPD to be subject to a full SEA.

4.0 Next steps

4.1 This screening opinion will be subject to consultation with the three designated consultation bodies – Historic England, Natural England, and the Environment Agency.

4.2 The screening opinion will be published alongside the Draft Cullompton Town Centre Masterplan SPD and will be subject to a stage 2 public consultation.

CABINET
13 MAY 2021

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

LEVELLING UP FUND

Cabinet Member(s): Councillor Richard Chesterton, Cabinet Member for Planning and Regeneration
Responsible Officer: Mrs Jenny Clifford, Head of Planning, Economy and Regeneration

Reason for Report:
1. To inform Members about the Levelling Up Fund (LUF);
2. To set out the criteria and timescales with regard to bid submission;
3. To establish and agree the proposed basis and timing for bids

RECOMMENDATIONS:

That Cabinet agree the proposal

i) To submit a levelling up fund bid in respect of the gap funding required to deliver the Cullompton Town Centre Relief Road and grant delegated authority to the Head of Planning Economy and Regeneration in consultation with the Cabinet Member for Economic Development over:
a) departure from a round 1 bid in the event that it becomes evident that there is a greater chance of success in a later round, and
b) the extent of the inclusion within the bid of additional cycle, pedestrian and vehicular access content in relation to the Station Road corridor.

ii) To investigate the potential to work up a bid in partnership with neighbouring authorities within the Central Devon Constituency on the themes of rural enterprise and digital connectivity for submission to a future round of the fund.

Financial Implications:
Local areas can bid for up to £20 million capital funding for a range of local infrastructure projects. Although projects can be fully funded, bidding authorities are ‘encouraged’ to include local match funding amounting to 10% of total project costs – this could be in the form of developers contributions, or private sector match. For the Cullompton relief road, there is already a close connection with development financial contributions through Housing Infrastructure Fund recovery requirements and Devon County Council is acting as delivery partner. In relation to the Central Devon Constituency, this local match funding aspect will need further consideration as part of scheme investigation.

Budget and Policy Framework:
The Levelling Up Fund (LUF) is a vehicle for the Government’s “levelling up” agenda, announced during the 2019 elections and set out in the Levelling Up Fund Prospectus. Projects put forward as part of a bid will need to demonstrate a strong strategic fit against national, regional and local priorities for growth as set out in the prospectus, the Heart of

the South West Local Industrial Strategy, and the Team Devon Recovery Prospectus. This report is not considered to raise policy framework implications.

A funding package is already in place for the Cullompton relief road scheme incorporating Housing Infrastructure Fund monies and future developer contributions. Allowance has already been made within the Capital Programme to provide forward funding until recovery via developer contributions. The LUF bid is to provide gap funding to supplement those funding sources already identified.

Legal Implications: Should bids be agreed, grant-funding agreements will be entered into. This will be in addition to the existing grant fund agreement with Homes England over the Housing Infrastructure Fund.

Risk Assessment:
LUF: Mid Devon is identified as a medium priority category 2 area for the LUF. Considerable time and effort will need to be invested in preparing suitable bids, one of which within a very short time-frame. There is no guarantee of success, however failure to develop and submit projects under this fund would represent a missed opportunity. In assessing prospective projects suitable to form the basis for bids, officers have considered which have the greatest chance of a successful outcome.

Wider risk: The Cullompton Town Centre Relief Road is considered to be a major strategic growth project. Its delivery will unlock environmental and air quality improvements within Cullompton town centre and Historic England has made it clear that that the award of the Heritage Action Zone monies in Cullompton is predicated by a clear expectation of its delivery. The relief road will also unlock early capacity at J28 M5 in advance of more significant junction intervention, allowing for planned growth within the adopted Local Plan to come forward. This planned growth is considered vital to sustain the pipeline of housing delivery in order to meet future Housing Delivery Test requirements and as such is also significant to the delivery of the recently adopted Local Plan. Failure to deliver homes within the required timeframe will significantly increase risk, with the prospect of unplanned development coming forward in other locations within the District.

There are critical next key steps for the relief road project such as land assembly. The project will need to be delivered in a timely manner to ensure that it fits with the requirements of each of the funding streams.

Equality Impact Assessment: Projects put forward as part of a submission will need to demonstrate how they will reduce economic and social inequalities, or promote wider growth and economic / job creation opportunities particularly as they impact the most vulnerable residents or hardest hit communities.

Relationship to Corporate Plan: The LUF provides an opportunity to contribute towards all four corporate priorities of economy, homes, community and environment and assist in the delivery of many of aims identified within the Corporate Plan.

Impact on Climate Change: Any project submitted as part of the LUF will need to demonstrate its contributions to carbon reduction targets as part of the assessment criteria. In particular, they expect transport investment projects to show how they will reduce carbon emissions, improve air quality, and cut congestion.

1.0 Background

1.1 The Government announced the creation of a LUF at the Autumn Spending Review, and published a prospectus in March this year. The fund will see £4.8 billion investment across the UK over four years (four rounds) in high-priority local infrastructure projects that will support regeneration and growth in places in need (including ex-industrial areas, deprived towns and coastal communities) and areas of low productivity and connectivity. The fund is set up jointly by the Treasury, Ministry for Housing, Communities and Local Government and Department for Transport and will operate until March 2024.

1.2 Bids of up to £20 million of capital funding are invited for high-priority infrastructure projects. Bidding authorities are 'encouraged' to include local match funding amounting to 10% of total project costs. Bids of up to £50 million may be acceptable for strategically important transport infrastructure projects (upper tier authorities only). Every local authority can submit at least one bid. In addition, County Councils can submit an additional transport bid.

1.3 Although this is a competitive funding programme open to all top tier and second tier local authorities, certain areas have been prioritised for investment under the Levelling Up agenda based on an index of economic and deprivation indicators. Priority areas, representing places with the highest levels of identified need, will receive capacity funding to develop high quality bids. Mid Devon, along with West Devon and Torridge in Devon, has been categorised under category 2 (2 out of 3 categories) and therefore not in the highest priority category.

1.4 The deadline for the first round of the fund is 18th June 2021. The first round will only allow projects that can ensure some LUF spend in the current financial year 2021-22. Dates for future rounds have not yet been announced, but all projects irrespective of their round must be delivered by March 2024.

1.5 It should be noted that, distinct from normal bid-based processes, the LUF mandates a parliamentary constituency geographic approach in the consideration of bids (see later sections of this report for more detail).

2.0 Investment Priorities:

2.1 The first round will focus on the following investment themes:

- **Transport investments** including (but not limited to) public transport, active travel, bridge repairs, bus priority lanes, local road improvements and major structural maintenance, and accessibility improvements. We are requesting proposals for high-impact small, medium and by exception larger local transport schemes to reduce carbon emissions, improve air quality, cut congestion, support economic growth and improve the experience of transport users.

- **Regeneration and town centre investment**, building on the Towns Fund framework to upgrade eyesore buildings and dated infrastructure, acquire and regenerate brownfield sites, invest in secure community infrastructure and crime reduction, and bring public services and safe community spaces into town and city centres.

- **Cultural investment** maintaining, regenerating, or creatively repurposing museums, galleries, visitor attractions (and associated green spaces) and heritage assets as well as creating new community-owned spaces to support the arts and serve as cultural spaces.

3.0 Assessment Criteria

Bids will be assessed against the following criteria

- **Characteristics of the place** – This is largely determined by the Government's own categorisation of areas into category 1, 2 and 3 according to identified economic and deprivation needs. As mentioned, Mid Devon is in category 2. The published guidance indicates that to be considered, bids from category 2 and 3 authorities will need to be of 'exceptionally high quality'.

- **Deliverability** – Bids will need to evidence clear and robust delivery and procurement plans, governance structures and project costings. Any delivery risks should be clearly explained alongside appropriate mitigating actions. Bids in the first round will need to demonstrate they can spend some LUF funds in financial year 2021-22. All projects will need to be delivered by March 2024.

- **Strategic fit with local and fund priorities** – Bidding authorities will need to demonstrate a strategic case for investment for the project and must include support from partners and stakeholders. It is expected that priority bids will be endorsed by the local MP.

- **Value for money** – an economic case should be submitted to explain the benefits of the bid and how it represents value for money.

4.0 Involvement of Local MPs and wider stakeholders

4.1 It is expected that the bidding authority will consult with the local Member of Parliament as part of their bid. MPs can only back one bid per round in their constituency that they see as a priority. The number of bids that a local authority can make will relate to the number of MPs in their area. Accordingly, local authorities can submit one bid for every MP whose constituency lies wholly within their boundary. Where an MP's constituency crosses multiple local authorities, the prospectus makes it clear that one local authority should take responsibility as the lead bidder and local areas should work together to designate that lead bidder. Every local authority can submit at least one bid. For this Council, this means a maximum of two bids, one for each parliamentary constituency (Tiverton and Honiton and Central Devon constituencies).

4.2 The prospectus also makes it clear that bidding authorities should consult a range of local stakeholders across the full geography of a place in developing their proposed investments for the Fund.

4.3 Local authorities can only have one successful bid for each of their allocated number of bids over the lifecycle of the Fund. Local authorities are therefore encouraged to consider whether bids that they wish to submit for the first round of

the Fund reflect their local priorities, or if they should wait until later rounds so that they have more time to consider and develop their proposals. Careful consideration is therefore required over the timing of bids and selection of projects with the best chance of success taking into account parliamentary constituency boundaries.

4.4 Full details can be found in the Levelling Up Fund prospectus, which is available on the Government website at https://www.gov.uk/government/publications/levelling-up-fund-prospectus

5.0 Assessment of Potential Projects

5.1 Given the exacting requirements as set out in the LUF prospectus, the basket of potential projects for consideration are inherently constrained to those that are at an advanced stage of development (round 1 submissions), of significant scale to take greatest advantage of the opportunity or of the right nature to fit with the fund objectives and assessment criteria. The assessment of potential projects has also considered other funding sources that are currently available for bid submission (including the Community Renewal Fund) in order to align projects with the funds that are of most relevance and best likelihood of success. MP endorsement also forms a vital component to bid submission.

Tiverton and Honiton Constituency

5.2 This parliamentary constituency also includes part of East Devon District necessitating an awareness of other prospective bids. The East Devon area has been identified as a lower priority (category 3) than Mid Devon (category 2). This would suggest greater chance of success for a well presented Mid Devon bid. This however would not preclude East Devon bid submissions. As the MP can only endorse one bid in each round, this would require any bids by the two Councils to be in submitted in different rounds of the fund.

5.3 Initial discussion with Neil Parish MP and with Devon County Council suggests that the recommendation with respect to the Tiverton and Honiton proposed bid as set out in this report will be supported by both parties.

