

Public Document Pack

Mid Devon District Council

Cabinet

Tuesday, 4 January 2022 at 10.00 am
Phoenix Chamber, Phoenix House, Tiverton

Next ordinary meeting
Tuesday, 1 February 2022 at 10.00 am

PLEASE NOTE: - this meeting will take place at Phoenix House and members of the Public and Press are encouraged to attend via Zoom wherever possible. The Protocol for Hybrid Meetings explains how this will work. Please do not attend Phoenix House without contacting the committee clerk in advance, in order that numbers of people can be appropriately managed in physical meeting rooms.

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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

AGENDA

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. **Public Question Time**
To receive any questions relating to items on the Agenda from members of the public and replies thereto.
3. **Declarations of Interest under the Code of Conduct**
To record any interests on agenda matters.
4. **Minutes of the Previous Meeting** (Pages 5 - 20)
To consider whether to approve the minutes as a correct record of the meeting held on 30 November 2021.
5. **Customer Care Policy** (Pages 21 - 36)
Following a report of the Corporate Manager for Digital Transformation and Customer Engagement, the Community Policy Development Group have made the following recommendation: that the revised Customer Care Policy and Standards be approved.
6. **Complaints Policy** (Pages 37 - 54)
To receive a report of the Corporate Manager for Digital Transformation and Customer Engagement reviewing the Complaints and Feedback Policy.
7. **Strategic Grants and Service Level Agreement** (Pages 55 - 62)
Following a report of the Director of Place, the Community Policy Development Group have made the following recommendations:
 1. The total Strategic Grants budget to remain at £138,500 for a period of 2 years, and that individual awards to Strategic Partners to remain at the 2020-2021 levels for this period.
 2. The level of grant awards to individual partners for 2022-23 and 2023-24 were therefore recommended as:

Organisation	Award 2021-2022 (£)	Award 2022-2023 (£)	Award 2023-2024 (£)
CHAT	12,500	12,500	12,500
Citizen's Advice	15,500	15,500	15,500
INVOLVE	12,000	12,000	12,000
Mid Devon Mobility	22,000	22,000	22,000
Grand Western Canal	45,000	45,000	45,000
Tiverton Museum	27,500	27,500	27,500
TIS	4,000	4,000	4,000
Total	£138,500	£138,500	£138,500

8. **New Local Plan – Issues consultation paper** (*Pages 63 - 264*)
To consider a report of the Director of Place requesting approval of the Issues Paper for consultation to meet the requirements of Regulation 18 Town and Country Planning (Local Planning) (England) Regulations 2012.
9. **Local Development Scheme** (*Pages 265 - 274*)
To consider a report of the Director of Place updating the Local Development Scheme and providing an updated timetable for the production of a new Local Plan for Mid Devon.
10. **The Cullompton Conservation Area Management Plan** (*Pages 275 - 400*)
To consider a report of the Director of Place with regard to the Amended Draft Cullompton Conservation Area Assessment and Management Plan (CAMP) and requesting a recommendation to Full Council for adoption.
11. **Formation of a Teckal Company** (*Pages 401 - 404*)
To consider a report of the Deputy Chief Executive (S151) considering the need to create a Teckal company.
12. **Tax Base Calculation** (*Pages 405 - 410*)
To consider a report of the Deputy Chief Executive (S151) detailing the statutory calculations necessary to determine the Tax Base for the Council Tax.
13. **2022/23 Budget Update report** (*Pages 411 - 432*)
To receive a report of the Deputy Chief Executive (S151) reviewing the revised draft budget changes identified and discussing further changes required in order for the Council to move towards a balanced budget for 2022/23.

14. **Financial Monitoring**
To receive a verbal report of the Deputy Chief Executive (S151) presenting a financial update in respect of the income and expenditure so far in the year.
15. **Modular Build Schemes, St Andrews Estate, Cullompton and Shapland Place, Tiverton - Phase 2 Contracts** *(Pages 433 - 454)*
To receive a report of the Corporate Manager for Public Health, Regulation and Housing explaining that following the pending completion of Phase 1 design and planning contracts for the construction of fourteen Council properties, using a direct award framework, consideration is required for the Phase 2 construction and installation contract for each scheme.
16. **Information Security and Information Security Incident Policies** *(Pages 455 - 484)*
To consider a report of Operations Manager for Performance, Governance and Health & Safety updating the existing policies to reflect current job roles and best practice.
17. **Notification of Key Decisions** *(Pages 485 - 496)*
To note the contents of the Forward Plan.

Stephen Walford
Chief Executive

Wednesday 22 December 2021

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. 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/s23135/MeetingProtocolUpdateOct2021nextreviewFeb2022.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.

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

E-Mail: sgabriel@middevon.gov.uk

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MID DEVON DISTRICT COUNCIL

MINUTES of a **MEETING** of the **CABINET** held on 30 November 2021 at 10.00 am

**Present
Councillors**

R J Chesterton, Mrs C P Daw, R Evans, (in the Chair) D J Knowles, B A Moore, C R Slade and Mrs N Woollatt

Councillor(s) R M Deed was present via Zoom (the Deputy Leader in the Chair)

**Also Present
Councillor(s)** G Barnell, L J Cruwys, R J Dolley, B Holdman, B G J Warren and A Wilce

**Also Present
Officer(s):** Andrew Jarrett (Deputy Chief Executive (S151)), Jill May (Director of Business Improvement and Operations), Richard Marsh (Director of Place), Karen Trickey (District Solicitor and Monitoring Officer), Darren Beer (Operations Manager for Street Scene), Andrew Busby (Corporate Manager for Property, Leisure and Climate Change), Simon Newcombe (Corporate Manager for Public Health, Regulation and Housing), Dean Emery (Corporate Manager for Revenues, Benefits and Recovery), Catherine Yandle (Operations Manager for Performance, Governance and Health & Safety), Philip Langdon (Solicitor), Matthew Page (Corporate Manager for People, Governance and Waste), Tristan Peat (Forward Planning Team Leader), Deborah Sharpley (Solicitor), Paul Brockway (Culm Garden Village Project Manager), Sylvia Holme (Executive Assistant) and Sally Gabriel (Member Services Manager)

**Also in
Attendance:** Nick Sanderson (Managing Director 3 Rivers Developments Limited)

93. **APOLOGIES (00-02-35)**

There were no apologies for absence.

94. **PUBLIC QUESTION TIME (00-02-46)**

Andrea Glover referring to Item 18 on the agenda (Forward Plan) stated that after speaking to some of the wider Gypsy and Travelling Community and lorry drivers, they feel not a lot speak to them on the needs of the areas, not just locally but surrounding areas and across the country.

With a housing crisis on our hands and lack of social housing/the new bill to stop people parking/staying on the side of the roads it is becoming increasingly hard for family to come and visit, we have a need for transit sites and lorry parks so people can travel freely without the fear of prosecution as they travel between areas. We seem to lack in parking for Travellers and Lorry Drivers that could be added into local plans in areas across the region.

They speak of no public engagement like when they used to have, when Glen Crocker used to work for MDDC 15 years ago who used to actively engage with all. I think they are right, they do not get any engagement or public consultation in plans such as the Tiverton master plan of the culm garden village and many other areas.

They/I very much don't feel they are included in Devon within most local plans, but have children that need their own pitches and others who are coming up to need one. Would Mid Devon act and speak to more on addressing some of the issues and linking up some of the needs for traveller's gypsy's and lorry Drivers.

They feel that Mid Devon District Council are not speaking to them about the local community needs with regards to planning needed within their areas, the future or transit areas. With the only officer at DCC being Sabrina Thomas who actively tries to help travellers. I think it would be a good step forward to ask Sabrina to set up a meeting so we can actively address the needs of the travelling community.

The Chairman read a statement on behalf of Mr Quinn referring to item 19 (3 Rivers Developments Ltd – Business Plan)

Within paragraph 2.5 of the 3 Rivers Development Ltd Business Plan, there is a table setting out the “Financial transactions between 3 Rivers and Mid Devon District Council”. Some of the figures in the table differ from the amounts given to Elected Members on previous occasions. These differences cast doubt on the reliability of the accounting of the financial transactions between 3Rivers and Mid Devon DC. I am concerned.

So my question is:

Is Cabinet satisfied that all the financial transactions between 3 Rivers and Mid Devon DC are being properly recorded and reported?

The Chairman indicated that answers to questions would be provided when the matter was discussed.

95. DECLARATIONS OF INTEREST UNDER THE CODE OF CONDUCT (00-06-47)

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

96. MINUTES OF THE PREVIOUS MEETING (00-07-03)

The minutes of the previous meeting were approved as a correct record and signed by the Chairman.

97. AIR QUALITY ACTION PLAN (00-07-40)

Following a report of the Corporate Manager for Public Health, Regulation and Housing, the Community Policy Development Group had made the following recommendations:

1. That the updated Air Quality Actions Plan attached in Annex 1 be adopted;
2. That the details and timelines for the adoption of the updated Air Quality Supplementary Planning Document via the Planning Policy Development Group as set out in section 5.3 of the report be **NOTED**

The Cabinet Member for Community Well-Being outlined the contents of the report stating that the action plan provides actions that the Council would deliver between 2021-25 to reduce concentrations of air pollutants and exposure to air pollution, thereby positively impacting on the health and quality of life of residents and visitors to Mid Devon. He outlined the legal requirements to produce actions plans where an authority had designated one or more Air Quality Management Areas. He requested that the Cabinet consider an amendment to annex 1 to the report, table 10 of the action plan, measure 15 to read

Under measure – Kings Mill Industrial site traffic management Cullompton Junction 28 and Cullompton town centre

Under Key Performance Indicator – Improved traffic flows to/from industrial site through Junction 28 and across Cullompton town centre.

Progress to date - Local Plan submission proposes a number of solutions alongside traffic/parking enforcement.

Comments – The new Local Plan proposed upgrades to the existing road network to support growth of industrial estate and reduce congestion. As the site will increase in size, thus increasing volumes trying to leave/enter the M5, a range of initiatives are proposed to deal with the problem. This will work in parallel with anti-idling and parking enforcement across the town centre.

Consideration was given to:

- Examples of queues from Culm Lea to J28 and the need to incorporate the town centre within measure 15
- When the Planning Policy Advisory Group would consider the supplementary planning guidance
- Issues of dust emission
- Reporting to Defra and the need to evidence any issues
- The need for enforcement in Cullompton town centre and now that the measure was within the action plan then Devon County Council would have to consider this.
- The level of resources available to improve the air quality in Mid Devon and that S106 contributions could be used.

RESOLVED that the recommendation of the Policy Development group be approved, subject to the amendments to Measure number 15 as outlined above.

(Proposed by Cllr D J Knowles and seconded by Cllr Mrs N Woollatt)

Reason for the decision: The adoption and implementation of an Air Quality Action Plan (where an authority has designated one or more Air Quality Management Areas) is a statutory requirement.

Note: *Report previously circulated and attached to the minutes

98. **RECOMMENDATIONS FROM SCRUTINY COMMITTEE (PLANNING ENFORCEMENT WORKING GROUP) (00-25-37)**

The Cabinet had before it the recommendations from the Scrutiny Committee following receipt of the *report of the Planning Enforcement Working Group and a table reviewing those recommendations.

The Chairman invited the Chairman of the Scrutiny Committee to address the meeting. He reported that the report has been informed by open and honest input from officers and it was pleasing to see that some of the recommendations had already been actioned. He voiced concern with regard to the interpretation of recommendation (4) – the working group had requested that tablets with mobile phone connections be linked to MDDC systems, however officers had been issued with iPads suitable to undertake onsite work – he hoped that the Cabinet would support the recommendation and action it as intended.

It was explained that iPads had been distributed to the enforcement and planning officers which were tethered to their mobile phones but that phone signals were poor in many areas of the district and that these items of equipment did not feed into the UNIFORM system.

The Cabinet Member for Planning and Economic Regeneration stated that in his opinion recommendations (4) and (9) had been completed; recommendation 8 (a review of the policy) had been completed and that recommendation 2 was being actioned.

It was agreed that improvement had been made to the enforcement issues. With regard to recommendation (6), it was felt that the work of the Cabinet Member for Continuous Improvement overcame the issues raised with regard to the formation of a sub group to monitor enforcement cases.

Consideration was given to:

- The financial/budgetary issues within the recommendations and it was suggested that the Scrutiny Committee could consider this as part of the budget papers that would be presented to members
- Although the Enforcement Policy had been reviewed in line with the recommendation, it would be re-written in time to consider enforcement across all services of the authority
- A view that members should have insight into the monitoring of enforcement activity
- The current recruitment process that was taking place
- The monitoring of conditions that was taking place and the process that was being followed

- The Scrutiny Committee had scheduled a review date to consider whether the actions suggested had been followed through

It was **AGREED** that the recommendations of the Scrutiny Committee be **NOTED** and that the activity log be moved forward where possible.

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

99. **PUBLIC SPACE PROTECTION ORDER - DOGS (00-59-48)**

The Cabinet had before it a *report of the Operations Manager for Street Scene and Open Spaces considering whether to make a proposed variation to the Mid Devon (Public Spaces Protection) (Dog Control) Order 2021.

The Chairman indicated that approval was required for further consultation and consideration of responses would be required before the Order is made, to add two locations to the list of areas in the PSPO where dogs are only allowed on leads, add one location to the list of areas in the PSPO where dogs are excluded; and correct a plan within the existing PSPO which shows the wrong area of land.

The Cabinet Member for the Environment and Climate Change stated that there were a small number of omissions that required rectifying.

RESOLVED that:

1. On being satisfied that the statutory grounds for varying the Mid Devon (Public Spaces Protection) (Dog Control) Order 2021 are met as detailed in the Report, it was agreed to commence public consultation on the proposed variation order (Appendix A) which will:
 - (a) designate the Locations in Hemyock, as shown on the plans attached to this report at Appendix B and Appendix C, as areas where dogs are only allowed if on leads,
 - (b) designate the Location in Kentisbeare, as shown on the plan attached to this report at Appendix D, as an area where dogs are excluded, and
 - (c) amend Plan 82 of the PSPO to show the play area at Siskin Chase, Cullompton.
2. In the event that there are no material objections to the variation order as determined by the Operations Manager for Street Scene and Open Spaces in consultation with the Cabinet Member for the Environment and Climate Change to grant delegated authority to the Operations Manager for Legal and Monitoring to make the Variation Order (subject to any minor variations as he/she considers appropriate).
3. In the event that the above delegation is not exercised, the matter be reported back to Cabinet for consideration.

(Proposed by Cllr C R Slade and seconded by Cllr R J Chesterton)

Reason for the decision – there is a need for the variation to the PSPO to be consulted upon and if approved form part of the original PSPO.

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

100. **STAFF RECOGNITION AND WELLBEING APPRECIATION (1-02-38)**

The Cabinet had before it a *report of the Chief Executive considering how best to address the current workforce issues and recognise the work done by all staff throughout the pandemic and to show the council's appreciation for their efforts.