5.4 The Cullompton town centre relief road has planning permission, is already supported by Housing Infrastructure Funding with associated expectations of delivery and is of strategic significance to Mid Devon. The Cullompton Town Centre Relief Road is considered to be a major strategic growth project. As identified in the risk section of this report:

- Its delivery will unlock environmental and air quality improvements within Cullompton town centre
- Historic England has made it clear that that the award of the Heritage Action Zone monies in Cullompton is predicated by a clear expectation of its delivery.
- It will unlock early capacity at J28 M5 in advance of more significant junction intervention, allowing for planned growth within the adopted Local Plan to come forward. This planned growth is considered vital to sustain the pipeline of housing delivery in order to meet future Housing Delivery Test

requirements and as such is also significant to the delivery of the recently adopted Local Plan.

- Failure to deliver homes within the required timeframe will significantly increase risk, with the prospect of unplanned development coming forward in other locations within the District.

5.5 It is able to start spend of LUF funds (if successful) within 21/22. Devon County Council supports the project and is acting as the delivery partner.

5.6 Projected project costs have been refined and indicate an increase. The project is now post planning, with the result that more information in now available and it has advanced to a more detailed stage. There is also known under recovery from development as a result of the planning appeal decision at the Siskin Chase development in Cullompton. These factors have resulted in a funding gap. An application under this fund provides a valuable opportunity to address this in order to ensure the delivery of the project.

5.7 This fund also affords the opportunity to progress associated work with regard to enhanced vehicular access, pedestrian and cycle provision in the Station Road corridor at the northern end of the relief road's connection with the existing road network. Inclusion of these aspects has an associated benefit to the realisation of connections along Station Road between the town centre, northern end of the relief road and proposed railway station site. Inclusion of these aspects will facilitate development of these proposals and their refinement.

5.8 The project assessment process has concluded that a bid aligned with this scheme would deliver the most strategically significant outcomes, represents the best chance of success and at time of writing, is considered to be sufficiently advanced for a round 1 bid. Nevertheless the submission at round 1 to meet the bid requirements and timescale will require a considerable commitment of capacity. Given the transport nature of the project, there is significant dependency upon assistance from Devon County Council to pull the bid together, however it is believed that such assistance will be made available. Given the tight timescales the bid work has had to start in advance of the consideration of this report.

Central Devon Constituency

5.9 This parliamentary constituency also includes parts of East Devon, Teignbridge and West Devon districts. Similar to Mid Devon, the West Devon area is also identified as a Category 2 area; whereas the Teignbridge and East Devon areas have been identified as a lower priority (category 3).

5.10 Officers have been in discussion with their counterparts in these districts. It would appear that there are no immediately obvious schemes of a significant magnitude or that have the right strategic fit to comply with the funding objectives and assessment criteria which would be ready for a first round bid. There would appear however to be an interest for a joint bid to pursue common themes across the constituency area regarding rural enterprise and digital connectivity. Digital connectivity is a problem common across the constituency area and the levelling up fund could provide an opportunity for fundamental investment to make a meaningful difference towards improvement and providing connectivity at levels that other parts of the country take for granted. Rural enterprises have suffered greatly as a result

of the pandemic and changes to access to external markets. Rural businesses have particular challenges which often mean that they are disadvantaged when compared to some of their more urban based competitors. The fund provides an opportunity to scope a project to seek to address these disparities.

5.11 The advantages of developing a bid in partnership for a common purpose is that it overcomes the difficulties associated with the geography of this constituency comprising parts of four different local authorities. Working in partnership will increase chances of success when compared to each authority seeking to pursue bids on a competitive basis. Early discussions indicate an emerging appetite for such a partnership approach with greatest opportunity to shape such a bid for submission in a later round. It is important to note that at this stage this is just a potential rather than a fully scoped and signed up project and there is a risk that a different project from another authority comes forward for submission with greater priority. As this project is not proposed for round one it does present opportunities for officers to continue to work with the other districts and the local MP and report back to members once there is greater clarity.

Contact for more Information: Adrian Welsh, Group Manager – Growth, Economy and Delivery 01884 234398 awelsh@middevon.gov.uk

Circulation of the Report: Cabinet Member

List of Background Papers:
Levelling Up Fund Prospectus
https://www.gov.uk/government/publications/levelling-up-fund-prospectus

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CABINET
13 MAY 2021

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

UK COMMUNITY RENEWAL FUND

Cabinet Member(s): Councillor Richard Chesterton, Cabinet Member for Planning and Economic Regeneration, Councillor Bob Evans Deputy Leader and Cabinet Member for Housing and Property Services.
Responsible Officer: Jenny Clifford, Head of Planning, Economy and Regeneration

Reason for Report:
1. **To inform Members about the UK Community Renewal Fund (CRF);**
2. **To set out the criteria and timescales identified in the fund prospectus;**
3. **To seek agreement as to the preferred course of action.**

RECOMMENDATION: To give delegated authority to the Portfolio Holder(s) for Planning and Economic Regeneration and Property Services to develop and submit a bid to Devon County Council as set out in sections 6.0 and 7.0 for the regeneration projects within Tiverton.

Financial Implications:
Through the UK Community Renewal Fund local organisations can apply for up to £3 million of revenue funding for projects that invest in skills, help people into employment, support local businesses grow and develop, and help local communities become more resilient and sustainable. Applications must be for a minimum bid value of £500,000. There is no requirement for match funding, but those that have identified match funding may score higher in relation to the Value for Money criteria. If the Council were to submit, a bid some identified match funding would be advisable.

There is no budget available to the Council in the current financial year for designing the projects detailed within this report in line with the feedback following the Tiverton Town Centre project liaison consultation meetings. This revenue funding opportunity would enable the Council to position itself to capitalise on future funding opportunities and for the projects to be 'shovel ready'.

Budget and Policy Framework:
The UK Community Renewal Fund will be trialling the delivery of funding support to communities and the local economy, ahead of the launch of the UK Shared Prosperity Fund, which will replace EU-funded programmes.

On application, projects will need to demonstrate a strong strategic fit against national, regional and local priorities for growth as set out in the CRF Prospectus and through the Team Devon Recovery Prospectus. Bidders will also need to refer to the Heart of the South West Local Industrial Strategy and Local Skills Report in preparing bids.

Legal Implications: Should bids be agreed, grant-funding agreements would be entered into.

Risk Assessment: Mid Devon is not a prioritised area for funding. Considerable time and effort will need to be invested in preparing a suitable bid in a very short time-frame. There is no guarantee of success; however, failure to develop and submit a bid would represent a missed opportunity. In assessing prospective projects suitable for inclusion within a bid, officers have considered which have the greatest chance of a successful outcome.

Any projects included in a bid will need to have its own risk assessment and demonstrate robust risk mitigation plans.

Equality Impact Assessment: Projects put forward as part of a submission will need to demonstrate how they will reduce economic and social inequalities, or promote wider growth and economic / job creation opportunities particularly as they impact on vulnerable residents or hardest hit communities.

Relationship to Corporate Plan: The Community Renewal Fund could support the delivery of the Council's Economic Strategy, and links to the Community and Economic themes in the Corporate Plan.

Impact on Climate Change: The fund can support feasibility studies to deliver low carbon and renewal energy projects. In addition, any project submitted as part of this funding programme will need to demonstrate how they will contribute to carbon reduction targets.

1.0 Background

1.1 The Community Renewal Fund is a one-year pilot worth £220 million across the UK. The aim of the fund is to trail new approaches to supporting communities and the local economy ahead of the UK Shared Prosperity Fund, due to launch in 2022. The programme will support pilot projects that test out innovative ideas to invest in skills, help people into employment, support local businesses grow and develop, and help local communities become more resilient and sustainable.

1.2 Up to £24 million could be available across Devon, with up to £3 million per local authority area. Bids are being invited from a wide range of organisations, including district councils, voluntary and community sector organisations, local education providers and umbrella business groups. There is a strong emphasis on innovation and piloting new approaches; projects will need demonstrate that they are genuinely new, and not just a continuation of current services. The minimum bid value has been set at £500,000, of which 90% should be for revenue funding. Partnership bids are welcome, as are bids that cover multiple areas. Organisations can submit multiple bids, although only £3 million is available for each local authority area. The deadline for submissions to Devon County Council (DCC) is the 19th May 2021.

1.3 Devon County Council has a key role in assessing, prioritising and submitting local bids to Government. Following submission Devon County Council will assess bids against the Government's gateway criteria and other local criteria before submitting those bids that most strongly meet the UK Community Renewal Fund and local priorities, to the Government, up to a maximum of £3m per local authority area. The Government will then select an appropriate range of projects from across the County to meet a reasonable geographic and typological mix, and reflect their prioritisation of places. Successful projects will be announced in late July, with all project activity and spend needing to be completed by 31st March 2022.

2.0 Funding Priorities

2.1 The Community Renewal Fund is able to fund projects that meet any of the four following priorities:

- **Investment in skills** – Through activities such as facilitating work-based training, upskilling and retraining of the workforce. This includes the promotion of digital skills and digital inclusion.
- **Investment for local business**: - Through activities supporting new entrepreneurship and growth sectors of business. This may include projects that support the taking on of new employees and promoting the development of existing staff. This may also include projects that develop new products to market and services that have an innovative design and that support local decarbonisation measures.
- **Investment in communities and place** – This includes exploration of opportunities for cultural or community led regeneration activity, improving green spaces and preserving local assets. It may also include promoting rural connectivity and enabling feasibility studies to deliver local carbon and energy projects.
- **Supporting people into employment** – Through activities that support individuals to access local services or provision into employment. This may include projects that identify and address barriers to employment amongst the hardest to reach, raising local aspiration through sustainable employment, and seeking to support additional basic skills provision.

Projects that meet more than one or even all of these priorities are especially welcomed.

2.2 In addition, projects will need to show how they target people most in need. These have been identified locally as:

- Young People aged 19-24, notably those most at risk of NEET or already NEET; those with a disability; those in care / leaving care, or those wider a wider barrier to work or learning;
- Older people (i.e those over 50), particularly those lacking lower levels transferrable skills;
- Those with a disability, mental health issue or other health related barrier to work or learning;
- Rural, coastal and urban communities experiencing significant and ongoing challenges around unemployment, educational attainment, health disparity or other factors which drive local deprivation;
- Communities facing additional economic pressures from the onset of COVID 19, notably those with an over-representation of businesses / employment within the Tourism, Hospitality and Leisure sectors; and
- Business support, skills and training, and regeneration activity that promotes sustainable enterprise activity, additional business innovation, promote new job creation or enable urban renewal within harder to reach locations / hardest hit locations.

3.0 Assessment Criteria

3.1 Once submitted, DCC will assess all applications against the Government's 'gateway' criteria as set out in the prospectus alongside other local criteria. The key criteria for assessment are:

- Deliverability – Projects will need robust plans for delivery and be able to complete the project by 31st March 2022.
- Strategic Fit - Projects will need to demonstrate strong strategic fit against national, regional and local priorities for growth as set out in the CRF Prospectus and through the

Team Devon Recovery Prospectus. Bidders will also need to refer to the Heart of the South West Local Industrial Strategy and Local Skills Report in preparing bids.

- Value for Money - Match funding is not specifically requested as part of the bid, although value for money is a key test.
- Targeting people and areas most in need - Although this is an open programme, weighting will be given to projects that include delivery in the two priority areas in Devon, West Devon and Torridge. In addition Devon County Council is specifically seeking projects which will reduce economic and social inequalities across the Devon area, whether through supporting our most vulnerable residents or hardest hit communities; or promoting wider growth and economic / job creation opportunities.

4.0 Detailed Information

4.1 More information about the Community Renewal Fund is available at the Government's website at:
https://www.gov.uk/government/publications/uk-community-renewal-fund-prospectus/uk-community-renewal-fund-prospectus-2021-22

or on the Devon County Council website at:
https://www.devon.gov.uk/economy/document/community-renewal-fund/

5.0 Potential Bids

5.1 The minimum bid value of £500k to be spent in the current financial year, limits the scope of the available projects. The most advanced projects we have of this scale particularly given the criteria of the strategic fit and deliverability are in connection with the Tiverton Regeneration plans.

5.2 With reference to the report on the update on the Tiverton Town Centre Regeneration Masterplan and Investment Masterplanning Work. Members will be aware that this authority has undertaken work with regard to regeneration and investment Masterplanning for Tiverton town centre.

That report seeks to both update members on work to date and to provide feedback on consultation meetings held with Ward Members, Tiverton Town Council and Tiverton Business Partnership. This feedback was focused around the key intervention projects to be included in the masterplan and where officers request authority to explore the opportunities to bring forward the projects and initiatives identified as part of the report, and as informed by the consultation responses, aligned with the emerging masterplan and prioritised.

5.3 Following the consultation feedback Officers within Property Services also sought authority to progress matters associated with the Fore Street opening to undertake initial survey and costings work required revising the project in line with feedback from stakeholders.

5.4 This feasibility work would investigate two options.

- Option 1 would be to remove one ground floor unit with the removal of the associated upper floor accommodation that consists of one flat

- Option 2 would be to remove two ground floor units with the removal of the associated upper floor accommodation that consists of two flats

5.5 Another project identified via the consultation meetings was the development of areas of Phoenix Lane and Officers to review the relocation of the Burma Star War Memorial, either

on the west side of Phoenix Lane in combination with the enhancement of the Well or at Angel Hill. Officers see an opportunity to align this project to the Fore Street / Pannier Market opening. This could see the centre space being extended towards the Phoenix Lane area.

6.0 The Fore Street Opening

6.1 On the 19th of December 2019, Cabinet resolved to postpone the specific scheme that came forward in advance of the forthcoming Tiverton Town Centre Masterplan, and allows the second stage of the process to be properly completed before seeking to prioritise strategic investment opportunities. That the Cabinet Members for Planning & Economic Regeneration and Property Services:

a) consider how a Tiverton Town Centre Regeneration Fund might be established to facilitate match-funding opportunities and encourage external investment into the town, with proposals to be brought back to the Cabinet.

b) work with Tiverton Town Council, market traders, the Town Centre Partnership and others businesses in the town to identify a programme of works that will make a significant improvement to the Town Centre in the short term.

6.2 This regeneration project would encourage footfall through to the Pannier Market and Market Walk and then onto Bampton Street to create the circular shopping route that would assist all traders on its path. This would be backed up by additional signage that would be funded partly from s106 monies secured from future Tiverton Town developments. The site itself consists of a retail premises (30 and 34 Fore Street) with a pedestrian walkway running adjacent to this providing access to the Pannier Market from Fore Street. The existing boundary wall to the walkway that bounds 36-38 Fore Street (Card Factory and Crusty Cob). The rear service yard to 36 Fore Street also forms part of this development along with some parking spaces directly northwards which form part of a larger open area immediately adjacent to the Pannier Market.

6.3 The various aspects to the development site have been identified as important drivers to improve the relationship between the pedestrianised retail area of Fore Street and the Pannier Market. This would not only provide an improved access but also visual improvements and additional retail offerings to entice visitors to move between the two areas of town.

6.4 The Pannier Market forms an important part of the town centre in terms of its heritage and varied retail offering compared to the more usual high street shops found on Fore Street and Gold Street. However, to the passing visitor, the Pannier Market may well be elusive aside from a restricted passageway with subtle signage adjacent to 34 Fore Street. Providing an improved gateway to the market from Fore Street is important to create an enhanced connection.

6.5 It is the intention that the existing/newly constructed flats would be retained by the Council for encouraging those who rent a commercial asset, can also rent accommodation. In addition to this we intend to include with the bid works to improve the unused space above the Card Factory and Crusty Cob to create flats that would be retained by the Council to replace those flats that would be lost as part of the widening project.

6.6 This project would consist of the following aspects:

- Demolition of the ground floor retail shop at 34, including the potential of 30 Fore Street to create a widened pedestrian access to the Pannier Market.
- New cladding, canopy and signage.

- Part demolition of the rear boundary wall to 36-38 Fore Street to create a new mixed-use building comprising three ground floor retail units and three two- bedroom apartments above.
- Quality footpath paving for the entrance from Fore Street and through the alleyway would also be important to enhance the scheme.
- Upgrade of the surrounding street furniture.
- Works to create two flats above the Card Factory and Crusty Cob.

7.0 Phoenix Lane

7.1 The development of areas of Phoenix Lane and Officers to review the relocation of the Burma Star War Memorial, either on the west side of Phoenix Lane in combination with the enhancement of the Well or at Angel Hill. Officers see an opportunity to align this project to the Fore Street / Pannier Market opening. This could see the centre space being extended towards the Phoenix Lane area.

8.0 Community Bids

8.1 This revenue-funding programme with a minimum of £500k makes it extremely difficult for local groups to prepare a successful bid in time; however, we have advised other organisations within the district of this opportunity should they wish to apply.

9.0 Conclusion

9.1 The Tiverton Regeneration scheme resulting in the proposed widened entrance to 34 Fore Street would provide improved physical and visual access to the Pannier Market and the feedback from the consultation process has identified that the opening would need to be open to the sky, with no structure above it. This revenue funding opportunity will enable the development of the plans further, so the Council are in a position to capitalise on future funding for project delivery.

9.2 There is no budget available to the Council in the current financial year for designing the projects detailed within this report in line with the feedback following the Tiverton Town Centre project liaison consultation meetings. This revenue funding opportunity would enable the Council to position itself to capitalise on future funding opportunities and for the projects to be 'shovel ready'.

9.3 Officer time is required to submit the bid and subject to the outcome of the bid process, a future decision will be required to procure external support for project delivery.

Contact for more Information: Andrew Busby, Corporate Manager for Property, Leisure and Climate Change 01884255255 abusby@middevon.gov.uk , Adrian Welsh, Group Manager – Growth, Economy and Delivery 01884 234398 awelsh@middevon.gov.uk

Circulation of the Report: Cabinet Members

List of Background Papers:
UK Community Renewal Fund Prospectus
https://www.gov.uk/government/publications/uk-community-renewal-fund-prospectus/uk-community-renewal-fund-prospectus-2021-22

Cabinet Report – Tiverton Regeneration Project –Tender Outcome 19.12.2021

https://democracy.middevon.gov.uk/documents/g1108/Public%20reports%20pack%2019th-Dec-2019%2018.00%20Cabinet.pdf?T=10

CABINET

13th May 2021

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

CULLOMPTON HERITAGE ACTION ZONE GRANTS SCHEME

Cabinet Member	Cllr Richard Chesterton, Cabinet Member for Planning and Economic Regeneration
Responsible Officer	Mrs Jenny Clifford, Head of Planning, Economy & Regeneration

Reason for the Report: To consider and delegate decision making responsibility with regard to the Cullompton High Street Heritage Action Zone Grants Scheme to the Head of Planning, Economy & Regeneration.

RECOMMENDATION:

That Cabinet grants delegated authority to make decisions over the award of grants under the Cullompton High Street Heritage Action Zone to the Head of Planning, Economy and Regeneration in consultation with the Cabinet Member for Planning and Economic Regeneration.

Financial Implications: Historic England has awarded a High Street Heritage Action Zone (HAZ) to Cullompton, following a successful bid by this Council. The administration of the HAZ programme of works rests with this Council through to March 2024 and includes:

- Public realm improvements around the Higher Bullring (with Devon County Council);
- A grants scheme for building repairs and historic reinstatement work;
- A cultural programme of activities in the town centre to align with the town's heritage; and
- A comprehensive update to the Cullompton Conservation Area and Management Plan (CAMP), as well as a new Mid Devon District Council Shopfront Design Guide;
- A package of community engagement activities.

The grants scheme will see property owners and repairing leaseholders invited to apply for building grants to support structural, historic reinstatement and shopfront improvement work in the town centre. Guidance to support the grants scheme is available and the MDDC Cullompton HAZ Project Officer will be able to offer advice and guidance to potential grant applicants, supported by the MDDC Conservation Officer.

The grants scheme funding pot is £550,000 and is intended to support a steady stream of investment into the town during the HAZ funding period through to March 2024.

It is proposed that funding decisions relating to the grant scheme awards is delegated to the Head of Planning, Economy and Regeneration.

Grant funding proposals in budget and greater than £2,000 will be discussed at the Cullompton Town Centre Regeneration Partnership Group (CTCRPG) which meets approximately every two months, and which includes membership from the Town Council, County Council, community and business interests. This meeting is chaired by the Cabinet Member for Planning and Regeneration. This Group will put forward their recommendations for funding to the Head of Planning, Economy and Regeneration.

For grant awards in budget at or below £2,000, the Head of Planning, Economy and Regeneration will make funding decisions in consultation with the Cabinet Member for Planning and Regeneration and the Team Leader for Economic Development.

Budget and Policy Framework: The Cullompton High Street HAZ project brings money in the form of a grant from Historic England, match funded with cash and 'in-kind' contributions from MDDC, Devon County Council and Cullompton Town Council.

This grant funding is to be invested in a core area at the centre of the Conservation Area in the form of grants and public realm work.

Legal Implications: The Cullompton HAZ grants scheme will be administered by this Council which also acts as the lead partner and accountable body for the overall programme.

Successful applicants will be required to sign-up to a grant offer letter setting out the terms and conditions of the grant offer. Any breach of these conditions would result in the grant offer being withdrawn, or funds repaid.