The Cabinet Member for Working Environment and Support Services outlined the contents of the report thanking all members who had recognised the work of officers during the pandemic, those who had worked behind the scenes, and those who had provided food and emergency welfare and responded to the civil emergency. Although challenges were slightly different there was still the same level of pressure with regard to resources. It was felt that this work needed to be recognised. She felt that the recommendation within the report required clarification and therefore put forward the following wording with regard to (1) to read that:

1. That Cabinet recommends to Council that the efforts of all council staff are publicly recognised:
 - with a statement of appreciation recognising the extraordinary efforts and lengths they have gone to over the past 20 months;
 - the addition of a 'wellbeing' day (per fte) to their leave allowance; and
 - a one-off, non-pensionable award of £250 (per fte) in January's pay

Consideration was given to:

- The percentage of staff turnover and the issues with retention of staff – it was felt that retention of staff was a national problem for local government at this time
- Whether Members should receive a briefing on staffing issues
- The need to acknowledge the work of the staff
- Regular six monthly updates on workforce matters received by the Scrutiny Committee

RECOMMENDED to Council that:

1. The efforts of all council staff are publicly recognised:
 - with a statement of appreciation recognising the extraordinary efforts and lengths they have gone to over the past 20 months;
 - the addition of a 'wellbeing' day (per fte) to their leave allowance; and
 - a one-off, non-pensionable award of £250 (per fte) in January's pay
2. The measures set out within the report being taken to address current workforce issues be approved.

(Proposed by Cllr Mrs N Woollatt and seconded by Cllr Mrs C P Daw)

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

101. PHASE 3 PUBLIC SECTOR DECARBONISATION BID AND DELEGATION OF AUTHORITY (1-20-36)

The Cabinet had before it a *report of the Corporate Manager for Property, Leisure and Climate Change outlining the latest opportunity presented by the Public Sector Decarbonisation Scheme and the Council's ambition to seek substantial funding from Phase 3 of the scheme.

The Cabinet Member for Housing and Property Services outlined the contents of the report stating that the Council was successful in obtaining £348,821 under Phase 2 of the same scheme. Approval was being sought now, subject to a successful bid, to receive and expend circa £3m funding from Salix Finance, a Non-Departmental Public Body. This project would undertake low carbon retrofit projects on Exe Valley and Lords Meadow Leisure Centres. Grant Funding Awards would be announced during January 2022, with a delivery timeframe of 12 months.

Consideration was given to:

- The benefits of a successful scheme
- Utilising carport framework within the council owned car parks to house additional solar panels

RECOMMENDED to Council that:

- (i) The Deputy Chief Executive (S151) in consultation with the Deputy Leader and Cabinet Member for Housing and Property Services be given delegated authority to take all necessary actions to accept the £3,079,032 Public Sector Decarbonisation Scheme (Phase 3) 2021, including any contract variations on the existing Energy Saving Performance Contract and approval of any necessary design changes.
- (ii) The Deputy Chief Executive (S151) in consultation with the Deputy Leader and Cabinet Member for Housing and Property Services be given delegated authority to award the necessary contract(s) for the delivery of the works for the Public Sector Decarbonisation Scheme (Phase 3) 2021 up to the value of £3m.
- (iii) To approve the financial contribution required to meet the conditions of the grant of £276,602 as set out in para 5.5, reducing the grant to £2,802,430.

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

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

102. DISPOSAL OF CREDITON TOWN SQUARE (1-25-45)

The Cabinet had before it a *report of the Corporate Manager for Property, Leisure and Climate Change seeking approval for the lease of the Town Square Crediton to Crediton Town Council.

The Cabinet Member for Housing and Property Services outlined the contents of the report.

RESOLVED that the lease of the Town Square, Crediton to Crediton Town Council be approved.

(Proposed by the Chairman)

Reason for the decision – there is a need for formal approval to lease the Town Square, Crediton to the Town Council.

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

103. **INFRASTRUCTURE FUNDING STATEMENT - INFRASTRUCTURE LIST (1-26-45)**

The Cabinet had before it a *report of the Director of Place requesting approval of the list of Infrastructure items, including affordable housing to be included in the Council's Infrastructure Funding Statement, which was required to be published on the Council's website by 31 December 2021.

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report stating that there was a legal requirement for the Council to publish no later than 31st December each year an annual Infrastructure Funding Statement.

This comprised of a statement of the infrastructure projects or types of infrastructure which the charging authority intended will be, or may be, wholly or partly funded by CIL and this was known as the "infrastructure list". The statement also included a report about CIL in relation to the previous financial year, and a Section 106 Report related to the previous financial year on planning obligations.

He explained that Mid Devon District Council was not a CIL charging authority and reminded the Cabinet of the Council's decision on 21st January 2021 to withdraw the Mid Devon Community Infrastructure Levy draft Charging Schedule from its examination and that a CIL was no longer progressed.

The Section 106 Report was a factual statement relating to the previous financial year on planning obligations. This was currently being prepared and Members would be notified when this had been completed, before it was published on the Council's website by the 31st December.

In line with the approach taken previously in 2020 the Council may still consider it useful, as well as transparent, for it to publish a list of the infrastructure to be funded wholly or partly by S106 contributions over the forthcoming year.

He outlined the contents of appendix 1 which included an infrastructure list and affordable housing and the detail of how the infrastructure items were listed and stated that the New Local Plan for Mid Devon would provide an opportunity to review the infrastructure needed to support new development where this is planned across the district.

Questions were raised with regard to why the Boniface trail was listed as local and was not a strategic issue – the criteria was explained and how this fed into the Local Plan.

RESOLVED that the following be approved:

1. The list of infrastructure and affordable housing in Appendix 1 that the Council intends to fund, either wholly or partly, by planning obligations and the future spending priorities on these
2. The inclusion of Appendix 1 – Infrastructure List in the Mid Devon Infrastructure Funding Statement to be published on the Council's website by 31st December 2021

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

Reason for the decision – there is a legal requirement that the list of infrastructure funding statement be published no later than 31 December each year.

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

104. **CULLOMPTON TOWN CENTRE RELIEF ROAD (CTCRR) PROJECT (1-34-04)**

The Cabinet had before it a * report of the Director of Place provided in relation to the LUF (Levelling-up Fund) application and requesting approval of the recommendations in order to allow officers to continue to examine potential opportunities to secure the additional funding required to support the delivery of the Cullompton town centre relief road.

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report stating that the council had been informed that it had not been successful in securing the Levelling Up funding to support the Cullompton town centre relief road project, the reasons for this at the current time were unknown, but a meeting with the Ministry had been requested; it was hoped that this would allow officers to understand any technical aspects in the bid which had resulted in the application being unsuccessful. With regard to the Housing Infrastructure Fund (HIF) grant, he reported that some of this funding had already been utilised in progressing the scheme and unless the scheme was completed the Council was at risk of claw back of this funding.

Consideration was given to:

- Whether the HIF granted could be renegotiated
- The proposed meeting with the Ministry
- The increase in costs of the scheme
- Other possible sources of funding and discussions taking place with Devon County Council, Homes England and the Ministry for Levelling Up
- Discussions taking place with the MP

It was **NOTED** that the Council has been advised that, at this time, it has not been successful in securing funding through the Levelling-Up Fund in order to enable the delivery of the Cullompton town centre relief road.

RESOLVED that:

That, in light of the above and reflecting the Cabinet decision of the 3rd August 2021, approval is given for officers to;

- a) work to explore other funding opportunities which could deliver the additional funding required to enable the delivery of the Cullompton town centre relief road, and;
- b) bring a further report before Cabinet as soon as possible in order to update members on the progress of discussions and the options available to the Council in relation to the delivery of the relief road project.

(Proposed by Cllr R J Chesterton and seconded by Cllr Mrs N Woollatt)

Reason for the decision – there is a need to explore further funding opportunities.

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

105. **DEVON PROCUREMENT PARTNERSHIP (1-47-26)**

The Cabinet had before it a * report of the Deputy Chief Executive (S151) seeking approval to enter into a long term partnership with Devon County Council to provide procurement advice and support to the Council.

The Cabinet Member for Finance outlined the contents of the report stating that since April, the council had been without a Procurement Manager. Attempts to recruit had failed to attract sufficient interest from quality candidates. Therefore, the Council had been utilising support from Devon County Council. The report therefore sought Cabinet approval to take the pragmatic step and make that support arrangement more formal through to March 2027, taking advantage of the economies of scale and reducing the risk of a single point of failure.

RESOLVED that: approval be given to enter into the long term procurement partnership with Devon County Council.

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

Reason for the decision: to approve the work of this partnership proposal

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

106. **MID YEAR - TREASURY MANAGEMENT UPDATE (1-48-58)**

The Cabinet had before it a * report of the Deputy Chief Executive (S151) informing the Cabinet of the treasury performance during the first six months of 2021/22, to agree the ongoing deposit strategy for the remainder of 2021/22 and a review of compliance with Treasury and Prudential Limits for 2021/22.

The Cabinet Member for Finance outlined the contents of the report stating that the Mid-Year Treasury Management Report provided a performance update on the first half of 2021/22. Overall, it showed a relatively positive situation. The interest that had been earned was above budget despite historic low interest rates. Furthermore, no additional borrowing had been required due to current positive cash balances and lower than expected capital expenditure.

Cabinet was being asked to recommend to Council that this authority continued with the current treasury policy at Section 6 on the basis that it was evidently working well and that no major change was forecast in the next 6 months. Cabinet was also being requested to recommend to Council that the Capital Financing Requirement set out at Section 5 and the Operational Boundaries and Authorised Limits set out in Section 7 for the current year be updated to reflect current forecasts. He also made a correction to the paragraphs mentioned in the recommendation in the report.

Consideration was given to the statement that no short term borrowing had taken place and whether this included borrowing from cash reserves – it was explained that no external short term funding had taken place.

RECOMMENDED to Council that:

1. A continuation of the current policy outlined at paragraphs 7.1 - 7.5 be agreed.
2. Council approves the changes to the Capital Financing Requirement, Operational Boundaries and Authorised Limits for the current year at paragraphs 5.4 - 5.6.

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

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

107. **FINANCIAL MONITORING (1-53-23)**

The Cabinet had before it a * financial update in respect of the income and expenditure so far in the year.

The Cabinet Member for Finance outlined the contents of the report stating that this presented the second Budget Monitoring for the year 2021 / 22 covering the period to end September 2021. The projected Outturn position for the General Fund was forecast to be £234k overspent. Income continued to be behind budget, notably in leisure and car parking, although service income on planning and waste service had exceeded expectations. On the cost front, staffing expenditure was down, reflecting difficulty in filling vacancies but savings were more than offset by higher agency costs within waste and planning service improvements. The predicted pay award uplift was now recognised in the figures. The forecast overspend remained manageable ultimately to achieve a balanced outcome but continued to be monitored closely.

He explained that in other areas the HRA was forecast to be £39k underspent, the projected Capital Programme outturn position was for an under spend of £2.13m and £22.6m slippage of costs into future years. This was primarily due to a reduction in deliverable development schemes as well as lending to 3RDL, now moved into later years.

In addition to the financial figures, Cabinet was also being asked to note the use of waivers for the procurement of goods and services as set out in Section 8 of the report and to note the feedback from the PDG review of the Medium Term Financial Plan.

Consideration was given to:

- The need to fund net zero issues and funding sources that could be made available
- The underspend on staff and the over spend on agency workers
- The need to continue to find savings and for all Members to take part in this exercise.

It was **AGREED** that following be **NOTED**:

1. The financial monitoring information for the income and expenditure for the six months to 30 September 2021 and the projected outturn position;
2. The use of Waivers for the Procurement of goods and services as included in Section 8;
3. The feedback and outcomes from the Policy Development Groups in respect of the Medium Term Financial Plan (MTFP) options (Section 9).

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

108. **PERFORMANCE AND RISK (2-07-17)**

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

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

109. **SCHEDULE OF MEETINGS FOR 2022/23 (2-08-39)**

The Cabinet had before it the *Schedule of Meetings for 2022/23.

Consideration was given to the tightness of meetings in January/February 2023 and the need to hold the Council meeting on the last Wednesday of February to consider the Council Tax Resolution and the budget.

| **RECOMMENDED** to Council that the Schedule of Meetings for 2022/23 be approved.

(Proposed by the Chairman)

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

110. **NOTIFICATION OF KEY DECISIONS (2-12-04)**

The Cabinet had before it and **NOTED** its *rolling plan for January 2021 containing future Key Decisions.

The Forward Planning Team Leader provided a response to the question asked in public question time: stating that he was concerned that the members of the travelling community felt their views were not being heard by the Council and that he could be contacted about this. The current Local Plan included provision for at least 25 pitches for Gypsies and Travellers as part of planned urban extensions at Tiverton, Cullompton and Crediton. It also included scope for planning proposals for gypsy and traveller accommodation elsewhere on sites that had not been identified in the Local Plan. The Council maintains a waiting list via its website for Gypsies and

Travellers to express a need for pitch in Mid Devon. This can be used to help the Council better understand housing need and to work with the development industry and partners to allocate pitches once these become available through new development. The Council's approved the Housing Strategy also included the delivery of new pitches as one of its housing objectives.

The Council had started to prepare a new Local Plan for Mid Devon. Subject to approval from the Council's Cabinet meeting on 4th January 2022 an Issues Paper would be published for public consultation, and this would provide an early opportunity for Mid Devon's residents, including Gypsies and Travellers to have their say on how the district should be planned for in the future. The new Local Plan would be subject to several further key stages of public engagement before being subject to an independent examination. Once adopted (anticipated in mid-2025) the new Local Plan would replace the current Mid Devon Local Plan 2013 – 2033. The new Local Plan would be informed by technical evidence, which would include the new Gypsy and Traveller Accommodation Assessment and it would need to make provision for the housing needs of the Gypsy and Traveller community. The Council would also consult with the travelling community through the Mid Devon Gypsy and Traveller Forum and a meeting for this would be arranged as part of the Issues Paper consultation.

The 2015 Gypsy and Traveller Accommodation Needs Assessment had indicated that there was a need for 4-5 transit sites/emergency stopping places in Devon. It was indicated that if those were provided before the need for residential pitches were met, there was a risk that they could end up being used as permanent residential sites. The Council would work with adjoining local authorities and Devon County Council as the local transport authority to explore what opportunities may exist on suitable land to provide stopping places for travellers and for parking lorries.

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

111. **3 RIVERS DEVELOPMENT LTD BUSINESS PLAN (2-30-00)**

The Cabinet had before it a *report with regard to the 3 Rivers Developments Limited Business Plan.

The Deputy Chief Executive (S151) provided a response to the question asked in public question time: the table that Mr Quinn refers to shows a summary of the inter related transactions between 3Rivers and the Council which was presented to the Audit and Scrutiny Committees at meetings in November, which unfortunately did contain some numeric typos.

The table shown in the agenda before members today (item 19) has amended these errors, however and unfortunately it is clear to see that one digit has been omitted from the column showing the 2017/18 - 2018/19 figures – it should read 271.0 not 71.0. The summary totals shown in the far right column are correct. As far as the accuracy of all of the financial transactions between the 2 entities – this is subject to full external audit by Grant Thornton. So I believe that the public should have no concerns.

The Cabinet Member for Housing and Property Services outlined the contents of the initial report stating that this was the first full business plan following recommendations made by the previous Cabinet and informed the meeting of the 33 recommendations that had come from a review of the company.

He outlined the comments made by the Scrutiny and Audit Committees as follows:

Scrutiny Committee – 8 November 2021

Members had raised questions with regard to the availability of certain sites for development, the need for the report on the possible creation of a Teckal company to be considered and noted that the financial risk of the company would be considered by the Audit Committee

Audit Committee – 16 November 2021

Having considered the Business Plan, the Committee made the following recommendations to the Cabinet:

- a. That the language used within the Business Plan be written in such a way as to be as understandable as possible and that all acronyms used to be explained by way of a Glossary of Terms;
- b. That an external audit firm be appointed by the company to audit the company's financial statements;
- c. That the Cabinet continue to closely monitor the progress of the company's Business Plan reporting any areas of concern, particularly relating to lending, back to Council.

Referring to the recommendations set out above he stated the business plan outlined the sites that were being considered and that a report with regard to the possible creation of a Teckal company would be brought before Cabinet in January. With regard to the comments of the Audit Committee, he informed the meeting that a glossary of terms would be provided in the future; the company were progressing an external audit function and that he and the Cabinet Member for Finance would continue to monitor the work of the company and provide an update to the Cabinet on a regular basis.

Consideration was given to the table at 2.5 within the report and the corrections as explained above also that the 'Actuals' were for the 7 months in the current financial year.

The Chairman indicated that discussion with regard to this item, may require the Committee to pass the following resolution to exclude the press and public having reflected on Article 12 12.02(d) (a presumption in favour of openness) of the Constitution. This decision may be required because consideration of this matter in public may disclose information falling within one of the descriptions of exempt information in Schedule 12A to the Local Government Act 1972. The Committee would need to decide whether, in all the circumstances of the case, the public interest in maintaining the exemption, outweighs the public interest in disclosing the information.

RESOLVED that under Section 100A(4) of the Local Government Act 1972 the public be excluded from the next item of business on the grounds that it involves the likely

disclosure of exempt information as defined in paragraph 3 respectively of Part 1 of Schedule 12A of the Act, namely information relating to the financial or business affairs of any particular person (including the authority holding that information)

(Proposed by the Chairman)

Having considered the business plan, the Cabinet returned to open session and:

RESOLVED that the 3 Rivers Development Ltd Business Plan be endorsed and the inclusion of the associated borrowing requirement of £19.66m shown for 2022/23 in the Council's General Fund, Capital Programme and Treasury Strategy budgets be approved. Also that the total gross funding envelope included for 2023/24 to 2026/27 of £51.95m be **NOTED**

(Proposed by the Chairman)

Notes: *Report previously circulated.

(The meeting ended at 1.20 pm)

CHAIRMAN

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**COMMUNITY WELLBEING PDG
16 NOVEMBER 2021
REVIEW OF CUSTOMER CARE POLICY**

Cabinet Member(s): Councillor Nikki Woollatt, Working Environment Portfolio
Responsible Officer: Lisa Lewis, Corporate Manager for Digital Transformation and Customer Engagement

Reason for Report: Review of the Customer Care Policy

Recommendation: To recommend to the Cabinet the content of the reviewed Customer Care Policy and Standards

Financial Implications: None

Budget and Policy Framework: None

Legal Implications: To ensure that all staff are aware of data protection requirements, along with their duties under the Equality Act 2010.

Risk Assessment: None

Equality Impact Assessment: To be completed in conjunction with Channel Access Strategy.

Relationship to Corporate Plan: The policy underpins the core values of Mid Devon District Council as stated in the Corporate Plan around People, Performance, Pride and Partnership.

Impact on Climate Change: None

1.0 Introduction/Background

1.1 The Customer Care Policy was last reviewed in August 2018. The key requirements for providing a good customer service remain unchanged; however the policy has been amended to ensure ease of understanding and a separate document created to establish expected Standards of Customer Service across the council (Appendix A).

1.2 The provision of good customer service is important for every employee of Mid Devon District Council to understand. It is not service specific and applies across all services and posts.

1.3 This policy and associated standards sets out the level of customer service that customers can expect from us when using the contact method of their choice.

1.4 Appendix A shows the proposed standards, but not the final document design. This will be created on adoption of the agreed policy/standards.

2.0 Customer Service and Continuous Improvement

2.1 Work has commenced over the last twelve months in response to a Customer Experience Working Group and subsequent set of recommendations. These recommendations now form a Customer Service Improvement Plan as reported to Scrutiny in April 2021, with a subsequent update to the same committee in October 2021.

2.2 The portfolio holders for Working Environment and Continuous Improvement have been involved in the initial review of that Policy and discussions around the creation of the Standards attached at Appendix A, as well as work in implementing the Customer Service improvement plan.

2.3 On approval of the Policy and Standards, work will commence on the planning and delivery of Customer Service training and awareness to all staff and members to ensure we are appropriately skilled and have a common understanding of what good Customer Service looks like.

2.4 As part of Customer Service improvement plans we will also be working with the portfolio holders for Working Environment and Continuous Improvement toward the creation of a Vulnerable Customer Policy. We will also review our activities in each service to ensure that we are able to meet the needs of these customers.

3.0 Customer Care Policy

3.1 Our Customer Care Standards will be available in our reception area at Phoenix House and published on our Website. The standards will set out what customers can expect from us.

Contact for more Information: Lisa Lewis, Group Manager for Business Transformation and Customer Engagement, Tel. 01884 234981, email: llewis@middevon.gov.uk

Circulation of the Report: Councillors Nikki Woollatt, Portfolio Holder Working Environment, Corporate and Operational Managers, Leadership Team

List of Background Papers: Customer Care Policy 2021 V4

Customer Care Standards



Introduction

Our Vision

An organisation that provides consistently high quality customer services, which add value to the customer and to the Council

Strategy

The standard of service a customer receives when they contact the Council will influence their view of the Council and potentially the area it serves. At a time when customer expectations are continually changing and councils are striving to make efficiencies.

- We aim to address these challenges by making the best use of technology to deliver cost effective services to customers.
- Prevent valuable resources being wasted on providing poor customer service.
- Transform services to make them simple to deliver and easy for customers to access, whilst making use of social media and other methods of communications.

We work to:-

- Transform services to make them streamlined and easy for you to access and for us to deliver.
- Embed a culture of good practice across the Authority where staff and customers are clear about the standards of service they can expect to receive.

Council Values

People - a people focused business

Performance - as individuals and a collective

Pride - in our work and outcomes achieved

Partnership - delivering outcomes through partnership

"We are a progressive council committed to creating an environment where people can flourish and to providing quality services to those who live and work in the district. Equally as important to the 'what' we are trying to achieve, is the 'how' the organisation operates and conducts itself. To that end we have introduced an increased focus on values within the organisation to try and ensure that, whatever type of service is being provided, our colleagues all have a shared understanding of the values that are important. We use these within the organisation to help guide discussions around behaviours, culture and performance but at its heart we are simply reflecting how we can apply these values to best deliver the quality service and outcomes that the Council and our residents expect."

Chief Executive: Stephen Walford - Corporate Plan 2020-2024

Outcome

We aim to get it right first time to promote high regard and trust in the Council. We will keep you informed on progress of your enquiry.

When you contact us you can expect us to:

- Achieve targets and service delivery
- Aim to get it right first time to promote high regard and trust in the Council
- Keep customers informed on progress or delays
- Achieve high satisfaction ratings
- Acknowledge and learn from mistakes
- Have a robust Complaints Policy and Procedure

Choice

Our intention is to make it easy for you to contact us and to provide a friendly and professional service at all times.

- We aim to provide access to services 24/7 via on-line and digital channels whilst retaining choices including telephone, email, post and in person visits during officer hours
- During office hours, we will offer an appointment service to achieve mutual convenience, either face to face or virtually
- We will offer telephone interpretation services where English is not your first language to make it easier for you to understand and communicate with us
- We will support services including Type Talk for hearing impaired customers
- If you need a private space to talk to someone we will arrange that for you, this may mean coming back later if there is no space available at the time
- We will provide an emergency service outside of our normal working hours

Quality

We will offer a service which reflect the core values of the council, ensuring that the focus remains on you, the customer.

When you contact us you can expect us to:

- Resolve your enquiry wherever possible at the first point of contact
- Offer a range of access options including interpretation service for other languages
- Identify and address any special needs with sensitivity
- Clearly define timescales for service delivery
- We will aim to avoid unnecessary further contact

Speed

We aim to resolve queries at the first point of contact. If this is not possible we will find the right person who can help*

When you use social media

- We will monitor our main twitter and Facebook accounts during normal working hours (except bank holidays and public holidays)
- If you contact us via these channels during these times we will respond as soon as possible. There could be delays whilst we investigate but we will keep you updated or log a request for assistance with the appropriate service

When you use our online forms

- We will acknowledge your email within 3 working days
- We will provide the name of the service you have contacted
- We will normally provide a full response to your query in 10 working days
- If we are unable to answer your query in 10 working days we will keep you informed (this does not include service requests where there are statutory deadlines for responses i.e. Planning Applications)

When you email us

- We will acknowledge your email within 3 working days
- We will provide our name and the name of the service you have contacted
- We will normally provide a full response to your email in 10 working days
- If we are unable to answer your query in 10 working days we will keep you informed (this does not include service requests where there are statutory deadlines for responses i.e. Planning Applications)

When you telephone us

- We will answer your call in a friendly and professional manner
- We will aim to answer your call quickly, although at busy times there may be a short wait

- If we need to transfer your call, we will explain the nature of your call to the person you need to speak to. If their voicemail is on, we will retrieve the call and offer to transfer you to the voicemail, or offer to take a message for the person to make contact with you
- Occasionally you may get through to an officers voicemail, these will be checked regularly, messages will be up to date and confirm officer availability and alternative contacts if available

When you write to us by post

- We will acknowledge your letter within 5 working days
- We will normally provide a full response within 10 working days of receipt
- If we are unable to fully respond within 10 working days we will tell you within those 10 days when you can expect a full response

When you visit Customer Services

- We will provide 15 minute appointments to deal with your enquiries face to face
- If you require assistance from an officer from a service, e.g. Planning or Housing, we will assist you understanding how that can be arranged
- If you have an appointment you will normally be seen on time
- If you do not have an appointment we will make one with you for the next available slot

*Some services have statutory response times which may differ from those identified in these standards. Service specific details are provided on our web pages where applicable.

Behaviour

You can expect our staff to have a professional, helpful, courteous attitude whilst observing the councils values.

When you contact us you can expect us to:

- Have a professional, helpful and courteous attitude
- Maintain confidentiality
- Listen to your enquiry
- Take ownership of the enquiry
- Explain what we can do to help or find someone who can help you

When you visit us:

- Staff will greet you in a polite, courteous and professional manner
- Where possible we will assist you with use of public access computers to self-serve

When you telephone us:

- We will answer in a polite and courteous manner with a standard greeting
- We will provide you with a name and name of the service you have called

Additional Support

Mid Devon District Council is responsible for delivering a range of services to the people who live, work and visit and invest in the area. The Council are committed to equality and improving quality of life for everyone across the district.

We recognise how important accessible information and buildings are:

- We aim to ensure that our building is accessible for everyone who wants to visit us
- Our reception will be accessible, welcoming and clean
- In our reception area and meeting rooms there are loop systems in place for customers with hearing loss
- We aim to publish information in plain language that is easy to understand, without jargon and unnecessary abbreviations
- If a customer who does not speak English contacts us, we will arrange for telephone interpretation services to assist with the enquiry

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Mid Devon District Council

Customer Care Policy

October 2021

Version Control Sheet

Title: **Customer Care Policy**

Purpose: **To detail the commitment of Mid Devon District Council to provide customer services that meet the varying needs of customers and to set the standards that can be expected from the Council and its officers to customers.**

Owner: **Corporate Manager for Digital Transformation and Customer Engagement**

Email: llewis@middevon.gov.uk

Telephone number 01884 234981

Date: **October 2021**

Version Number: 3.0

Status: DRAFT

Review Frequency: **Every 2 years or sooner if required.**

Next review date: **October 2023**

Consultation **This document was sent out for consultation to the following:**

Operational and Corporate Managers

Leadership Team

Cabinet Member

Document History

This document obtained the following approvals.

Title	Date	Version Approved
Operational and Corporate Managers	Nov 2021	
Leadership Team	Nov 2021	
Portfolio Holder for Working Environment	Nov 2021	

*- Delete if not applicable

1. Introduction

Vision

Mid Devon District Council are committed to ensuring that customer service excellence is an integral part of planning, resourcing and delivery of our services. Our vision is to be an organisation that provides consistently high quality customer services, which add value to the customer and to the Council.

2. Strategy

The standard of service a customer receives when they contact the Council will influence their view of the Council and potentially the area it serves. At a time when customer expectations are continually changing and councils are striving to make efficiencies we aim to address these challenges by

- Making the best use of technology to deliver cost effective services
- Preventing valuable resources being wasted on providing poor customer service by reviewing what we do and how we do it.
- Transform services to make them simple to deliver and easy for customers to access
- Consider alternative methods of communications such as social media

Whilst this policy is concerned with standards, the Council has a policy specifically for Compliments, Comments and Complaints which is available via the website **Complaints and Feedback Policy (middevon.gov.uk)** or from the Customer Service Team (contact details included in this document). This policy guides customers through the process of making a compliment, comment or complaint.

3. Scope

This document applies to all Mid Devon residents and customers of the Council and all Council staff. Where third parties provide services on the Councils behalf, those third parties must be able to deliver a customer service which is broadly in line with this policy.

4. Related Documents

- a. Complaints Policy
- b. Chanel Access Strategy
- c. Customer Care Standards

5. Customer Service Promise

We will:

Have policies and procedures which support the right of all customers to expect excellent levels of service, and that meet the diverse needs of our customers.

Have staff that are polite and friendly to customers, and have an understanding of our customer needs.

Advise our customers and potential customers about our customer care standards and what can be expected from our services in terms of timeliness and quality.

We aim to improve how we learn from customer feedback, both good and bad and use that to improve services.

We will also ensure staff have the skills and knowledge to support customers and resolve queries at the point of contact wherever possible.

6. Customer Service Standards

We would like all customers to know the standards and behaviours they can expect from us. Customer Service Standards set out how we will behave, and how quickly we will respond.

What the responsibilities of customers are when contacting us by their chosen method.

We will ensure that standards take into account our responsibility to deliver national and statutory standards and targets.