Funds would generally be paid to a successful grant recipient on completion of the project and to reimburse payment of contractors / project teams, although payment by milestones may also be available in some instances.

Risk Assessment: The HAZ Grant Scheme will support the economic regeneration and historic preservation of Cullompton's historic Fore Street and wider Conservation Area.

A timely and proportionate approach to decision-making on grant applications received is important in the delivery of the HAZ programme given its tight timeframe. The requirements and parameters of the grants scheme are set out in guidance for applicants. Each successful applicant will be required to sign-up to a grant offer letter setting out the terms and conditions of the grant offer. Any breach of these conditions would result in the grant offer being withdrawn, or funds repaid.

Equality Impact Assessment: No equality issues are identified for this report.

Impact on Climate Change: The Cullompton High Street HAZ Grants Scheme, and associated funding decision-making procedure, is by its nature, neutral on climate

change. However, the heritage context will ensure that existing buildings are repaired and restored.

Relationship to Corporate Plan: The Cullompton High Street HAZ Grants Scheme will help delivery of 3 key priorities as relating directly to the Corporate Plan 2020-24 including:

- Homes: to promote the regeneration of the town centre by working with landlords and property developers to improve and increase the supply of quality housing;
- 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 At the meeting of Cabinet on 7th March 2019 it was resolved that delegated authority be given to the Deputy Chief Executive (S151) in consultation with the Cabinet Member for Planning and Economic Regeneration and the Cabinet Member for Housing to submit a further Expression of Interest (or equivalent) if the opportunity presented for the regeneration of Cullompton's historic High Street through the Heritage element of the Future High Streets Fund and to determine the financial amount sought under the fund.

1.2 The High Streets Heritage Action Zone programme, which is being delivered by Historic England, is a £95 million programme to unlock the potential of high streets across England, fuelling economic, social and cultural recovery and breathe new life into them for future generations. 68 high streets have been offered funding to give them a new lease of life. The lead partners in each place (mostly local authorities) are working with Historic England to develop and deliver schemes that will transform and restore disused and dilapidated buildings into new homes, shops, work places and community spaces, restoring local historic character and improving public realm.

1.3 The expression of interest for Cullompton was successful and has led to the establishment of a Town Centre Regeneration Partnership Group. This Council acts as the lead partner and accountable body for the programme. The scheme is managed under our financial and legal regulations.

2.0 The grants scheme

2.1 The grants scheme will see town centre property owners and repairing leaseholders invited to apply for building grants to support structural, historic reinstatement and shopfront improvement work. Guidance to support the grants scheme will be made available.

2.2 Grant applications received will be assessed against the following scheme criteria:

- The property must be in need of repair and/or restoration;

- The work must have a positive effect on the wider Cullompton Conservation Area and town centre;
- The work should improve living or working conditions for existing or new tenants and/or residents;
- The work should create new, or safeguard existing jobs;
- The schedule of work should address all eligible work considered necessary;
- The work should bring back under-utilised or vacant spaces, and/or create new commercial or residential spaces.

2.3 The property's status on the 'Building Priority Matrix' will also be reviewed in determining applications, in order that grants are allocated to properties considered most in need, taking into account condition and historic/ architectural merit.

2.4 Grants to be available under the scheme will be as follows:

- Up to £70,000 Key Building Grants - closed programme, targeted at key projects on the Fore Street as identified through a Building Condition Survey - grant contribution up to 75% (4 available)
- Up to £28,000 Structural Grants - these are available to owners/ repairing leaseholders based on the Fore Street - grant contribution at 70% in year 1, 60% in year 2 and 50% in year 3 (7 available)
- Up to £14,000 Historic Reinstatement Grants - these are available to owners/ repairing leaseholders based on the Fore Street - grant contribution at 70% in year 1, 60% in year 2 (5 available)
- Up to £2,000 Shopfront Grants - these are available to owners/ repairing leaseholders of commercial properties based anywhere in the Conservation Area - grant contribution at 50% (15 available)

2.5 The grant scheme available funding and contributions will be reviewed on an ongoing basis by MDDC as the grant scheme rolls out.

2.6 The Project Officer and Conservation Officer will appraise applications received against the criteria set out above. For grant funding contributions in excess of £2,000 (i.e. key building, structural and historic reinstatement grants) recommendations for funding will be presented to CTCRPG. Terms of Reference for the Group are appended to this report (**Appendix 1**)

2.7 It is expected that the CTCRPG will meet every two months, and as a minimum quarterly. Additional meetings can be convened as necessary.

2.8 Grant funding proposals in budget and greater than £2,000 will be discussed at the CTCRPG.

2.9 This Group will put forward their recommendations for funding to the Head of Planning, Economy and Regeneration for a formal decision. This will be in consultation with the Cabinet Member for Planning and Economic Regeneration

2.10 Grant awards in budget at or below £2,000 will not be considered by the CTCRPG. For these it is proposed that the Head of Planning, Economy and Regeneration will make funding decisions in consultation with the Cabinet Member for Planning and Economic Regeneration and the Team Leader for Economic Development.

2.11 The CTCRPG has the following membership:

- 2 elected members of Mid Devon District Council (inc. Cabinet Member for Planning and Economic Regeneration, MDDC [Chair]; one Cullompton ward member);
- 2 elected members of Cullompton Town Council;
- 1 elected member of Devon County Council;
- 1 representative of Cullompton Town Team;
- 1 representative of Cullompton Neighbourhood Planning Group;
- 2 representatives of the business community;
- 2 further community representatives.

2.12 Advisory members of the Group include:

- Cullompton Town Council Clerk;
- MDDC Economic Development Team Leader
- MDDC Conservation Officer;
- MDDC Cullompton HAZ Project Officer;
- DCC Highways Officer;
- Historic England.

3.0 Conclusion

3.1 The Cullompton HAZ grants scheme will see property owners and repairing leaseholders invited to apply for building grants to support structural, historic reinstatement and shopfront improvement work in the town centre.

3.2 The grants scheme funding pot is finite and limited, and it hoped that the scheme can support a steady stream of investment into the town during the HAZ funding period through to March 2024.

Contact for more information: Chris Scobie, Cullompton HAZ Project Officer
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Background Papers: Cullompton High Street Heritage Action Zone webpage:

https://www.middevon.gov.uk/residents/planning/cullompton-high-street-heritage-action-zone/

Historic England
https://historicengland.org.uk/services-skills/heritage-action-zones/cullompton/

Cullompton Town Centre Regeneration Partnership Group Terms of Reference

Circulation of the Report: Cabinet

Appendix 1

Cullompton Town Centre Regeneration Partnership
Terms of Reference (ToR)

Purpose of the Group
To act as a forum where partners can work together to further the regeneration and economic growth of Cullompton Town Centre

Aims and Objectives
- To enable consultation , discussion and collaboration between key stakeholders to promote a joined-up approach to town centre regeneration in Cullompton
- To support the delivery of projects that are deemed feasible and which would benefit Cullompton town centre and its users.
- To be a vehicle for engagement with wider community interests
- To provide oversight and governance for Cullompton High Street Heritage Action Zone, and any other scheme that may be developed as part of the regeneration process.
- To monitor overall progress; and to review and update the objectives and priorities at least annually.
- To advise on the preferred allocation of funding when available to schemes that assist with enhancements and regeneration of the town centre

Membership
Membership of the partnership will extend to representatives of the following organisations:

- 2 elected members of Mid Devon District Council
  (cf. Cabinet Member for Planning and Economic Regeneration, MDDC (Chair); A representative ward member)
- 2 elected members of Cullompton Town Council
- 1 elected member of Devon County Council
- 1 representative of Cullompton Town Team
- 1 representative of Cullompton Neighbourhood Planning Group
- 2 representatives of the business community
- 2 further community representatives

Advisory members will include:

- Cullompton Town Clerk
- Mid Devon Economic Development and Conservation Officers
- Devon County Highways, Urban Design and Economic Development Officers
- Historic England

Any member unable to attend a meeting may nominate a substitute in advance of the meeting to attend that meeting provided that:

- The substitute has a similar area of expertise or position of responsibility in their organisation
- Is fully briefed on the purpose of the Board and the meeting to take place

Membership of the partnership will be reviewed annually.

Roles and Responsibilities
Members of the partnership should be able to:

- Implement the partnerships aims and objectives,
- Have the responsibility to represent their organisation and to feedback information to others within their own organisation,
- Make every effort to prioritise attendance at scheduled meetings but to ensure that a suitably senior substitute is nominated from the same organisation.

Chairmanship
The Chair and Vice Chair will be elected annually

Meetings
The Partnership will meet for a minimum of 1 meeting per quarter throughout the year, with additional meetings as required. A minimum of 6 members will be necessary to make the meeting quorate.

CABINET
13 MAY 2021

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

CULM GARDEN VILLAGE STRATEGIC FLOOD RISK ASSESSMENT AND DRAINAGE STRATEGY EVIDENCE BASE

Cabinet Member	Cllr Richard Chesterton
Responsible Officer	Jenny Clifford, Head of Planning, Economy and Regeneration

Reason for Report:

To seek approval to engage consultants to prepare a strategic flood risk assessment and drainage strategy as evidence base for the Culm Garden Village masterplanning process.

RECOMMENDATION:

1. **That delegated authority be granted to the Head of Planning, Economy and Regeneration in consultation with the Cabinet Member for Planning and Economic Regeneration to engage consultants to produce a strategic flood risk assessment and drainage strategy.**

Financial Implications: This significant project requires financial resources to continue progress towards delivery. Capacity funding from Homes England's Garden Villages and Towns Programme to advance the project has been received over the past 4 years. Continued financial support from capacity funding is critical to adequately resource the project. This capacity funding is conditional on progress being made with the project in line with the Council's place making aspirations and to meet the Government's requirements.

The cost of appointing the consultants of approximately £50,000- £75,000 will be financed entirely from the capacity funding budget (with sufficient funds available) and is therefore at no cost to the MDDC budget. A range of costs is appropriate at this stage as the extent of the work will depend on the amount of modelling work required (to be agreed with the Environment Agency) and whether gauging of ordinary watercourses is included. It is intended that consultants be selected via a tender process.

Budget and Policy Framework: This report relates to strategy formulation which is currently budgeted for under Homes England capacity funding. The document will not affect the existing policy framework but will add detail to existing policies and help inform future policies.

Legal Implications: None anticipated at this time. Procurement will be in accordance with requirements commensurate with the value of the commission. The Council's financial regulations stipulate a formal tender process.

Risk Assessment: If progress on masterplanning the garden village is delayed, the Council may become vulnerable to speculative planning applications being submitted

which do not accord with the Council's aspirations for the garden village and which could lead to unsustainable and uncoordinated development which would not meet policy requirements for essential infrastructure, open space and local services.