In addition to the standards set to support this policy, some services may also have standards and targets specific to their particular areas of work (e.g. Housing benefit applications, planning applications, grass cutting).

7. Measuring success

Over time we aim to have customers involved in setting and monitoring customer service standards. The Council will develop ways of engaging with customers and encouraging customer feedback.

Performance will be monitored by self-assessment, comparisons with other organisations, customer satisfaction ratings and sometimes feedback from external bodies.

As a Council we are developing ways of getting customer feedback and finding out whether or not our customers are satisfied with the standard of service they have received. Comments, compliments and complaints are an important part of the continued improvement process and will be needed in order for us to be a customer-focused organisation.

8. Staff training

Standards will be included in induction for all new staff. All staff will be required to read and adopt this policy via Learning Management System (LMS) and to review annually. A programme of targeted training and workshops for all staff, to ensure they know what is expected of them within their role in behaviour and response to customers will be delivered. This will be supported by a staff guide, regular promotion of good customer service and useful resources via The Link weekly staff newsletter and other resources available. Appraisals will include discussion around customer focus and customer service, linked to the core competencies for the role.

CABINET
30 NOVEMBER 2021

REVIEW OF COMPLAINTS AND FEEDBACK POLICY

Cabinet Member(s): Councillor Nikki Woollatt, Working Environment
Responsible Officer: Lisa Lewis, Corporate Manager for Business Transformation and Customer Engagement

Reason for Report: Review of the Complaints and Feedback Policy

Recommendation: To approve the content of the reviewed Complaints and Feedback Policy

Financial Implications: Failure to deal with service failures and complaints promptly and appropriately may result in compensation being due to the complainant.

Budget and Policy Framework: None

Legal Implications: Failure to deal with service failures and complaints promptly and appropriately as identified in our policies may have legal implications.

Risk Assessment: None

Equality Impact Assessment: Complaints are received by a variety of means that ensures that there is equality of opportunity for all customers. In addition, and where there is a need, Customer First staff will assist in the recording of complaints. There is also an interpretation service available through Language Line.

Relationship to Corporate Plan: The Complaints and Feedback policy underpins the core values of MDDC relating to People and Performance and outlines the process to measure our success with service delivery.

Impact on Climate Change: None

1.0 Introduction/Background

1.1 The complaints and feedback policy was last reviewed in October 2018. The key requirements for recording, and dealing with complaints remains unchanged; the policy is therefore little changed.

1.2 The policy sets out the standards and timescales that customers can expect when providing feedback to the authority. It also provides standards for staff in dealing with complaints and feedback received.

1.3 The policy has been updated to reflect the changes in structure and show Stage 1 complaints being dealt with by service managers and Stage 2 by Operational or Corporate Managers or member of Leadership Team. Additional guidance has been included around complaints about named officers as part of any perceived service failure.

2.0 Good Practice

2.1 Good practice advice from the Ombudsman states that:

- Customers should be aware that they have the right to make a complaint and feel confident to do so.
- All staff should be able to help a customer raise a complaint and that the process of making a complaint is simple.
- Customers should be kept updated of what is happening with their complaint throughout the process.
- Customers should always be informed of the outcome of the investigation into their complaint, including details of any actions to be taken as a result of their complaint.
- Customers should be aware of the right to ask for a second review of their complaint and feel confident to use the system again if needed.

2.2 Our complaints policy follows this good practice. Information about the process is available to customers across all relevant channels and can be provided in alternative formats if requested. Complaints are recorded and reported on an annual basis to Scrutiny and Cabinet and the performance metrics included within the Audit cycle.

3.0 Ombudsman

3.1 When someone is unhappy with the investigation carried out by the local authority, they can contact the Local Government & Social Care Ombudsman (LGSCO) who will carry out an independent review of our actions.

3.2 Information on how to complain to the Ombudsman is provided on our website and as part of our response to Stage two complaints. The Ombudsman also provides a video on how to make a complaint to them which can be found [here](#).

3.3 Housing complaints are dealt with slightly differently as there is a specific [Housing Ombudsman](#) for complaints from Local Authority Tenants. The Housing Ombudsman Complaint Handling Code can be found [here](#).

3.4. Housing have a dedicated Complaints Officer who takes all housing Stage One complaints. The response times are currently in line with MDDC corporate times and are referred to within the Complaints policy alongside standard corporate times. Housing report on these separately to the general Annual Complaints report.

3.5 Housing tenants may have a right to redress. The current compensation policy is under review but can be found [here](#) for further information.

4.0 Looking forward

4.1 Our complaints policy will be reviewed again in 2 years unless any changes are needed before then. The review has ensured that the policy is still following the ombudsman's good practice guide. This ensures that it is easy to make a complaint

using the access channel that suits each person best, that the process is clear, relevant, unbiased and the outcome of each complaint is notified to the complainant.

4.2 The annual report to Members ensures that monitoring and the outcome of complaints remain high profile. Complaints, comments and compliments form part of our continued improvement and inform how we design and change service delivery.

4.3 At the point that we are able to replace the technical system an additional internal review will be done including members to identify opportunities for improving reporting and analysis of complaints received by the authority.

4.4 Within the period since the last review a new Portfolio for Continuous Improvement has been created. Activities within this portfolio may in time feed into a revised ongoing review of complaints and customer feedback.

Contact for more Information: Lisa Lewis, Corporate Manager for Digital Transformation and Customer Engagement, Tel 01884 234981, email: llewis@middevon.gov.uk

Circulation of the Report: Portfolio Holder Working Environment, Corporate and Operational Managers, Leadership Team

List of Background Papers:

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Mid Devon District Council

Complaints and Feedback Policy

October 2021

Version Control Sheet

Title: Complaints and Feedback Policy

Purpose: To detail the commitment of the authority to encourage and accept customer feedback of all types and to enable identification of recurring issues and learn from mistakes. Also to set standards for all staff in recording and managing feedback received.

Owner: Corporate Manager for Digital Transformation and Customer Engagement

llewis@middevon.gov.uk

[Telephone number 01884 234981](tel:01884234981)

Date: October 2021

Version Number: 4.0

Status: Draft

Review Frequency: Every 2 years or sooner if required

Next review date: 2023

Consultation **This document was sent out for consultation to the following:**

Corporate & Operational Managers

Leadership Team

Cabinet Member

Document History

This document obtained the following approvals.

Title	Date	Version Approved
Corporate and Operational Managers	Dec 21	4.0
Leadership Team	Dec 21	4.0
Cabinet		

1. Introduction

Complaints, compliments and comments provide valuable feedback and are used to assess service performance. The Council needs to address recurring problems, identify and learn from areas of good practice and ensure service delivery is continually improved.

This policy sets out Mid Devon District Council's standard for dealing with complaints, compliments and comments, for ensuring feedback is recorded and appropriate action is taken. The policy details a two stage complaints process that all staff should follow to ensure a consistent approach to dealing with complaints, feedback and redress.

All complaints will be acknowledged within three working days and resolved within 10 working days where possible (Stage 1). If a longer investigation is required, the customer will be informed that a further period is required to investigate and resolve their complaint, up to a maximum of 12 weeks.

Stage 1 will be to refer the complaint to the relevant service manager or Housing Complaints Officer. If the customer is still unhappy with the response, **Stage 2** will result in a further investigation by the Operational Manager for the service, Corporate Manager or a member of the Leadership Team as appropriate.

If the complaint is about a named officer, the case will be assigned to a more senior manager/officer or independently of the service.

If the customer is still unhappy after **Stage 2**, they will be given details of how they can make further referral to the [Local Government Ombudsman](#) OR [Housing Ombudsman](#). Details of the Housing Ombudsman Handling Code can be found [here](#).

2. Scope

The policy sets out the Council's approach to complaints and details the procedure for dealing with complaints received from our customers/tenants and is available to everyone who receives a service from Mid Devon District Council.

3. Process Maps

See Appendices 1a, 1b and 1c.

4. Policy

Mid Devon District Council is committed to delivering quality services to all customers. The views of our customers are welcomed on what we get right and what we do wrong. We recognise that from time to time we do get things wrong and we do not provide the high standards of service expected.

We encourage customers to report complaints and would like to hear about each instance, as they give us an opportunity to put things right and learn from our mistakes.

Mid Devon District Council is using the Local Government Ombudsman's definition of what a complaint is:

"An expression of dissatisfaction about the council's action or lack of action or about the standard of a service, whether the action taken or the service was provided by the council itself or a body acting on behalf of the council".

A complaint is not...

An initial request for a service to be delivered.

Any member of the public, or their representatives, staff, businesses, public and voluntary bodies can make a complaint about the Council.

5. Aims and Objectives

In dealing with complaints from any party Mid Devon District Council will:

- ensure all staff are trained in dealing with complaints and feedback
- ensure that making a complaint is as easy as possible
- listen to the complainant's views and those of others
- treat complainants with respect, dignity and fairness, regardless of the section of society from which they come. Mid Devon District Council aims to be sensitive to the diverse needs of individuals and will endeavour to meet those needs wherever possible
- investigate the issues raised
- not restrict the ways in which our customers can make complaints
- deal with any complaint, promptly, politely and seriously
- respond to all complaints and include in our response:
 - an apology
 - an explanation of what our investigation has found
 - information on any actions taken or to be taken
 - confirmation of whether the complaint was upheld or not
- learn from the complaint and use it positively to continually improve our services; a record of lessons learnt is recorded on each case and changes to working practices or policies are also recorded and reported on annually
- recognise that complaints are an invaluable tool and measure of the quality of service the organisation is delivering
- publish information on complaints
- seek to resolve complaints in an amicable and professional manner
- provide information in large print, Braille and other language formats upon request (there may be a slight delay in receiving these items)
- keep complainants informed of how their complaints are being dealt with

- record and monitor complaints to make sure they are dealt with within the time stated by us
- report to Members annually as a minimum
- treat all complaints and appeals in strictest confidence
- provide information on how to contact the relevant Ombudsman if we have been unable to resolve issues to the customer's satisfaction
- ask customers to complete equality monitoring to ensure our complaints system is meeting the needs of our customers
- ensure objective investigation of any complaints about officers by assigning independent and/or senior officer oversight of the investigation of the complaint

6. Confidentiality

All complaints will be dealt with in the strictest confidence.

7. Provision of Information

We will protect customers' privacy both in face to face discussions and in the transfer and storage of information.

All staff complete data protection training at induction and have regular updates on their responsibility in relation to the protection of personal information.

Where customers provide information we will make it clear what is required and only retain as much data as is required for that purpose.

8. Assistance for complainants

Complaints do not have to be in writing and can be made in whatever format is most suitable for the complainant; this can be by phone, email, writing a letter, using our on-line form, or in person.

Complaints can be made on behalf of customers who are unable to make the complaint themselves. Customer Services staff are available to help customers who are unsure what to do.

Support can be provided for those who have difficulty reading or writing.

Information about the complaints procedure can be provided in an alternative format on request.

9. Unreasonable, unreasonably persistent and vexatious complaints

We recognise that the Council may receive complaints from persons with widely varying ways of expressing themselves and who may possibly feel angry, impatient, frustrated or extremely worried, depending on their circumstances. We will therefore only very exceptionally wish to categorise a complaint as unreasonable, unreasonably persistent or vexatious.

This policy identifies situations and ways of responding where a complainant, either individually or as part of a group, might be considered to be making complaints that are unreasonable, persistent or vexatious. In this policy the terms mean:

- unreasonable - exceeding the bounds of reason, not listening to reason
- persistent - to continue, firmly or obstinately
- vexatious - not having sufficient grounds for action and/or seeking to annoy.

The policy is intended to assist in managing people by categorising them within these terms and agreeing the actions to be taken.

The term complaint in this guidance also covers requests made under access to information law such as the Freedom of Information Act 2000 and the Data Protection Act 2018.

Unreasonable, persistent and vexatious complaints can be a problem for staff and Members. The difficulty in handling such complaints is that they are time consuming and repetitive and can take up excessive officer and Member time that could be used on other Council priorities.

Officers and Members will endeavour to respond appropriately according to the individual complainant's needs, and in compliance with our complaints policy, but this guidance is to cover occasions where nothing further can be reasonably done to assist or rectify a real or perceived problem.

Complaints received about District, Town or Parish Councillors should be referred to the Monitoring Officer.

10. Action to be taken on unreasonable, unreasonably persistent or vexatious complaints

An individual assessment will need to be made in each case to determine if the complaint is to be categorised as unreasonable, persistent or vexatious. When considering whether a complaint should fall within this category, consideration will need to be given to the extent of the complaints made to date and/or meet the criteria below:

- are unduly repetitious and/or potentially an obsessive or unreasonable pursuit of the matter
- continuing to deal with the matter is incompatible with the wider public interest.
- complaints where there is an expectation of unrealistic outcomes
- reasonable complaints made in an unreasonable manner

The District Solicitor will investigate the issues and provide a response within 10 working days, whenever possible or such longer time as considered appropriate in the particular case. The complainant should be notified that the complaint is being investigated to determine if it is unreasonable, persistent or vexatious following receipt of the latest relevant complaint.

It is essential that any new contacts are checked and only sent to the District Solicitor if they relate to the current complaint under investigation. Any new service requests or complaints should be logged separately and dealt with by the service area.

The Council's District Solicitor will notify the relevant officers, the complainant and where appropriate the ward member in writing of the reason why the complaint has been classed as unreasonable, persistent or vexatious and of the actions to be taken.

Once a complaint has been determined as unreasonable, persistent or vexatious, its status will be kept under review and if the complainant demonstrates a more reasonable approach, their status or any restrictions applied to access to our officers will be reviewed.

Staff who may potentially be involved in service delivery concerning the complainant will be made aware of any restrictions imposed which may affect their service area..

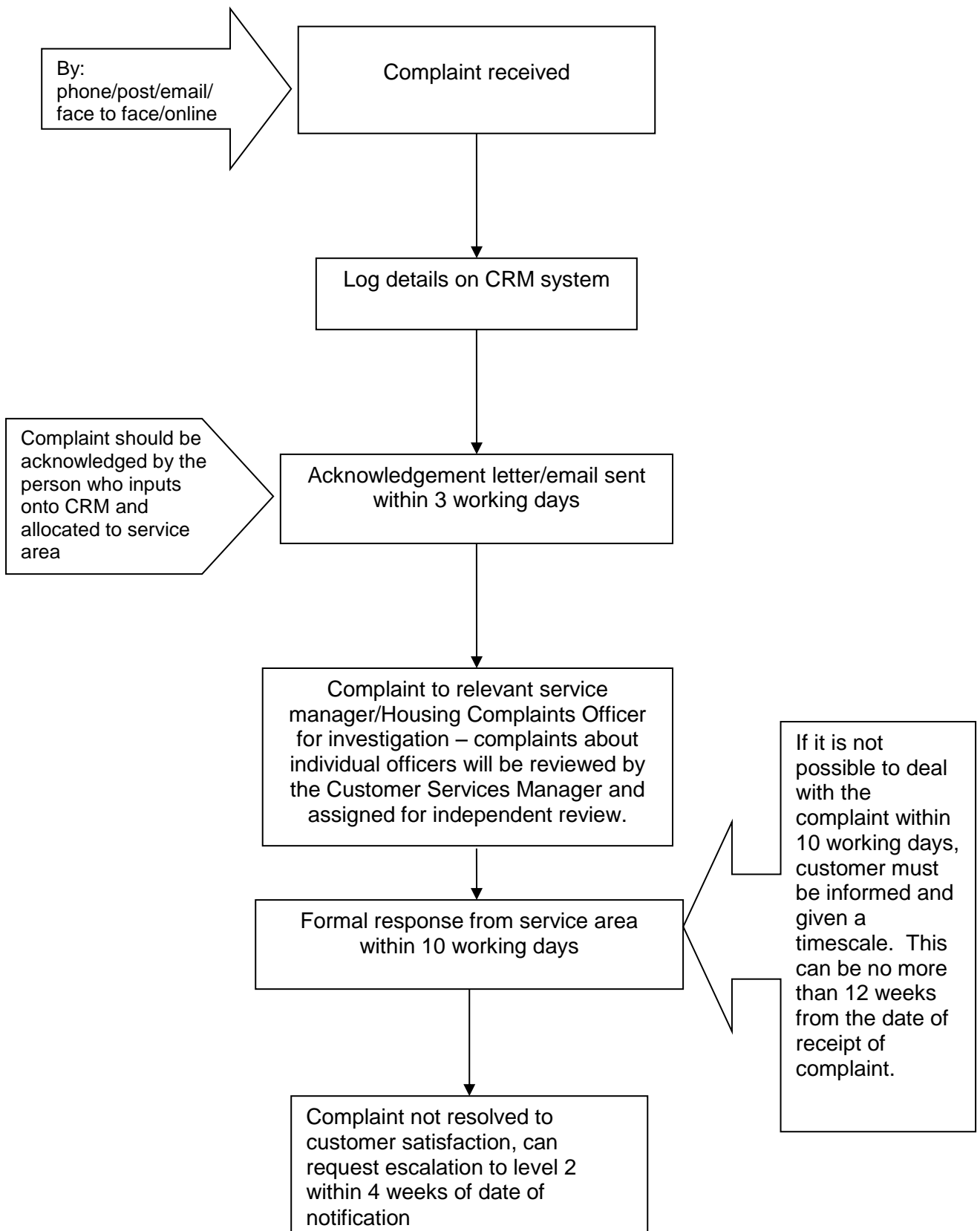
11. Review

This policy will be reviewed within three years in order to incorporate legislative, regulatory or best practice developments. Policy and procedural amendments will be made as and when new services or systems are introduced to improve the quality of complaint monitoring. Periodic reviews will be undertaken in consultation with members.

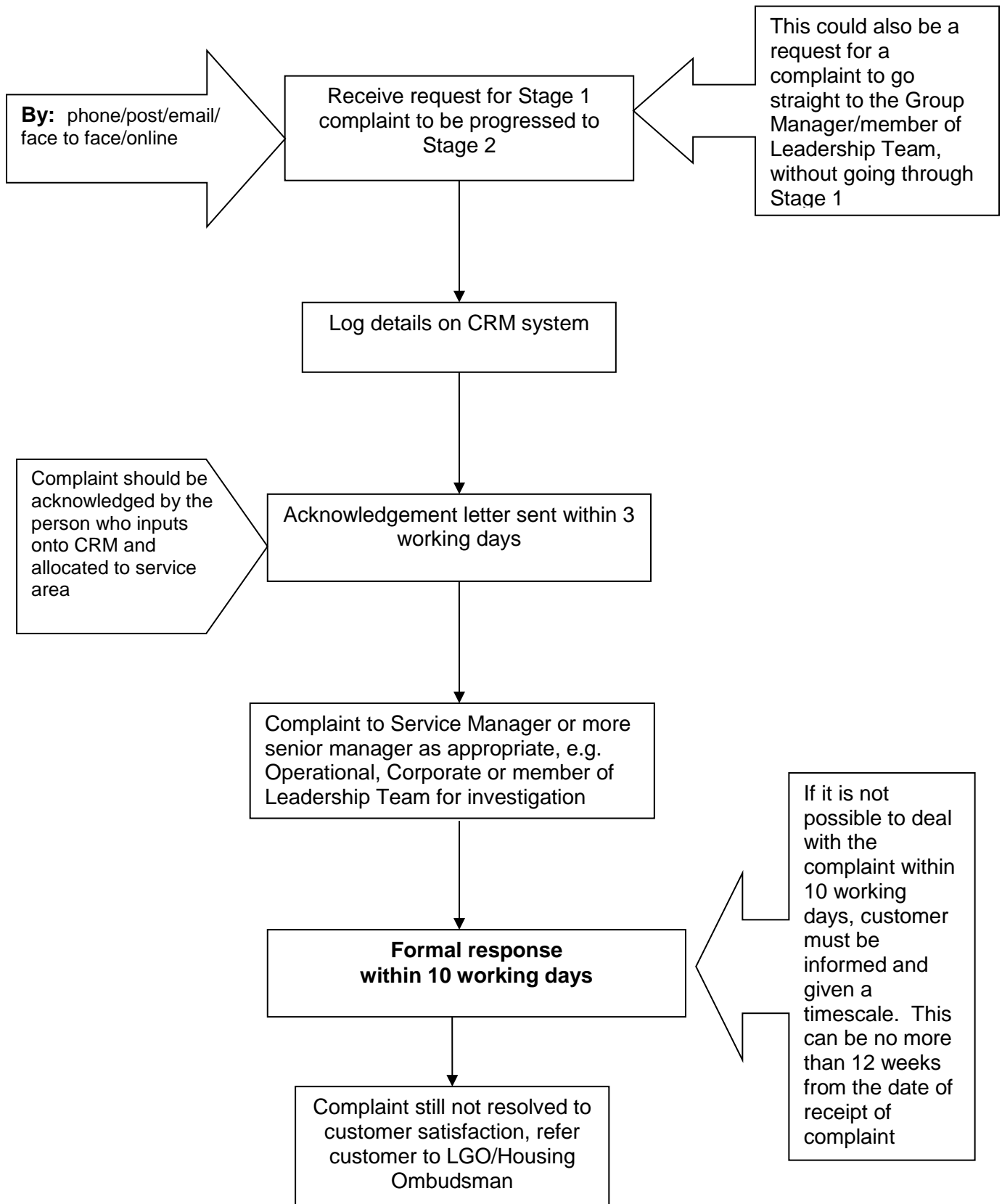
12. Customer Consultation and Surveys

We will ask customers that have used the complaints system to let us know how easy it was to make their complaint and if they found the procedure to be fair and covered all their needs. We will use the information from these surveys when reviewing our policy to inform changes and ensure our complaints procedure is "fit for purpose".

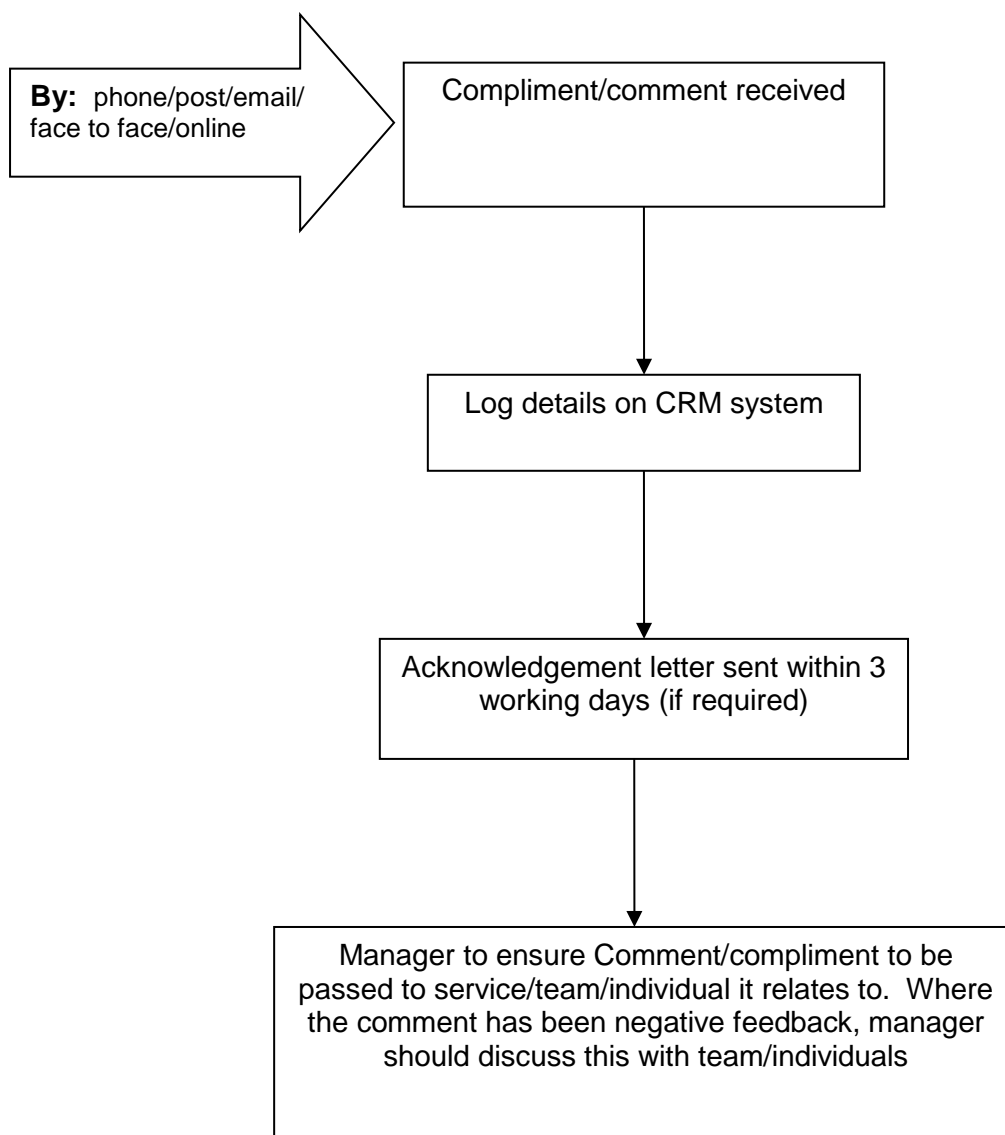
Stage 1 Complaint Process Map



Stage 2 Complaint Process Map



Compliment/Comment Process Map



Criteria for determining unreasonable, persistent or vexatious complaints

A complaint may be classed as unreasonable, persistent or vexatious if the complainant meets one or more of the following criteria:-

1. Persists in pursuing a complaint where the Council's complaint process has been fully and properly implemented and exhausted and where the complainant has failed to escalate the complaint to the appropriate Ombudsman.
2. Persistently changes the substance of a complaint or continually raises new issues that prolong the contact and make it more difficult to respond effectively. It is important that any completely new issue is raised as a new complaint if appropriate.
3. Is repeatedly unwilling to accept documented evidence or deny receipt of an adequate response in spite of correspondence specifically answering their questions or do not accept that facts can sometimes be difficult to verify when a long period of time has elapsed.
4. Repeatedly make complaints but does not identify the precise issues which they wish investigated.
5. Regularly focuses on trivial matters to an extent which is out of proportion to its significance and continues to focus on this point. It is important to recognise that determining what is trivial can be subjective.
6. Have threatened or used physical violence towards employees at any time, this will mean that the complainant can only contact us in writing and staff will be informed what access to staff and buildings they are permitted to.
7. Have in the course of dealing with their complaint made an excessive number of contacts with the Council, placing unreasonable demands on employees. Contacts can be in person, phone, email, fax, letter or web-form. Judgement will be used to determine excessive contact, taking into account the specific circumstances of each individual case.
8. Have harassed or been verbally abusive on more than one occasion towards employees dealing with the complaint. Employees recognise that complainants may sometimes act out of character in times of stress, anxiety or distress and will make reasonable allowances for this. The individual circumstances of each person need to be considered and treated sensitively.
9. Makes unreasonable demands on the Council and its employees and fail to accept that these may be unreasonable, for example, insist on responses to complaints or enquiries being provided more urgently than is reasonable or within the Council's complaints procedure or normal recognised practise.
10. Makes unreasonable complaints which impose a significant burden on the human resources of the Council and where the complaint:
 - a. does not have any serious purpose or value
 - b. is designed to cause disruption or annoyance
 - c. has effect of harassing the public authority
 - d. can otherwise fairly be characterised as obsessive or manifestly unreasonable
 - e. is using the Council as a means of causing harassment to another member of the public.

11. Makes repetitive complaints and allegations which ignore the replies which Council officers have supplied in previous correspondence.

Appendix 3

Options for dealing with unreasonable, persistent and vexatious complainants

The options below can be used singularly or in combination depending on the circumstances of the case.

1. Send a letter to the complainant setting out responsibilities for the parties involved if the Council is to continue processing the complaint. If terms are contravened, consideration will then be given to implementing other action as indicated below.
2. Decline contact with the complainant, either in person, by telephone, by fax, by letter, by e-mail or any combination of these, provided that one form of contact is maintained. This may also mean that only one named officer will be nominated to maintain contact (and a named deputy in their absence). The complainant will be notified of this person.
3. Notify the complainant, in writing, that the Council has responded fully to the points raised and has tried to resolve the complaint and there is nothing more to add and continuing contact on the matter will serve no useful purpose. The complainant will also be notified that the correspondence is at an end, because they have been classed as an unreasonable, persistent or vexatious and the Council does not intend to engage in further correspondence relating to the complaint.
4. Inform the complainant that in extreme circumstances the Council will seek legal advice and if appropriate commence court proceeding for an injunction.
5. Temporarily suspend all contact with the complainant, in connection with the issues relating to the complaint being considered as unreasonable, persistent or vexatious, while seeking advice or guidance from its solicitor or other relevant agency, such as the Local Government Ombudsman.

If any of the above actions are taken, the Council's District Solicitor will ensure that all services are advised of the actions to avoid any repetition across services and to ensure the complainant is treated in the same way regardless of how he/she contacts the Council.

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COMMUNITY POLICY DEVELOPMENT GROUP 20th DECEMBER 2021

STRATEGIC GRANTS REVIEW

Cabinet Member(s): Cllr Dennis Knowles – Community Well-Being

Responsible Officer: Richard Marsh, Director of Place

Reason for report: To report back on the recommendations of the Grants Working Group following the completion of the 2021 Strategic Grants Review.

RECOMMENDATIONS:

That the Community PDG considers the recommendations made by the Strategic Grants Working Group at paragraph 3 before making its own recommendations to Cabinet.