One of the Government's priorities is the delivery of housing, the achievement of which is increasingly linked to future success of funding bids. The ability to show progress against key milestones in the delivery plan for the project is of increasing importance.

Establishment of a comprehensive masterplanning framework for the development is considered vital to achieving the Council's aspirations for the garden village in terms of community, place making and quality. The absence of such an approach would represent a significant risk to achieving the desired quality outcomes. The flood risk and hydrology work is a key piece of evidence base to run in parallel and to inform the garden village masterplan.

Relationship to Corporate Plan: The garden village project contributes to all four corporate priorities of homes, environment, community and economy and the objectives of sustainable and prosperous communities, a sustainable planet and sustainable participation. The project is central to the delivery of many of the aims identified within the Corporate Plan. It is a significant strategic project with a national profile.

Equality Impact Assessment: No equality issues are identified for this report at this stage.

Impact on Climate Change: The commission is essential to inform the garden village masterplan. The work will include consideration of the current and future impacts of climate change and recommend opportunities for natural flood management/nature based solutions within the Culm catchment.

1.0 INTRODUCTION

1.1 Policies CU7-CU12 of the adopted Mid Devon Local Plan Review allocate 160 hectares of land to the east of Cullompton for up to 1,750 homes and associated development within the period up to 2033 (with at least 850 houses thereafter). This allocation is intended to form part of a larger garden village proposal. Policy CU7 of the Local Plan Review requires comprehensive masterplanning of the development including at least two stages of public consultation, and adoption of the masterplan as a Supplementary Planning Document before any planning application is determined. The Mid Devon Local Plan Review was adopted at the meeting of Full Council on 29 July 2020.

1.2 Culm Garden Village was one of 14 initial areas awarded garden village status by the Government in January 2017 following a successful expression of interest by the Council. The background to this was summarised and included within the report considered by Cabinet on 6 July 2017.

1.3 With Culm Garden Village receiving garden village status, there is a clear intention and direction of travel towards a garden village of significantly

greater scale and covering substantial additional land to that currently allocated by policy CU7 of the Mid Devon Local Plan Review.

1.4 The remainder of the garden village does not at present benefit from a plan allocation. It is expected that the review of the Local Plan will consider this.

1.5 At the meeting on 1 October 2020, Cabinet approved the appointment of consultants to progress a Masterplan SPD for the East Cullompton Local Plan allocation and a Framework Masterplan for the wider garden village.

1.6 Flooding and hydrology is a very important consideration for the garden village, there being numerous small watercourses crossing the site, as well as the river Culm to the west of the garden village and areas of flood zones 2 and 3 in the wider garden village area. The flood risk and hydrology work is a key component of the evidence base for the garden village masterplan, which will inform the distribution of land uses, design of green spaces such as the proposed country park, and a high level strategy for sustainable urban drainage systems.

1.7 The commission will build on the baseline model developed through the Connecting the Culm project and the flood modelling carried out for the Town Centre Relief Road, as well as early flood risk work carried out by the land promoters, and will be complementary to the strategic flood risk assessment to be commissioned for the Local Plan Review.

1.8 The flood risk assessment, mitigation and drainage strategies will be developed through engagement with the Environment Agency and Devon County Council as Lead Local Flood Authority.

2.0 BACKGROUND WORK

2.1 A preliminary flood risk and drainage assessment was carried out by the main land promoters for the East Cullompton allocation in 2017 to inform the stage 1 public consultation on the Masterplan SPD. Further information was received from statutory consultees and other interested parties during the stage 1 public consultation which took place in January/February 2019.

2.2 A whole catchment model of the Culm has recently been developed through the Connecting the Culm project. This model will form a baseline for further, more detailed, modelling required for the garden village project specifically.

2.3 The Connecting the Culm project is also developing a “blueprint for the Culm” to identify natural flood management solutions to reduce flooding and improve water quality in the Culm catchment. These solutions will be expected to form part of the flood risk mitigation for the garden village. Details of the Connecting the Culm project can be viewed on their website: https://connectingtheculm.com/.

2.4 Detailed flood modelling of part of the catchment was included in a flood risk assessment carried out in 2018 to inform the design of the Town Centre Relief Road and associated flood risk mitigation.

2.5 A strategic flood risk assessment was prepared for the adopted Local Plan in 2014. An up to date strategic flood risk assessment will be commissioned to support the review of the Local Plan. This will be a high level assessment which will need to be supported further by the detail proposed in this garden village flood risk and drainage strategy commission.

2.6 The Environment Agency is carrying out further work to gain a greater understanding of the hydrology of the Cullompton area. The Environment Agency has been, and continues to be, involved in setting the brief for this commission, and will be working with the appointed consultants throughout the commission.

3.0 SCOPE OF COMMISSION

3.1 It is recommended that consultants (funded by capacity funding set aside for this purpose) be engaged to produce a strategic flood risk assessment and high level drainage strategy. The work must provide a sufficient understanding of the hydrology of the area to inform detailed masterplanning work.

3.2 The work will need to align with the strategic flood risk assessment to be carried out to support the Local Plan review.

3.3 The strategic flood risk assessment will utilise the existing Connecting the Culm baseline model, particularly in relation to flows upstream and downstream of the Cullompton area to provide a whole catchment approach to flood risk.

3.4 More detailed modelling will be required, within an area to be defined and agreed with the Environment Agency, to take into account river, ground water and surface water flooding (including rainfall). All modelling will need to be compatible with the existing Connecting the Culm and Environment Agency models.

3.5 The modelling and any recommended mitigation will be required to take climate change into account, in accordance with the latest Environment Agency guidance.

3.6 The report will clarify the current understanding of flood risk in the Cullompton area and recommend flood risk management strategies, to include natural flood management/nature based solutions, where possible aligning these with emerging solutions within the Connecting the Culm blueprint, and a “landscape-led” approach to masterplanning.

3.7 The report will recommend high level sustainable urban drainage strategies in accordance with guidance prepared by Devon County Council as Lead Local Flood Authority.

3.8 The report will outline the extent of any further work required by developers to support planning applications, and include guidance on this further work.

3.9 The commission will also need to explore the option of gauging minor watercourses to gain a more in-depth understanding of flood risk to inform future flood risk mitigation.

3.10 A provisional timetable is proposed:

Action	**Date**
Cabinet	13 May 2021
Award of contract	June/ July 2021
Draft report	January 2022
Final report to Cabinet	April 2022

4.0 CONCLUSIONS

4.1 A good understanding of the flood risks to the garden village and wider Cullompton area is essential in developing a detailed masterplan for the garden village.

4.2 The flood risk and hydrology work is a key component of the evidence base for the garden village masterplan, which will inform the distribution of land uses, design of green spaces such as the proposed country park, and a high level strategy for sustainable urban drainage systems.

4.3 The commission will identify flood risks and recommend flood mitigation measures and a high level sustainable urban drainage strategy, taking into account climate change and a “landscape-led” approach to masterplanning.

Contact for any more information	Tina Maryan, Area Planning Officer tmaryan@middevon.gov.uk
Background Papers	Local Plan Strategic Flood Risk Assessment Town Centre Relief Road Flood Risk Assessment East Cullompton Preliminary Drainage Strategy
Circulation of the Report	Members of Cabinet

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CABINET
13 MAY 2021

OPTIONS FOR THE PROCUREMENT OF ELECTRIC CAR CHARGING UNITS

Cabinet Member(s): Cllr Colin Slade - Cabinet Member for the Environment and Climate Change

Responsible Officer(s): Andrew Busby - Corporate Manager for Property, Leisure and Climate Change, Jason Ball - Climate and Sustainability Specialist.

Reason for Report: To provide Cabinet with an overview of options available to the Council to facilitate an increased provision of electric vehicle (EV) charging points across the district.

Recommendation: To delegate authority to the Deputy Chief Executive (151) and the Portfolio Holder(s) for the Environment & Climate Change and Finance, in consultation with Property Services to facilitate the installation of additional electric vehicle charging points on Council land and across the District.

Financial Implications: The three options presented in this paper do not require capital budget, nor do they require the Council to meet running costs**.** Each option has different potentials to impact on Council income, linked more or less strongly to popularity of use (see comparison table) and this potential needs to be weighed up against the impact on revenue from Council car parks. Should parking charges not be applied to vehicles whilst they are charging, then the income returned from our percentage of the electricity revenue will be less than the car park charge in most cases, this is only the case if the car park is at capacity and these spaces would have been used and there are other objectives being achieved as outlined.

Budget and Policy Framework: The budget for the management of our car parks has been set for the current financial year and there is no budget provision for providing additional electric car charging points. Fully funded electric car charging installations will result in no Capital outlay.

The key criteria will be a satisfactory rate of revenue return for leasing Council land, and to receive a share of the income following the installation of the car charging units compared with any potential loss of income from pay and display car park revenue.

Legal Implications: The appropriate legal documentation to enable participation in any option will be reviewed and agreed between Legal and Property Services.

Option 1. DELETTI: This option is to use a framework agreement process, which meets the requirements of UK public procurement legislation. The Council could achieve economies of scale by being part of the DELETTI collaborative procurement with other Devon authorities.

Option 2. Rapid Charging Exeter (RCEx): This option would be via a legal lease agreement with the provider.

Option 3. Commercial arrangement/procurement: The Council has a good existing supplier, but the current arrangement does not include a means to extend into the additional locations. Such arrangements can, however, offer good opportunities for rental income under a lease agreement. Nevertheless, a new procurement process would be required.

Risk Assessment: Low Risk: The risks associated with the decision to lease car parking spaces to a charge point operator for a set period are assessed as being low. The arrangements effectively impose a constraint on how the Council can use its land during the life of the leases. For example if the Council wished to develop a car park site for an alternative use then under the terms of the lease, compensation may become payable in respect of the designated bays. It is also the case that these parking spaces being leased to a charge point operator will then not be available for use by non-qualifying vehicles with the consequent loss of revenue if those drivers are forced to find alternative parking because the car park is already full, the intention is to encourage the adoption of qualifying vehicles.

Contracts / agreements will be reviewed by Legal and Property Services. There are different lease terms / periods for the lease contracts offered by the providers – for example, DELETTI (10 years), RCEx (15 years) and INSTAVOLT (30 years). The lease contracts mean that when installed, the EV charging unit owners (our leaseholders) are responsible for all maintenance so the Council would have no capital or maintenance costs that would cause any increase in the Council's administration resources.

At this stage, there is a low risk if the Council decides to be a signatory to the DELETTI Collaboration Agreement for Phase 2, because this could prevent the Council being able to offer some target sites (i.e. the five sites nominated for DELETTI) to other potential leasehold providers.

Equality Impact Assessment: This report has no equality impact; each installation would be considered for its impact on the community.