Financial Implications: The budget allocated for strategic grants during the 2021/22 financial year was £138,500. The funding available for 2022-23 and subsequent years is dependent on the Council's budget setting process. Accordingly, the PDG has the opportunity to make recommendations to the Cabinet on the level of the grants budget for 22-23 and subsequent years, and the level of funding for each organisation.

Legal Implications: In the event that funding priorities change and a proposal comes forward which will result in an organisation receiving considerably less funding than in previous years, careful consideration should be given to whether such a proposal ought to be subject to a consultation before a final decision is made.

Risk Assessment: Following an agreed Strategic Grants Review process minimises the risk of challenge regarding any potential changes to the grants budget, or grants level to individual organisations.

Equality Impact Assessment: In the event that funding priorities change and a proposal comes forward which will result in an organisation receiving considerably less or no funding, a full Equality Impact Assessment should be done to assess the potential impact of such cuts on residents before a final decision is made.

Relationship to Corporate Plan: The allocation of grants provides support to external agencies delivering services that advance the Council's Homes, Community and Economy priorities.

Impact on Climate Change: Ensuring that residents are able to get information and advice through locally delivered services and are able to access local cultural, leisure and green space opportunities reduces travel and related environmental impact.

1.0 Background

- 1.1 At a meeting of Community Policy Development Group (Community PDG) on the 21st September 2021, the committee agreed to undertake a review of the Council's Strategic Grants, as recommended at the end of the previous settlement period. The purpose of the review was set out as:
- To ensure that the Council's investment in strategic partners is directed appropriately to meet the needs of residents and support the Council's own priorities as expressed in its Corporate Plan
 - To ensure that funding achieves real outcomes for the community and value for money for taxpayers
 - To report back to members on what has been achieved with the previous year's funding
- 1.2 To facilitate the review, the Community PDG nominated four members to act as a working group to receive written submissions and presentations from the Council's strategic partners and to make recommendations on priorities and funding levels for 2022-23 onwards. The terms of reference for the review are provided in the attached document, [Strategic Grants Review 2021 – Guidelines](#).
- 1.3 The six recipients of the Council's strategic grants are as follows:
- Citizens Advice, Torridge, North, Mid & West Devon
 - Churches Housing Action Team
 - Mid Devon Mobility
(formerly Tiverton and District Community Transport Association)
 - INVOLVE
 - Tiverton Museum of Mid Devon Life
 - Including a separate grant for Tourist Information Services
 - Grand Western Canal (managed by Devon County Council)
- 1.3 As part of the review, grant recipients were asked to submit their most recent annual report and annual accounts, and a business plan and budget forecast covering the period 2022-23. They were also asked to provide a written summary that covered the following topics:
- Organisational aims and objectives
 - Services provided
 - Benefits of these services to Mid Devon residents and visitors
 - How their services meet the priorities of the Council as laid out in the Council's Corporate Plan 2020-24, or other MDDC service requirements
 - Financial information for the previous three years, and forecasts for the following year
 - Key pressures and issues facing the organisation (*including any financial pressures, pressure on services, pressures on staffing capacity, changing needs in the community etc.*)

- The effect of a reduction in funding of 5%, 10% or 20% respectively on the organisation and the level of service provision, and its impact on residents

1.4 They were also invited to make a presentation to the working group on the work of the organisation, the impact of the pandemic on organisational services and finances, the impact of the pandemic on service users and key issues for the organisation going forward – including any future plans / opportunities / challenges. The presentations to the Strategic Grants Working Group took place on the 18th and 19th November 2021. The written submissions and presentations are available on request.

2.0 Findings of the Working Group

- 2.1 Members of the working group recognised the valuable work of the Council's strategic partners in meeting the needs of Mid Devon residents and commended them for their presentations, and the opportunity to discuss their current situations and the needs of the community. They recognised the huge impact the pandemic has had on the Council's partners, and praised the sectors adaptability in finding ways to deliver their services in the changed circumstances, and in developing new services to meet the emerging needs of residents. They wanted to recommend specifically that the Museum and the Canal make special efforts to attract visitors from the Crediton side of the district, so that children in particular can take advantage of these two assets.
- 2.2 They realised that the pandemic has financially impacted organisations, while noting that some partners had been able access additional funding to meet specific needs and develop new services. They commended those organisations that were looking to organic growth to develop new funding streams. The working group would want to encourage organisations to continue to look for external funding and other sources of earned income in order to mitigate against possible funding cuts in the future.

3.0 Recommendations

- 3.1 At the final meeting of the Strategic Grants Working Group on the 29th November, it was therefore **RESOLVED** that the Community PDG **RECOMMEND** to the Cabinet that:

The total Strategic Grants budget remained at £138,500 for a period of 2 years, and that individual awards to Strategic Partners remained at the 2020-2021 levels for this period.

- 3.2 The level of grant awards to individual partners for 2022-23 and 2023-24 were therefore recommended as:

Organisation	Award 2021-2022 (£)	Award 2022-2023 (£)	Award 2023-2024 (£)
CHAT	12,500	12,500	12,500
Citizen's Advice	15,500	15,500	15,500

INVOLVE	12,000	12,000	12,000
Mid Devon Mobility	22,000	22,000	22,000
Grand Western Canal	45,000	45,000	45,000
Tiverton Museum	27,500	27,500	27,500
TIS	4,000	4,000	4,000
Total	£138,500	£138,500	£138,500

Contact for more information:

John Bodley Scott, Economic Development Team Leader x 4363

Circulation of the report: Cllr Dennis Knowles

List of background papers:

Strategic Grants Review 2021 - Guidelines

Strategic Grants Review 2021 - Guidelines

Mid Devon District Council values the role of the community and voluntary sector in meeting the needs of residents and visitors to Mid Devon, providing key services to the community, and helping to deliver the Council's Corporate Objectives.

In order to maintain accountability to its ratepayers, the Council undertakes a periodic review of its strategic grants to ensure that funding is used in the most appropriate and beneficial way. The purpose of the Strategic Grants Review is:

- To ensure that the Council's investment in strategic partners is directed appropriately to meet the needs of residents and support the Council's own priorities as expressed in its Corporate Plan
- To ensure that funding achieves real outcomes for the community and value for money for taxpayers
- To report back to members on what has been achieved with the previous year's funding

The review also provides an opportunity for strategic partners to discuss with members the emerging needs, challenges and opportunities facing the sector.

The Council, as a responsible funder, also needs to make strategic partners aware of the financial pressures that the Council is facing. The Council is expecting to have to reduce its overall budget by 8-10% this coming financial year, and may have to reduce funding to strategic partners in line with reductions in other services. Therefore, as part of the review, the Council seeks organisations' views on:

- The effect of potential reductions in grant levels of 5%, 10% or 20%
- The appropriateness of a one, two or three year funding settlement.

As laid out in a report to the Community Policy Development Group on Tuesday 21st September ([Strategic Grants Review](#)), the grants review will take the form of a written submission and presentation to the Strategic Grants Working Group.

Written submission - Deadline: 12 noon, Monday 25th October

The intention of the written submission is to provide a summary for Councillors of the main purpose and activities of the organisation, and the value of its services to the district.

Written submissions should be no more than 2 sides of A4 and should address the following:

Contents of written submissions

- A) Organisational Aim and Objectives
- B) Services Provided
- C) Benefits to Mid Devon residents and visitors
- D) Performance Indicators (*in whatever form you normally present them*)

E) How do your services meet the priorities of the Council as laid out in the Council's Corporate Plan 2020-24, or other MDDC service requirements? (link to [MDDC Corporate Plan 2020-24](#))

F) Financial Information - Please fill in the table below for the last three financial years, and projected figures for 21-22

	18-19	19-20	20-21	21-22 (projected)
Income				
Expenditure				
Funds Carried Forward				
Of which:				
Unrestricted				
Designated				
Restricted				
MDDC Grant				
MDDC Grant as a proportion of total income (%)				

G) Key Issues facing the organisation (*including any financial pressures, pressure on services, pressures on staffing capacity, changing needs in the community etc.*)

H) What would be the effect of a reduction in funding of 5%, 10% or 20% respectively on the organisation and the level of service provision, and its impact on residents? (*For each level of reduction, please separately note any potential impact on the organisation, on services and the impact on residents*)

Effect of a 5% reduction

Effect of a 10% reduction

Effect of a 20% reduction

I) What is your view on the appropriateness of a one, two or three year grant settlement?

Supporting Documents

Please include with the written submission (where available):

- Most recent annual report
- Most recent audited accounts
- Business Plan (or other strategic document) covering period 2022-23
- Budget forecast covering period 2022-23

Submission

Submissions should be emailed to jbodleyscott@middevon.gov.uk with the title in the subject line - **Strategic Grants Review** - together with any supporting documents, by no later than noon on Monday 25th October 2021.

Presentation to Members of the Working Group

As part of the review process you will be invited to attend one of two meetings of the Grants Working Group, on either the Thursday 18th November or Friday 19th November, to present to the group. There will be 25 minutes allotted for each organisation, which includes time for

- 10 minutes presentation
- 10 minutes for Q&A
- With 5 minutes for overruns

Your presentation should cover:

- Work of the organisation
- Impact of the pandemic on the organisation and the needs of your clients
- Key Issues for the organisation going forward – including any future plans / opportunities / challenges

The working group will have been provided with your two page written submission and supporting documents before the meeting. The grants working group will consist of the following Councillors:

Cllr Mrs Margaret Squires
Cllr Les Cruwys
Cllr Ben Holdman
Cllr Wally Burke
Cllr Dennis Knowles

All meetings will be virtual (Zoom). If you choose to provide a powerpoint or other electronic presentation, please can you make sure that you have sent a copy before the meeting so the committee clerk can have it set up on the Council's servers. This should avoid any difficulties with live streaming during the meeting.

Grants Review Timetable

	VCSE Actions
21 st Sep	MDDC Community PDG
w/b 27 th Sep	Email to Strategic Partners detailing framework for the Grants Review
Mon 25 th Oct	Deadline for written submissions
Thu 18 th Nov	Presentation to Grants Working Group - 4 strategic organisations
Fri 19 th Nov	Presentations to Grants Working Group - 3 strategic organisations
Mon 20 th Dec	Special Meeting MDDC Community PDG– report with recommendations from Grants Working Group
4 th Jan '22	MDDC Cabinet

	Decisions approved
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If you have any queries about the process, please do contact me, John Bodley Scott, at jbodleyscott@middevon.gov.uk or phone 07967 179699

CABINET

4TH JANUARY 2022

PLAN MID DEVON ISSUES PAPER

Cabinet Member(s): Councillor Richard Chesterton, Cabinet Member for Planning and Economic Regeneration

Responsible Officer: Richard Marsh, Director of Place

Reason for Report: To approve the Issues Paper for consultation to meet the requirements of Regulation 18 Town and Country Planning (Local Planning) (England) Regulations 2012

RECOMMENDATION to Cabinet:

1. The Plan Mid Devon Issues Paper (Appendix 1), its Sustainability Appraisal Scoping Report (Appendix 2) and Equalities Impact Assessment Screening Report (Appendix 3) be approved for public consultation.
2. That delegated authority be given to the Director of Place (in consultation with the Cabinet Member for Planning and Economic Regeneration) to make such further minor changes to the Issue Paper as he considers appropriate prior to the consultation.

Financial Implications: There are no direct financial implications arising from approving the Issues Paper. Local Plan preparation includes the commissioning of evidence to inform it as well as the formal examination in public by a Planning Inspector. These will come at a cost to the Council and are budgeted for through earmarked reserves that are set aside annually specifically for plan making. In this way the cost of statutory plan making is spread across financial years rather than disproportionately impacting on some financial years more than others.

Legal Implications: In accordance with Town and Country Planning (Local Planning) Regulations 2012 (Regulation 10A) the Council is required to review its local plan which was adopted on 29th July 2020 at least every five years. This report commences the first public stage of that review.

District Solicitor (Ref. 29.11.21)

Risk Assessment: Cabinet approval of the Issues Paper is needed so that the Regulation 18 stage of plan preparation can be commenced as soon as practicable. A Local Plan review can take up to five years to complete. A decision to not commence the Regulation 18 stage of plan preparation, or a delay to do so, will increase the prospect of the existing Local Plan becoming out of date but without a new Local Plan to replace it to maintain a 5 year supply of housing sites and up to date planning policies for the district. A consequence would be the district being more vulnerable to speculative planning applications promoting development in locations the Council has not identified for sustainable growth.

Budget and Policy Framework: The preparation of a new Local Plan will have significant associated production costs, potentially about £600,000, to include the gathering of evidence, technical studies, key stages of public engagement and independent examination. Budget provision has been provided for this statutory function with the use of earmarked reserves, which will be reviewed as the preparation of the Local Plan is progressed. Once the Local Plan has been adopted it will form part of the Council's policy framework.

Equality Impact Assessment: The Issues Paper has been subject to an Equality Impact Assessment. It will not in itself lead to any impacts on the equality strands protected under the Equality Act 2010 (the 'protected characteristics').

Relationship to Corporate Plan: The preparation of a new Local Plan is a key corporate priority and will help the Council achieve its four Corporate Plan priorities - Homes, Environment, Community and Economy. The Local Plan Review will form the legal basis for determining planning proposals, once it has been adopted, and as a vehicle to realise a range of corporate priorities.

Impact on Climate Change: The Local Plan will be prepared within a legal framework and national planning policy that has at its heart the principle of sustainable development and policies to help address climate change through the development and use of land. There is a statutory duty on the Council to include policies in the new Local Plan to tackle climate change and its impacts. This is placed through the Section 19 of the 2004 Planning and Compulsory Purchase Act, as amended by Section 182 of the Planning Act 2008 which states 'Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the Local Planning Authority's area contribute to the mitigation of, and adaptation to, climate change'. National planning policy places significant emphasis on the role of the planning system to support the transition to a low carbon future in a changing climate. The Issues Paper includes content relevant to the shaping of policies in the new Local Plan that will help mitigate the impacts of climate changes and help move towards a zero carbon economy. The inclusion of a priority in Plan Mid Devon to move towards net-zero carbon will mean that the district will be planned so as to reduce emissions to the lowest amount and with offsetting as a last resort.

1.0 Introduction/Background

Context

- 1.1 The current Mid Devon Local Plan was adopted on 29th July 2020. This forms part of the statutory development plan for the district (excluding the part at Cheriton Bishop within the Dartmoor National Park), together with the adopted Devon Minerals and Waste Plans and the Cullompton Neighbourhood Plan which covers the Cullompton area. The Council is required to keep its Local Plan up to date with a cycle of plan review and updates a minimum of every five years. There is a need to begin a review of the adopted Local Plan as soon as practicable and to prepare a new Local Plan for Mid Devon. This new Local Plan must be legally compliant, meet statutory tests, be consistent with national planning policy, and provide the basis for meeting the development needs of the district for a minimum period of 15 years from its adoption.

- 1.2 The Cabinet meeting on 4th February 2021 approved the preparation of a new Local Plan (minute 304) and a new Local Development Scheme (timetable for preparing the new Local Plan) (minute 305). Officers have prepared the Plan Mid Devon Issues Paper following these Cabinet decisions.
- 1.3 The Council is also engaged with East Devon, Exeter, and Teignbridge Councils in preparing a non-statutory Joint Strategy for the combined area of the four local authorities. This follows decisions taken by the Council on 6th January 2021 (minute 111) and the Cabinet on 8th June 2021 (minute 21). The Joint Strategy will not be a statutory plan and therefore will not set the planning policies of the four authorities. This will be the role of Local Plans. Instead, the Joint Strategy will provide an overarching framework that allows strategic planning and delivery matters to be considered collaboratively.

National Planning Policy

- 1.4 The National Planning Policy Framework 2021 (NPPF) makes clear the planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings. The development plan must include strategic policies to address the Council's priorities for the development and use of land in its area, and policies to address non-strategic matters.
- 1.5 In August 2020 the Government published and consulted on a set of reforms to the planning system through the white paper "Planning for the Future". These proposals include simplifying the role of Local Plans, so that they identify areas for growth, renewal and protection, they include clear rules rather than general policies for development, and that they are visual, map based and standardised. The Government envisages Local Plans will be shorter in length, limited to no more than setting out site or area-specific parameters and opportunities and will be prepared to meet a statutory timetable (of no more than 30 months in total) for the key stages of the process. While further details are awaited, it is likely that the preparation of Plan Mid Devon will be affected by reforms to the planning system where these may be introduced over the next several years.
- 1.6 While the White Paper has introduced some uncertainty about how plans will be prepared in the future the Government (including the Chief Planner's newsletters October and December 2020) has strongly encouraged local authorities to continue the preparation and adoption of local plans and not to delay this in the expectation of future planning reforms. The Minister of State for Housing has since written to Local Authorities in January 2021 and has issued a press release to remind of the continued importance of maintaining progress on producing up-to-date Local Plans.
- 1.7 For the time being the preparation of the new Local Plan will follow the current legislation, national planning policy framework and planning guidance.

- 1.8 The National Planning Policy Framework makes clear that Local Plans should be based on an up to date and robust evidence base. A 'call for sites' exercise was undertaken in early 2021 and the assessment of sites submitted to the Council for consideration is currently in progress. A number of technical studies are either currently in progress, or will be commenced over the coming months which provide evidence to support the preparation of the new Local Plan. This will include, amongst others, a Local Housing Needs Assessment, Economic Development Needs Assessment, Flood Risk Assessment, and a Landscape Character Assessment. The new Local Plan will also be subject to a Habitat Regulations Assessment, a Viability Appraisal and will be supported with an Infrastructure Delivery Plan.

Regulation 18 Issues Stage

- 1.9 Regulation 18 of The Town and Country Planning (Local Planning) (England) Regulations 2012 is the first formal stage for preparing a local plan. This requires the Council to notify specified bodies and persons of the subject of a local plan which it proposes to prepare and to invite them to make representations about what the local plan ought to contain. The aim of the Issues Paper document is to identify the issues that the Local Plan needs to address and to invite comments on these. The Issues Paper does not set development targets, propose a strategy for the distribution of new growth, identify potential sites for development across district or include draft planning policies. These matters will be the subject of the next stage in the preparation of Plan Mid Devon (Draft Policies and Site Options).

2.0 Plan Mid Devon Issues Paper

- 2.1 'Plan Mid Devon' is the working title for the new Local Plan for Mid Devon. It is intended this new Local Plan will look forward to 2043, set within a vision that looks further ahead (to 2053) to encompass the planning and development of the Culm Garden Village at Cullompton.

Key content

- 2.2 The Plan Mid Devon Issues Paper identifies six top priorities that it is considered should go to the heart of the strategy for the new Local Plan and which can help achieve sustainable development in Mid Devon. Each priority is important in its own right and each are interrelated. However, the Issues Paper indicates that responding to the climate emergency and moving to a net-zero carbon future must be the overarching top priority for the Plan Mid Devon. This is since many of the actions that are needed to tackle the climate crisis are also key in helping to achieve the 5 other priorities that have identified to plan for a sustainable, resilient and prosperous Mid Devon.

- | | |
|------------|---|
| Priority 1 | Responding to the climate emergency and moving to a net-zero carbon future |
| Priority 2 | Delivering development, infrastructure and regeneration to meet our needs now and in the future |
| Priority 3 | Addressing housing affordability and improving choice |

- Priority 4 Protecting and enhancing the natural and built environment, and respecting environmental limits
- Priority 5 Improving our health and well-being
- Priority 6 Supporting rural vitality and a prosperous rural economy

2.3 The Issues Paper includes 17 sections as follows:

- Introduction
- Plan Mid Devon – sustainable development and six top priorities
- Our Mid Devon – Vision and Objectives
- Responding to the climate emergency and moving to net-zero carbon
- Access to new technologies and digital communications
- Meeting housing needs
- Supporting our businesses and jobs
- Infrastructure and how we travel
- Our natural and historic built environment
- Improving our health and well-being
- How our places look and are used
- Our towns and their environs
- Our rural areas and villages
- Culm Garden Village
- Proposals at Junction 27, M5 motorway
- A sustainable distribution of development across Mid Devon
- Next steps

2.4 Each section includes one or more related questions (there are 56 questions in total) which provide an opportunity for comments to be made on the wide range of planning issues that have been identified in the Issues Paper.

2.5 The Plan Mid Devon Issues Paper explains the Government's standard method for calculating housing need in Mid Devon but it does not set a housing development target or consider potential site options for the district. These will be subject to the later stages for preparing the new Local Plan. Plan Mid Devon will be the first opportunity to develop a new spatial development plan for the district following the Council's declaration of a climate emergency in mid-2019. The new local plan can include a strategic approach through policies for the development and use of land to support a green economic recovery and commitment to moving to net zero. It can also be informed through lessons from the covid-19 pandemic and include responses to challenges and opportunities for growth from Britain leaving the European Union where these are relevant to Mid Devon.

3.0 **Sustainability Appraisal**

3.1 The Council is required by law (Planning and Compulsory Purchase Act 2004 and Environmental Assessment of Plans and Programmes Regulations ["the SEA Regulations]) to carry out a Sustainability Appraisal (SA) and a Strategic

Environmental Assessment (SEA) of the new Local Plan as it developed. The SA assists in promoting sustainable development through integrating sustainability considerations into plan making. It is an iterative, ongoing process and integral to plan making. The process helps to consider the effects of the plan (and the effect without the plan) on the environment, people and the economy. It helps planning authorities to consider the merit of a variety of options to help determine the sustainable policy decisions.

- 3.2 A Sustainability Appraisal Scoping Report has been prepared alongside the preparation of the Plan Mid Devon Issues Report. The Scoping Report includes the collection of baseline information about Mid Devon, identifies sustainability issues and challenges in the district, and includes a framework to assess sustainability with 9 sustainability objectives and a scoring system that will be used to highlight the scale of any potential impact of the Local Plan policies as these emerge through stages of the plan's preparation. To meet the requirements of the SEA Directive, the Council must seek the views of the three statutory environmental consultation bodies – Natural England, the Environment Agency and Historic England. They have the opportunity to comment on the scope and level of detail of the environmental information contained within the Scoping Report. Local communities and other bodies will also be consulted on the content of the Scoping Report.

4.0 Duty to Cooperate

- 4.1 There is a legal duty placed on the Council to engage constructively, actively and on an ongoing basis with other local authorities and prescribed organisations in relation to strategic matters when preparing a new local plan, including those matters that cross the district boundary. The preparation of Plan Mid Devon will involve engagement with Government agencies, Devon County Council, neighbouring district Councils, Town and Parish Councils, the NHS, transport and other infrastructure providers at key stages.

5.0 Groups consulted

- 5.1 The Planning Policy Advisory Group has been engaged in the preparation of the Plan Mid Devon Issues Paper through a series of eight meetings since March 2021. There have been a further four meetings open for all Members, which have provided an opportunity to focus on planning issues for each of the three main towns and the rural area of Mid Devon. Feedback from these meetings has been used to inform the preparation of the Issues Paper.
- 5.2 The Planning Policy Advisory Group met on the 17th November 2021 to consider a completed draft of the Issues Paper, which has been updated to reflect comments made at that meeting. The Planning Policy Advisory Group has noted the contents of this report and has endorsed its recommendations to the Cabinet.

6.0 Next steps

- 6.1 The Issues Paper will be amended where necessary in light of the Cabinet meeting. It will be published together with a Sustainability Appraisal and Equalities Impact Assessment and these documents will be consulted on for a

period which will be at least 6 weeks. This public engagement will be commenced as soon as practicable following the Cabinet decision. The Issues Paper will be supported by other material, including a summary paper, webpage digital resource and through on-line social media.

- 6.2 The Council's Statement of Community Involvement (most recently updated in July 2020 and approved by the Council on the 26th August 2020, Minute 213) sets out in more detail the approach for public engagement in plan making in Mid Devon which is to be both accessible and inclusive. Where possible digital engagement tools will be used to complement face-to-face exhibitions / drop-in events as part of a blended approach to facilitate public engagement, subject to the staffing and technological resources available. The ability to hold face to face exhibitions / drop-in events will be subject to any restrictions placed on public gatherings and risk assessment in light of the covid-19 pandemic, and should further restrictions be imposed in the future which limit face to face engagement, digital engagement will necessarily become the primary form of engagement for as long as is necessary. In this scenario, every effort will be made to deliver accessible and inclusive digital engagement.
- 6.3 Once the consultation has ended, comments received will be published on the Council's website and made publicly available, together with a report summarising what those responses were. This information will be used alongside technical studies and other evidence to inform the work leading to the Draft Policies and Site Options stage for Plan Mid Devon.
- 6.4 The Plan Mid Devon Issues Paper (Appendix 1) Section 17.0 includes a timetable for the preparation of the new Local Plan. This timetable is taken from an amended Mid Devon Local Development Scheme which is subject to approval from this Cabinet meeting in a separate report. The amended timetable is as follows:

Stage	Date
Reg 18 Issues Consultation	January – March 2022
Draft Policies and Site Options Consultation	June – July 2023
Reg 19 Publication (Proposed Submission) consultation	May - June 2024
Submission	September – October 2024
Examination and Main Modifications	November 2024 – May 2025
Adoption	July 2025

- 6.5 The Mid Devon Local Development Scheme is published on our website here.
<https://www.middevon.gov.uk/residents/planning-policy/local-development-scheme/>

Contacts for more Information:

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Richard Marsh, Director of Place rmarsh@middevon.gov.uk

Circulation of the Report: Cabinet Member seen and approved [yes/no – name of Cabinet Member], Leadership Team seen and approved [yes/no]

List of Background Papers and Links:

Appendix 1 Plan Mid Devon Issues Paper

Appendix 2 Plan Mid Devon Sustainability Appraisal

Appendix 3 Plan Mid Devon Equalities Impact Assessment

National Planning Policy Framework (July 2021)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

Government guidance on plan-making

<https://www.gov.uk/guidance/plan-making>

Minister of State for Housing's statement to Local Authorities January 2021

<https://www.gov.uk/government/news/councils-urged-to-ensure-local-plans-are-up-to-date>

Chief Planners Newsletter October 2020

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/924423/Chief_Planners_Newsletter_-_October_2020.pdf

Chief Planners Newsletter December 2020

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/946245/Chief_Planners_Newsletter_-_December_2020.pdf

Planning and Compulsory Purchase Act 2004

<https://www.legislation.gov.uk/ukpga/2004/5/contents>

The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended)

<https://www.legislation.gov.uk/uksi/2012/767>

Regulation 4 (amendment of Regulation 10A) of the Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017

<https://www.legislation.gov.uk/uksi/2017/1244/regulation/4/made>

Mid Devon Statement of Community Involvement

<https://www.middevon.gov.uk/residents/planning-policy/statement-of-community-involvement/#:~:text=The%20Statement%20of%20Community%20Involvement%20%28SCI>

[%29%20was%20adopted,to%20Covid-19%20and%20restrictions%20on%20movement%20and%20gatherings.](#)

Council Meeting 6th January 2021

<https://democracy.middevon.gov.uk/ieListDocuments.aspx?CId=156&MId=1304&Ver=4>

Council Meeting 26th August 2020

<https://democracy.middevon.gov.uk/ieListDocuments.aspx?CId=156&MId=1302&Ver=4>

Council Meeting 4th December 2019

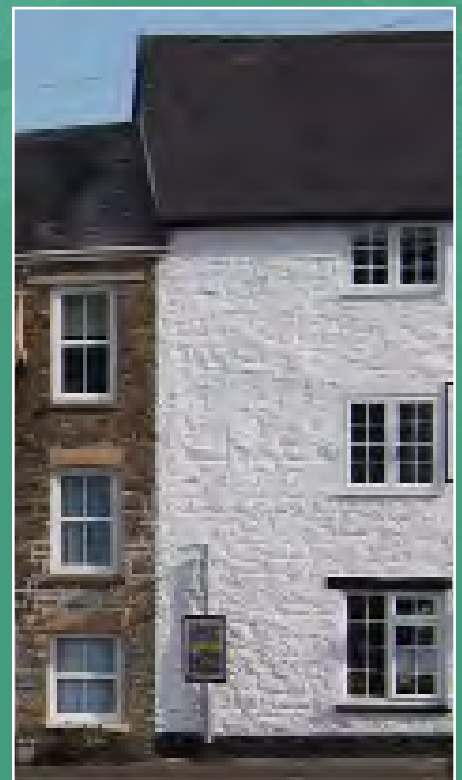
<https://democracy.middevon.gov.uk/ieListDocuments.aspx?CId=156&MId=1217&Ver=4>

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PLAN MID DEVON 2023 – 2043

Regulation 18 – Issues Consultation

January 2022





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INTRODUCTION

What we are consulting on

1.1 We are preparing a new Local Plan for Mid Devon (excluding the small part of the district within the Dartmoor National Park), which we have called '**Plan Mid Devon**'. This will cover the period to 2043 set within a vision that looks further ahead (to 2053). Once completed, this will replace the current Mid Devon Local Plan 2013-2033 and form part of the statutory development plan for Mid Devon with the Devon Minerals and Waste Plans and adopted Neighbourhood Plans.