Relationship to Corporate Plan:
A Sustainable Planet. Environment - Encourage "green" sources of energy, supply new policies and develop plans to decarbonise energy consumption in Mid Devon Communities.

Relationship to MDCC Climate Strategy and Action Plan:
Climate Strategy Key 2020-24 climate priorities (number 3) includes 'Roll out Electric Vehicle charging points - residential and commercial'.

Impact on Climate Change: The primary outcomes of supporting EV charging within the Mid Devon district and in relation to Climate Change impact:

- to reduce energy consumption and climate impact per vehicle / per mile;
- to enable the potential for renewable energy sources to be utilised in powering personal transport within the district;
- to help reduce localised air pollution caused by transport;
- to boost EV driver confidence in recharger availability across the district.

Secondary or indirect co-benefits would include:

- to boost confidence for EV drivers who plan to visit Mid Devon (tourism or commercial);
- an economic stimulus for the ultra-low emission vehicles (ULEV) industry and related trades;
- an increased use of ULEVs can reduce community and corporate / private sector travel costs thus increasing district / county / region productivity.

1.0 Introduction

1.1 The Council has identified the provision of electric vehicle (EV) charger points as a priority action in its Climate Strategy.

1.2 The electric vehicle industry has been developing quickly over the last few years and in summary, the options for electric vehicle charging can be summarised in three approximate categories:

- Slow charging – typically 7kW AC charge units suitable for overnight charging of most vehicle types
- Fast charging – typically 22kW AC charge units suitable for some vehicles to provide a useful top up charge in typically 2 or more hours (also delivers a slow charge to other vehicles that have not been designed to utilise the AC fast charge option)
- Rapid charging – typically 50kW + DC charge units suitable for an increasing number of the latest electric vehicles (including the Nissan EV 200 vans that we are now adding to our fleet) and capable of delivering 80% top up to an empty battery within 40 minutes.

1.3 Given the Council's climate emergency declaration, each of the assessed options have been evaluated in terms of climate change mitigation potential, as well as cost and commercial viability.

1.4 Alternative supplier options, including alternative frameworks and EV charger suppliers have been explored.

1.5 Discussion has taken place between the services teams of Property Services, Revenue, Growth and Economy with regard to the best potential locations for rollout and this can be found attached to this report as **Annex A**.

1.6 The 3 potential options for the next wave of EV rapid chargers during the 2021-2022 financial year are:

- DELETTI (Devon Low-carbon Energy & Transport Technology Innovator). A partnership of Devon local authorities including MDDC.
- Rapid Charging Exeter (RCEx). A consortium of Devon County Council, Innovate UK, Regen, a car share project and private companies.
- Commercial entity e.g. Instavolt. Through such an entity, the Council already hosts EV rapid charging units (each with 2 recharge connectors) at the three Council leisure centres. However, the current arrangement does not provide for further roll-out, therefore a new arrangement/procurement would be required.

2.0 Environmental and Climate Impact

- Fully electric vehicles run with higher efficiency than those with internal combustion engines.
- The UK's electricity generation mix is becoming lower-carbon each year, which means electric vehicle journeys, can get 'greener' through this process or by switching to greener power suppliers.

- The Energy Saving Trust has said (link):

  '*The switch to battery electric cars, vans, buses and motorbikes is a vital part of the Road to Zero strategy and any further policies introduced to accelerate decarbonisation.'*

  'The UK's renewable energy capacity is continually growing with electricity grid emissions predicted to fall by around 90% between now and 2050.'

  Current EV charger provision: https://www.goultralow.com/ev-charging-point-map/

2.1 Council influence on renewable power supplies:

- On Council property, it is within our control to procure 'greener' power supplies with a higher level of *renewable* electricity and a lower climate impact.
- The Council can only guarantee the proportion of renewable electricity utilised at EV chargers managed by a third-party provider if this is written into contracts. According to the available information and agreements the providers for all 3 options currently use or promise to use 100% renewable energy and one of the potential providers, RCEx, seeks to link its power supply with local solar photovoltaic parks.

3.0 Comparison of the Options available

3.1 Key aspects are provided in Table One for comparison.

3.2 In broad terms, our involvement with the electric vehicle charging industry can be at one of three levels:

1. The industry is happy to offer deals to the public sector in which a charge point operator will install and operate a charging network from a number of parking bays in key locations. The Council would enter into a lease agreement in respect of the land and the operation of the charge points would be wholly a matter for the contractor.

2. It is also an option for public sector bodies to commission and then wholly own and manage the charging infrastructure. The day-to-day maintenance and management (including monitoring of and payment for electricity) can be contracted out to a specialist company.

3. The option that seems to be emerging as more popular at present in this rapidly evolving industry appears to be a more complex collaboration in which a single public sector body (or possibly a group of them) enter into an agreement with a charge point operator to share expertise, risks and benefits. Typically, the arrangement will enable local authorities to roll out infrastructure with minimal levels of investment and reduced risk, the Council would retain control over the

specification of the charging infrastructure along with medium and long-term benefits in the form of shared profits from the sales of electricity. The Council would also be able to specify for example an arrangement to ensure that renewable energy sources (such as photovoltaics) and onsite energy storage to help smooth peak demand are built into contract specifications.

3.3 All 3 of the approaches mean the Council would have no capital outlay or maintenance costs, which remain with the leaseholder.

3.4 **The Devon DELETTI partnership** approach involves a bid to the Office for Zero Emission Vehicles (OZEV) to fund the programme of installations and we are delighted to be an active partner in the County Council led Devon Low-carbon Energy & Transport Technology Innovator (DELETTI) programme. The £800k plus grant funding will prevent more than 300 tonnes of carbon from entering our atmosphere across our county every year and that aligns perfectly with our own emerging climate change action plan. We know that the government has stated that new petrol and diesel cars and vans cannot be sold after 2030, with some exceptions to the ban, with some plug-in hybrids (PHEVs) and some full hybrids still able to be sold up until 2035, but we are expecting our residents and visitors to gradually move to so-called ultra-low emission (electric and plug in hybrid) vehicles before then and we are committed to doing everything we can to encourage that. It is impossible to encourage more people to use electric cars until there are more charging points. More charging points are unlikely to be provided by the market until there are more electric cars on the road. We agree with the County Council's view that this partnership programme will help to break that cycle. Fewer petrol and diesel cars will lead to a reduction in emissions, cleaner air and an improved quality of life for residents.

3.5 The majority of funding for the Devon DELETTI partnership has come from a successful bid to the European Regional Development Fund. Subject to the Council approving the detail contained in the final lease document, car parking spaces could be leased to the operator for a peppercorn rent and the Council will then take a share of the electricity revenue that we expect to increase significantly over the ten-year operating period. All other costs associated with supply, installation, repair, replacement and management are borne by the successful contractor.

- Devon County Council (DCC) will act as Host Authority and Accountable Body in respect of the Programme and the Grant Funding.
- DCC submitted an application to the Office for Zero Emission Vehicles *On-Street Residential Chargepoint Scheme* for grant funding in respect of the Devon and Torbay Residential Chargepoint Scheme (the "Project") part of which consists of the Programme.
- The Partners are seeking to appoint a Contractor to design, build, operate and maintain Ultra Low Emission Vehicles (ULEV) chargepoints on car parks (the "Sites") owned by the Partners (the "Services"). The Partners have agreed to work together on the procurement of the Services.

3.6 **The Rapid Charging Exeter (RCEx) consortium** has bid for national funding and seeks to run a commercial venture that has begun in Exeter City and is now expanding. The project has already secured 11 sites within the city of Exeter and

in total, they have funding for 150 charge units. Unlike the DELETTI programme, this project already has funding in place to deliver outputs on a relatively tight timescale and we understand that in effect they require units to have been installed and be operational during September 2021, to enable their use to be evaluated by the end of March 2022. This presents this Council with an exciting opportunity, provided we have the ability to act quickly. Like DELETTI phase 2 there is no upfront cost to us and in return for hosting units on a peppercorn rent for a contract period of up to 15 years, we receive a 3% share in the increasing electricity revenue that arises over that period.

3.7 A potentially exciting element already emerging from this collaboration is interest from the proprietor of a local Community Interest Company which seeks to provide EV cars for community hire in busy and residential areas and is linked to the Rapid Charging Exeter project.

3.8 The units will include battery storage capacity, which attenuates the surge effect on the local power supply network.

3.9 **Commercial company** (e.g. Instavolt) leasing arrangements – this is typically a commercial venture that leases the sites (parking spaces) at set rental values which are reviewed annually.

Comparison Table 1

	DeLETTI characteristics	**RCEx characteristics**	**Instavolt characteristics**
Typical installation	1 charger per location = 2 spaces	2 chargers per location = 4 spaces	1 charger per location = 2 spaces
	Each charger serves 2 bays	Each charger serves 2 bays	Each charger serves 2 bays
	Bay length 5.5m - 6m.	Bay length 5.5m - 6m.	Bay length 5.5m - 6m.
County targets	Locations depend on LA partners.	Has a Devon target of 75 locations.	Unknown target for Devon.
District targets	MDDC has proposed 5 sites; MDDC car parks in Tiverton (3) and Crediton (2).	Up to 15 high potential MDDC sites; plus possibly others within Mid Devon.	MDDC has made enquiries with 15 high potential MDDC sites.
	MDDC has only proposed car parks.	Residential	Residential? No.
Contract term	sites for a nominal rent and term of 10-years	15 year Lease	30 year Lease
Capital cost	Leaseholder. Not MDDC.	Leaseholder. Not MDDC.	Leaseholder. Not MDDC.
Running cost	Leaseholder. Not MDDC.	Leaseholder. Not MDDC.	Leaseholder. Not MDDC.
Income	A nominal rent	Percentage of income to be received	Annual rent received
Current energy mix	100% renewable	"100% clean energy generated at Devon-based solar farms"	100% renewable energy sources
Other benefits		Potential for cars to be available for hire at some sites. Battery Storage Capacity.	

4.0 Procurement

4.1 As an alternative to the procurement of interest for taking a lease of spaces on Council property, the Council could conduct a public procurement exercise to install EV chargers that are then run by the Council directly or have management contracted out. However, there is no guarantee that the Council could secure future funding to facilitate this:

- Dependent on the scale and full lifetime value of the project contract (which could be expandable across e.g. 10 years - 15 years - or 30 years to cover the potential for ongoing growth in the EV market and technological developments in rapid charger design) this option could involve a full OJEU approved tender process and would be open to major providers.
- The process could take up to 34 weeks; as such, there is a significant risk of missing the current opportunities for 2021 installation of a significant number of EV rapid charger units.

4.2 Advantages:

- Allows all organisations both public and private to bid providing greater competition and opportunities in delivering savings and innovation.
- Allows the Council to take advantage of higher revenues in return for undertaking more risk, and to target rollout to less popular / viable locations such as rural villages.

4.3 Disadvantages:

- The Council would be more directly exposed to the risks associated with the emerging market (controllable to some extent).
- Capital outlay by Council would likely be necessary, requiring budget changes or financing to achieve the rollout.
- Revenue budgets and staff resources would be required to manage or oversee the management of Council owned / share-owned assets.

4.4 Subject to which option the Council decides to support a recorded decision notice will be required, it will be necessary to publish this decision on our web site.

5.0 Conclusion

5.1 It is important to continue to work with neighbouring authorities to facilitate additional electric car charging points across our District.

5.2 The Environment Policy Development Group and the Net Zero Advisory Group, as well as Ward Members will be kept up dated on a regular basis.

5.3 This report is recommending delegated authority be put into place so that the Council are able to secure capital funding opportunities, that have tight timescales.

5.4 Once Officers and Portfolio holders are satisfied that a funded procurement option will not have a detrimental impact on the set revenue budget for the 2021/22 financial year, a decision will be made.

5.5 The key criteria will be a satisfactory rate of revenue return for leasing Council land, and to receive a share of the income following the installation of the car charging units compared with any potential loss of income from pay and display car park revenue.

5.6 A decision recording form would be signed and circulated upon a supplier being selected to install additional electric car charging points.

Contact for more Information: Andrew Busby – Corporate Manager Property, Leisure and Climate Change: Email abusby@middevon.gov.uk Tel: 01884 255255 & Jason Ball- Climate and Sustainability Specialist: Email jball@middevon.gov.uk Tel: 01884255255.

Circulation of the Report: Cabinet Members for the Environment and Climate Change, Finance and Property.

List of Background Papers: None

id	potential H/M/L	Street or Off-St	Location Name	Town or Village	Postcode	Map link
m01	H	CP/off-street	Crediton High Street Car Park	Crediton	EX17 3JU	https://goo.gl/maps/b5CC
m02	H	CP/off-street	Crediton Market Street Car Park	Crediton	EX17 2AJ	https://goo.gl/maps/PcSU
m03	H	CP/off-street	Tiverton Multi Storey Car Park	Tiverton	EX16 6LU	https://goo.gl/maps/Wc
m04	H	CP/off-street	Westexe South Car Park	Tiverton	EX16 5DQ	https://goo.gl/maps/toF
m05	H	CP/off-street	William Street Car Park	Tiverton	EX16 6BJ	https://goo.gl/maps/iwH
m06	H	CP/off-street	Exe Valley leisure centre	Tiverton	EX16 6SG	https://goo.gl/maps/wH
m09	H	CP/off-street	Forge Way car park	Cullompton	EX15 1AG	https://goo.gl/maps/nVmS
m10	H	CP/off-street	Culm Valley Leisure Centre	Cullompton		https://g.page/instavolt-ev
m11	H	CP/off-street	Old Road Little Car Park	Tiverton	EX16 4HL	https://goo.gl/maps/Au2U
m12	H	CP/off-street	Lord's Meadow leisure centre	Crediton	EX17 1ER	https://goo.gl/maps/CifK6
m17	H	Street	Hornbeam Gardens	Bradninch		Link
m36	H	CP/off-street	Wellbrook Street CP	Tiverton	EX16 5LX	https://goo.gl/maps/Nv
m23	H	CP/off-street	Wyndham Road, Silverton	Silverton		Link
m24	L	Street	Champion Way	Tiverton		https://goo.gl/maps/uwCK
m32	L	CP/off-street	Halberton Village Hall	Halberton	EX16 7AF	https://goo.gl/maps/qs42
m29	L	CP/off-street	Tesco	Cullompton	EX15 1BN	https://goo.gl/maps/6uZcf
m34	L	CP/off-street	Petroc College	Tiverton	EX16	
m27	L	Street	East Street in Crediton	Crediton	EX17 3BA	https://goo.gl/maps/qD
m28	L	CP/off-street	Morchard Road station	Morchard Road	EX17 5LR	https://goo.gl/maps/PD
m30	L	CP/off-street	Cullompton Community College	Cullompton	EX15 1DZ	https://goo.gl/maps/JPA3
m35	L	CP/off-street	Tiverton High School	Tiverton	EX16	
m15	L	Street	Fore Street	Bampton		https://goo.gl/maps/c96G
m16	L	Street	Fore Street	Bradninch	EX5 4NN	Link
m07	L	CP/off-street	Moorhayes Community Centre	Tiverton	EX16 6SU	https://goo.gl/maps/pR
m08	L	CP/off-street	Station Road car park	Bampton	EX16 9NG	https://goo.gl/maps/JVDp
m31	L	CP/off-street	Aldi car park	Cullompton	EX15 1FU	https://goo.gl/maps/CNFj
m21	L	Street	High Street	Cullompton	EX15 1AA	https://goo.gl/maps/ckWE
m22	M	CP/off-street	Lower Town car park	Sampford Peverell	EX16 7FB	https://goo.gl/maps/K9ZU
m13	M	CP/off-street	Tiverton Parkway (near rail station)	Sampford Peverell	EX16 7EH	https://goo.gl/maps/CQs3
m14	M	CP/off-street	Crediton rail station	Crediton	EX17 3BY	https://goo.gl/maps/tBe
m26	M	Street	The Square Uffculme	Uffculme	EX16	https://goo.gl/maps/FoAb
m18	M	Street	High Street	Crediton	EX17 3LF	https://goo.gl/maps/HEzA
m19	M	Street	St Martin's Lane	Crediton	EX17 2DW	https://goo.gl/maps/Lzdp5
m20	M	Street	Western Road A377	Crediton		https://goo.gl/maps/UceLj
m25	M	Street	Beck Square	Tiverton	EX16	https://www.google.com/

Landowner	Stakeholder notes
MDDC	MDDC www.middevon.gov.uk/residents/car-parking
MDDC	On the Burrowe (next to Market St)
MDDC	Consider best position for power connection - perhaps shift ground markings.
MDDC	Consider best position for power connection - perhaps shift ground markings.
MDDC	Consider best position for power connection - perhaps shift ground markings.
MDDC	Possibly north car park? Existing Instavolt unit at south car park but this is near to the football ground, rugby ground and the college - popular location.
MDDC	Consider best position for power connection - perhaps shift ground markings.
MDDC	Already an instavolt rapid charging unit here - so known as an EV charge location.
MDDC	Potentially best at southern side within car park, next to street.
MDDC	Consider best position for power connection - perhaps shift ground markings.
MDDC	Residential. MDDC amenity car park. MDDC has asked Parish Council for feedback. (Devon CC Highways?)
MDDC	MDDC paid car park in residential area. www.middevon.gov.uk/residents/car-parking/wellbrook-street-car-park/
MDDC	Residential. MDDC amenity parking zone. Adjacent to community hall. MDDC has asked Parish Council for feedback.
unknown	Potential at new development near to main connecting road and golf club.
unknown	Traffic congestion?
Tesco	Seems unlikely to be a fast decision.
Petroc	Oversubscribed car park.
MDDC-control	Residential. MDDC permits - 6 permits for 14 spaces? However, the long waiting list suggests high demand.
GWR www.gw	Only 6 spaces in car park. Solar Park nearby. GWR - www.gwr.com/plan-journey/stations-and-routes/electric-car-charging
Devon?	Public access unlikely. Near to Culm Valley leisure centre car park on Meadow Way.
Devon?	Public access to a school car park unlikely unless e.g. 6pm-6am?
Devon CC	Bampton TC "not ready yet" - could speak with Devon CC Highways - would need to consult Town Council and shops.
Devon CC	MDDC has asked Parish Council for feedback. Devon CC Highways. Very restricted parking opportunities - can we mitigate with better greener transport links?
community as	Moorhayes Community Association (not MDDC management).
Bampton Tow	Bampton TC "not ready yet" but this location has good future potential.
Aldi	Seems unlikely to be a fast decision.
Devon?	Speak with Devon CC Highways. Town Council. Business owners nearest target. HAZ - complicated by town centre review / revival?
MDDC	Lower Town car park? Likely better than road. https://goo.gl/maps/dwVHsQzmfWGAmcZPA
GWR www.gwr.com/plan-journey/stations-and-routes/tiverton-parkway	
GWR www.gwr.com/plan-journey/stations-and-routes/crediton or National Rail	
Devon?	Speak with Devon CC Highways. Ask the Parish Council. Within walking distance of school, church, most shops. (Village short of street businesses?)
Devon CC	Speak with Devon CC Highways. Must not block loading or customer-parking needs.
Devon CC	Speak with Devon CC Highways. Next to school, opposite police station and Churchill Drive
Devon CC	Speak with Devon CC Highways. School. Next to school; could be linked to traffic calming measures?
Devon CC	MDDC amenity car park https://www.middevon.gov.uk/residents/car-parking/beck-square-car-park-tiverton/

Car Park	Number of Spaces	2019/20 Total P&D Inc *	Average Income per space
MSCP - Tiv	642	109,983.47	171.31
Beck Square - Tiv	28	77,375.72	2,763.42
William Street - Tiv	47	25,159.80	535.31
Westexe South - Tiv	49	52,325.69	1,067.87
Wellbrook Street - Tiv	28	14,991.55	535.41
Market Street - Cred	29	34,091.93	1,175.58
High Street (St Saviours Way) - Cred	190	82,195.56	432.61
Station Road - Cull	114	40,904.58	358.81

*** Please note that 2019/20 Income has been used as due to Covid 2020 income figure were down against budget**
The figures above does not include the permitted income.

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MID DEVON DISTRICT COUNCIL – NOTIFICATION OF KEY DECISIONS

June 2021

The Forward Plan containing Key Decisions is published 28 days prior to each Cabinet meeting

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)
Tree Conservation and Maintenance Policy 5 yearly review	Environment Policy Development Group Cabinet	18 May 2021 8 Jun 2021	Andrew Busby, Corporate Manager for Property, Leisure and Climate Change Tel: 01884 234948	Cabinet Member for the Environment (Councillor Colin Slade)	Open
Draft MDDC Litter Strategy To receive the MDDC Litter Strategy	Scrutiny Committee Environment Policy Development Group Cabinet	21 Jun 2021 13 Jul 2021 3 Aug 2021	Darren Beer, Operations Manager for Street Scene	Cabinet Member for the Environment (Councillor Colin Slade)	Open
Options for Accelerating Affordable Housing Delivery in the District To consider additional governance arrangements for housing delivery	Scrutiny Committee Cabinet	24 May 2021 8 Jun 2021	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Housing and Property Services (Councillor Bob Evans)	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)
Information with regard to the possible creation of a Teckal compliant company To consider advice surrounding the possibility of creating a new Teckal-compliant company entity.	Scrutiny Committee Cabinet	24 May 2021 8 Jun 2021	Stephen Walford, Chief Executive Tel: 01884 234201	Cabinet Member for Housing and Property Services (Councillor Bob Evans)	Open
Fees and Charges - Private Sector Housing To consider fees and charges.	Homes Policy Development Group Cabinet	25 May 2021 8 Jun 2021	Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615	Cabinet Member for Housing and Property Services (Councillor Bob Evans)	Open
Tiverton Town Centre CCTV Options for future use To consider the options for the town centre CCTV	Cabinet	8 Jun 2021	Andrew Busby, Corporate Manager for Property, Leisure and Climate Change Tel: 01884 234948	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open
Playing Pitch Strategy To consider the Playing Pitch Strategy for consultation.	Cabinet	8 Jun 2021	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	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)
Cullompton Neighbourhood Plan Adoption To consider the adoption of the Neighbourhood Plan following the result of the referendum.	Cabinet Council	8 Jun 2021 30 Jun 2021	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Joint Strategy for strategic planning To consider a report of the Head of Planning, Economy and Regeneration on the proposed joint strategy for strategic planning matters with East Devon, Exeter City and Teignbridge Councils.	Cabinet	8 Jun 2021	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Outturn report 2020/21 To receive the outturn for the financial year 2020/21	Cabinet	8 Jun 2021	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Andrew Moore)	Open
Annual Treasury Management Report To consider the annual report	Cabinet	8 Jun 2021	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Andrew Moore)	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)
3 Rivers Developments Limited - Company Documents To consider proposals for a revised shareholder agreement and associated documents	Cabinet	8 Jun 2021	Stephen Walford, Chief Executive Tel: 01884 234201	Leader of the Council (Councillor Bob Deed)	Open
Cullompton Higher Bullring Public Realm Enhancement Project - Landscape Designer Tender Recommendation The Cullompton Higher Bullring Public Realm Enhancement project, delivered in partnership with Devon County Council, seeks to enhance the heritage setting of the Higher Bullring public realm while providing a flexible, extended community space for community events and cultural activities. Landscape design consultants are to be appointed to take forward the public realm design in consultation with the community.	Cabinet	8 Jul 2021	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Part exempt

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)
Devon and Torbay Waste Strategy Management Plan To receive a report which outlines the new draft Resource and Waste Management Strategy for Devon and Torbay following public consultation.	Environment Policy Development Group Cabinet	13 Jul 2021 3 Aug 2021	Darren Beer, Operations Manager for Street Scene	Cabinet Member for the Environment (Councillor Colin Slade)	Open
Contracted Out Enforcement Duties Group to receive a report from the Group Manager for Street Scene and Open Spaces on the options to engage an external contractor for additional littering and dog fouling enforcement duties in the district.	Environment Policy Development Group Cabinet	13 Jul 2021 3 Aug 2021	Darren Beer, Operations Manager for Street Scene	Cabinet Member for the Environment (Councillor Colin Slade)	Open
Housing Strategy (first draft) with formal consultation plan To consider the draft strategy.	Homes Policy Development Group Cabinet	20 Jul 2021 3 Aug 2021	Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615	Cabinet Member for Housing and Property Services (Councillor Bob Evans)	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)
Town and Parish Charter To receive the 3 yearly review of the Town and Parish Charter	Community Policy Development Group Cabinet	27 Jul 2021 3 Aug 2021	Jill May, Director of Business Improvement and Operations Tel: 01884 234381	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open
Housing Strategy (final version for approval) To consider the Housing Strategy.	Homes Policy Development Group Cabinet	14 Sep 2021 28 Sep 2021	Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615	Cabinet Member for Housing and Property Services (Councillor Bob Evans)	Open
Customer Care Policy To receive the 3 yearly review of the Customer Care Policy	Community Policy Development Group Cabinet	21 Sep 2021 28 Sep 2021	Lisa Lewis, Corporate Manager for Business Transformation and Customer Engagement Tel: 01884 234981	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open
Council Tax Reduction Scheme & Exceptional Hardship Policy To receive the Council Tax Reduction Scheme and the updated Exceptional Hardship Policy.	Community Policy Development Group Cabinet	16 Nov 2021 30 Nov 2021	Dean Emery, Corporate Manager for Revenues, Benefits and Recovery	Cabinet Member for Finance (Councillor Andrew Moore)	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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CABINET
13 MAY 2021

3 Rivers Developments Limited - Performance Update as at 31/3/21

Cabinet Members: Councillor Bob Evans – Deputy Leader and Housing & Property
Councillor Andrew Moore – Finance

Responsible Officers: Deputy Chief Executive (S151) – Andrew Jarrett

Reason for Report: To provide Cabinet an update on current project performance and any key risks.

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 This is now the 8th in a series of monthly updates on the progress of 3 Rivers since the recommendations made by the Cabinet at its meeting on the 13 July 2020. This report continues to provide the Council with a regular update on company performance, including associated risks and also gives a progress update on the recommendations made at the aforementioned Cabinet meeting.

2.0 Company Update

2.1 Attached to this report is the commercial 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 report continues with the process of including an overarching part 1 summary of activities and a detailed part 2 report from the company.

2.2 Below shows a brief overview of project progress and any associated issues as at the end of March 2021, which is the last full financial month of company accounting information.

Current Projects

The Orchard, Halberton – 4 semi-detached market houses and a barn conversion - the 4 semis are complete and 3 units are now occupied and viewings are still ongoing for the remaining one. Work is well under way on the new barn and is estimated to be completed by the end the beginning of June 2021.

St Georges Court, Tiverton – 39 market flats/houses – work is ongoing. Estimated completion of the whole project is planned for May 2022.

Bampton – 9 market houses. Pre-construction work is progressing well and start on site is estimated for July 2021.

Rental properties

Banksia Close/Cemetery Lodge, Tiverton – all rental payments up to date

Future Schemes

The company is currently considering 2 new developments; a medium sized development which is likely to be a mixed unit site and has recently made an offer on a medium sized site in Tiverton.

Financial Overview

No sales have been made since the last update.

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.

2.3 The table below summarises all the major financial transactions that have been made between the company and the Council during 2020/21.

Financial transactions between 3Rivers and Mid Devon DC during 2020/21

	As at 31/3/20	2020/21 Actual	Total
Revenue Items £k			
Interest Rec'd	322.4	496.4	818.8
Cost of Borrowing	0	0	0
Dividends Paid	0	0	0
MDDC recharges	318.0	124.5	442.5
Total	**640.4**	**620.9**	**1,261.3**

	As at 31/3/20	2020/21	Total
Loans £k			
Advanced	9,611.1	1,741.7	11,352.8
Repaid	(550.0)	(640.0)	(1,190.0)
Loans outstanding	**9,061.1**	**1,101.7**	**10,162.8**
Impairments	(790.0)	TBC	(790.0)

Notes:

1 All borrowing advanced to 3Rivers in 2020/21 has been made from internal cash resources.

2 The loans repaid figure of £550k relates to a VAT refund in 2019/20.

3 The £640k relates to sale proceeds from the Threwstones, Tiverton development.

4 The impairment relates to £617k St Georges Court (which is the estimated loss recorded at the end of a financial year assessed on all the known and potential future factors – including sale timings/proceeds) and £173k working capital charge. The 2020/21 assessment is currently being reviewed as part of the Council's year end closedown process.

Note - £800k of sale proceeds from the Orchard, Halberton and a retention sum from Threwstones was received on the 1/4/21 which was clearly just outside of this accounting period.

3.0 Progress on Cabinet Recommendations

3.1 Since the last Cabinet report the following actions have been progressed:

- The 2 Cabinet ambassadors continue to hold detailed monthly progress meetings on all aspects of company activities.
- Work on the revised Shareholder agreement is still progressing. We have received additional feedback/comments from 3Rivers for consideration and have held a recent meeting with ACS in order to finalise this document.

3.2 Members should be aware that 3Rivers have just been subject to an annual audit review by DAP which will be reported to the Audit Committee at its next meeting.

3.3 During recent meetings of Scrutiny and Audit Committees it has become clear that some members would like to receive additional clarity with regard to some of the key controls that the Council exercises over the financial activities of 3Rivers. Annex 1 attached to this report attempts to clarify the current arrangements.

4.0 Conclusion

4.1 The company will provide the Council with its annual review of delivery/performance for 2020/21 to the June Cabinet meeting.

Contact for more information: Andrew Jarrett, Deputy Chief Executive

Circulation of the report: Leadership Team and Cabinet

Annex 1

Council controls exercised over 3Rivers financial activities

The Annual Business Plan – this is the company's overarching vision/objectives for the forthcoming 5 financial years and attempts to set out the key vision, projects, returns, risk strategy and other associated metrics which it will attempt to deliver over that period. In previous years this has been received by the Council at a Cabinet meeting in February for recommendation to FC. However, in order to assimilate 3Rivers budget information in to the Council's budgets, including Treasury and Capital forecasts we have asked the company to provide this in October in future years. The approval of this business plan gives the company the go-ahead to progress the projects within the confines of the agreed budgetary envelope for the forthcoming year only.

Business Cases – these are the individual project forecasts of costs, revenues, associated risks, etc. and are currently taken to Cabinet for approval if it exceeds £1m (even if it already appears in the 3River's Business Plan).

Loans – the Council has agreed one summary loan agreement with 3Rivers which states the basic summary conditions which will be applied to all individual agreements. This includes; interest to be charged depending on what the loan is requested for and based on the prevailing commercial rate on offer. In addition every individual project has its own more detailed loan agreement. This includes the estimated total amount to be borrowed, payment tranches/dates, interest rate to be charged, etc.. Both the summary and individual loan agreements have been enhanced as part of the recent review undertaken by ACS and have a clear flowchart process of what has to be done in order to create a new loan or add to an existing one. It should be noted that to secure these individual loan agreements charges have been applied at Land Registry.

Release of Funds - when 3Rivers make a request for funds from the Council this request has to be made in writing and received by the Finance Dept. The request is then reconciled to a pre-existing loan agreement (or the request would be declined) and then needs to be approved by either the S151 or their Deputy prior to release of funds.

Review of key performance measures – currently the Cabinet receives a monthly performance report (in both part 1 and 2) which summarises all the key performance data that the Council requires in order to track ongoing company activity.

Proposed review mechanism - After recent discussions with both of the Chairs of Scrutiny and Audit Committees it is recommended that in addition to the regular reporting to the Cabinet agreed as part of the Shareholder Agreement that these key

financial controls receive at least half yearly review by the Audit Committee, which should also include an update on the current or emerging risk conditions. This should also include the review of any new business cases. This is being proposed as it is the Audit Committee's role to identify, manage and control/mitigate both financial and operational risk and review financial exposure.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
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