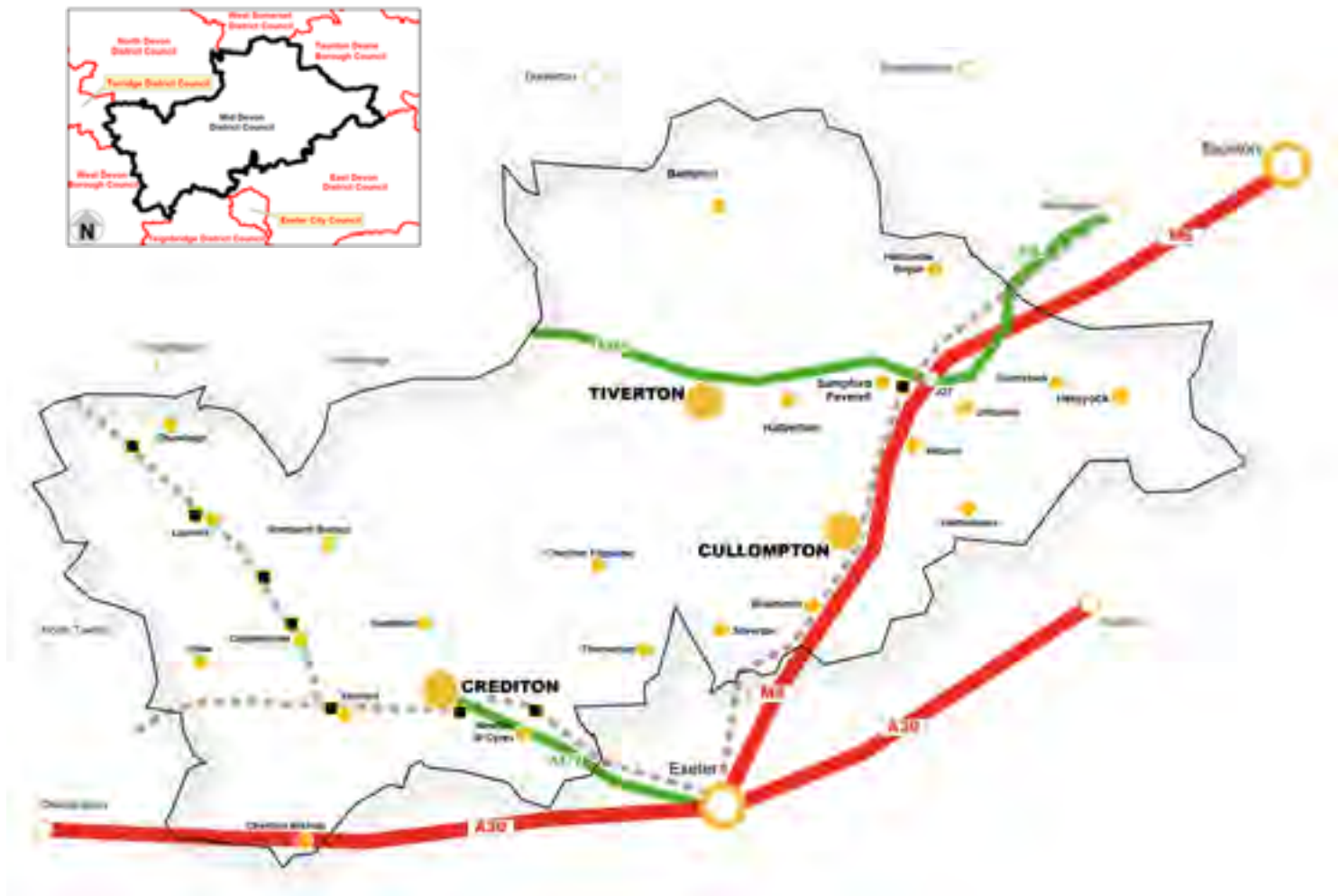
Why is a new Local Plan needed?

1.2 The country has a plan-led planning system and there is a legal requirement for the Council to prepare a local plan for the district.

1.3 The current Mid Devon Local Plan was adopted by the Council in July 2020 and has a lifespan to 2033. This will continue to bring many benefits to Mid Devon. It will:

- Help tackle the causes and effects of climate change.
- Promote sustainable use of energy and other resources.
- Guide multi-million pound investment across the district.
- Plan for new homes, employment and other uses to meet our needs.
- Make sure that new schools, transport and other supporting infrastructure is provided.
- Help us regenerate our town centres.
- Protect and enhance those parts of the district where we do not wish to see un-planned development taking place, including the open countryside and high quality landscapes.

1.4 There is a legal requirement for a review of the Local Plan to be completed in five years. To achieve this we have started the preparation of Plan Mid Devon now. The new Local Plan will have regard to the latest national planning policies, practice guidance and thinking about how best to plan in the context of a national housing crisis, economic recovery and the challenges of a climate emergency. It will also ensure Mid Devon will continue to benefit from a plan-led approach for development to meet our current and future needs over a longer time period to 2043.



The Issues Paper

1.5 This Issues Paper is the first stage in preparing the new Local Plan (known as Regulation 18 Issues). We are seeking your views about what the new Local Plan will include and how Mid Devon should be planned for in the future. The Issues Paper provides more information about planning and the matters affecting Mid Devon. We would like you to tell us what issues you think are most relevant and important to you and your community, and which should be given greatest priority in Mid Devon for the period to 2043.

The consultation documents

1.6 The Issues Paper is supported by

- a Sustainability Appraisal / Strategic Environmental Assessment Scoping Report.
- an Equalities Impact Assessment Screening Report.

1.7 These documents are available on our website and are published for public consultation here:

www.middevon.gov.uk/ friendly URL

Understanding land use planning

1.8 The land use planning system includes many terms that you may not be familiar with. Where we have underlined these we have provided an explanation for the terms used in a 'Glossary' in Appendix 1. This Issues Paper will be accompanied by a shorter paper that will summarise its purpose and main content.

The role of the Council, Devon County Council and neighbourhood planning bodies in preparing Development Plans

1.9 Mid Devon District Council is the Local Planning Authority for Mid Devon District but excluding the part at Cheriton Bishop that is situated within the Dartmoor National Park. Mid Devon District Council is responsible for preparing Local Plans and for determining planning applications submitted in its planning area.

1.10 Devon County Council is responsible for preparing the Devon Minerals and Waste Plans which cover Mid Devon. Devon County Council is also the local transport authority and local education authority. It is a consultee for preparing Local Plans for Mid Devon and advises the Council on infrastructure matters.

1.11 Town and Parish Councils can choose to prepare neighbourhood development plans for their area. These need to be in general conformity with the strategic policies of the Local Plan, and can include policies and proposals that give people more say in what is planned in their local area.

Relationship with other documents

1.12 Plan Mid Devon will form part of the Council's policy framework alongside the Economic Strategy for Mid Devon 2019-2024, A Housing Strategy for Mid Devon 2021-25 and other plans, programmes and strategies. It is informed by the National Planning Policy Framework (2021) and current planning policy guidance, along with the Planning and Compulsory Purchase Act 2004, Climate Change Act 2008, Planning and Energy Act 2008, and Flood and Water Management Act 2010. It will have an important role through guiding the development and use of land and buildings to help the Council achieve its ambitions in the Mid Devon Corporate Plan and priorities in the Housing Strategy and will operate in conjunction with the emerging Devon Carbon Plan.

How and when comments should be made

1.13 There are a number of questions throughout this Issues Paper and we welcome your responses to these. You are able to leave blank those questions that you do not wish to reply to.

1.14 Comments on the Issues Paper and its supporting documents must be sent to us by We encourage you to do this by completing the online response form provided. Alternatively, the response form can be printed off and sent to us by email or by post:

By email: planmiddevon@middevon.gov.uk

By post/hand: Forward Planning,
Phoenix House,
Phoenix Lane,
Tiverton,
Devon, EX16 6PP

1.15 Your comments must be sent to us in writing and include your name and full postal address otherwise your comments cannot be registered. Please note your comments will be published on our website including your name and address. If you are able to provide an email, please provide this along with your comments as this will help us keep you up to date.

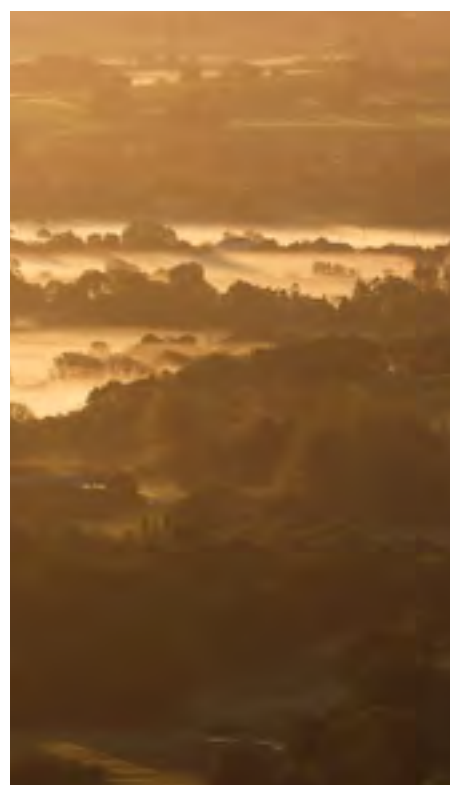
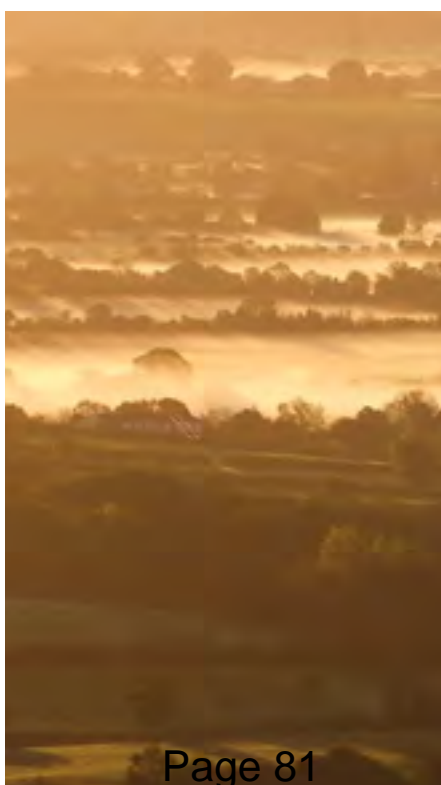
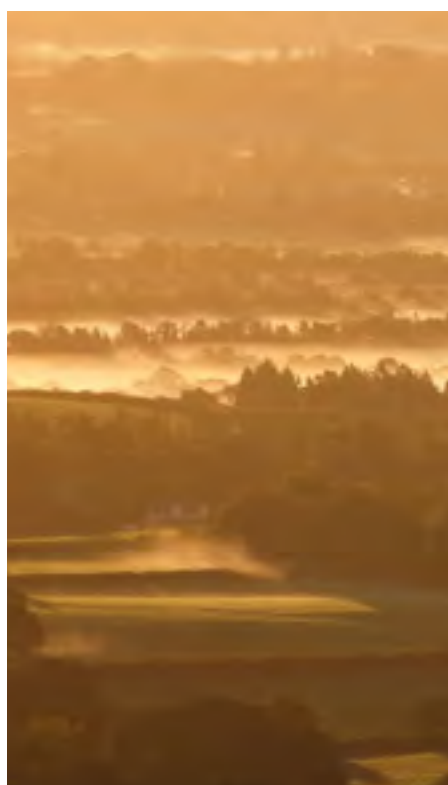
1.16 Your contact details will only be used by the Council to inform you about the new Local Plan and other planning policy documents prepared by us.

1.17 For more information about how we use your personal data please see our Privacy Notice www.middevon.gov.uk/PNRepresentations.

How you can find out more

1.18 The public consultation will be supported by engagement activities, including face to face exhibitions (where these are possible) where you are welcome to drop-in and tell us about how we should plan for the future of Mid Devon, and also some online / virtual events. More information about these will be published in advance of the consultation.

Forward Planning Team Mid Devon District Council

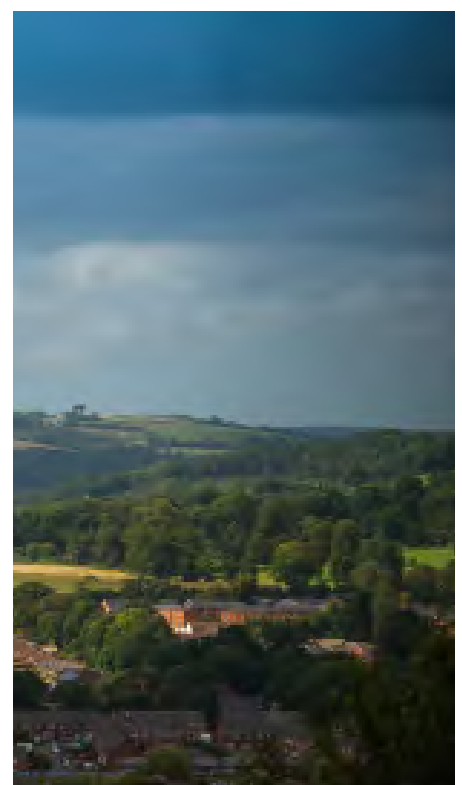
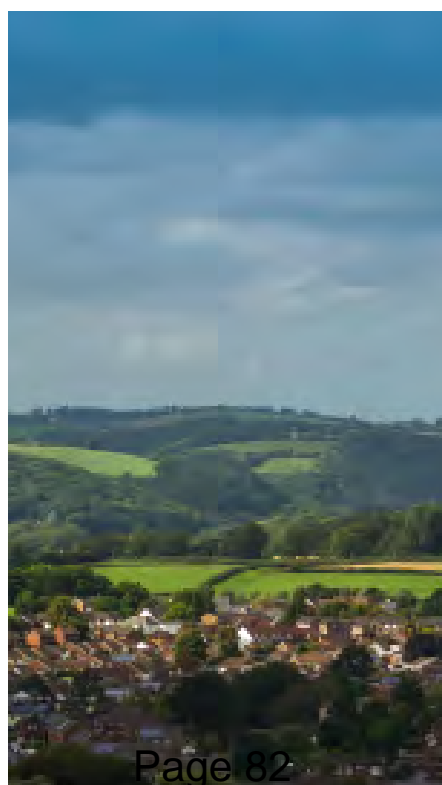


PLAN MID DEVON

SUSTAINABLE DEVELOPMENT AND SIX TOP PRIORITIES

A new Local Plan

2.1 Plan Mid Devon is needed to provide an up to date, capable and effective means to plan for our needs and help guide planning applications submitted to the Council for determination, and the decisions made on these. This new local plan will need to reflect key issues and challenges facing the district, while being consistent with national planning policy and planning practice guidance. Plan Mid Devon will harness opportunities where these are available to help shape the future planning of the district for a 20 year period, but will need to be realistic about what is capable of being achieved in terms of environmental limits, the viability of development and meeting policy requirements, and the ability to attract inward investment and deliver infrastructure improvements to support a strategy that achieves sustainable development.



Sustainable Development

2.2 The National Planning Policy Framework makes clear that achieving sustainable development means that the planning system has three overarching objectives – economic, social and environmental. These are interdependent and need to be pursued in mutually supportive ways, as follows:


Economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

Social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

Environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.


Top 6 priorities

2.3 We have identified what we believe to be the top 6 priorities that should go the heart of the strategy for the new Local Plan and which can help achieve sustainable development. Each priority is important in its own right and each are interrelated. However, we believe that responding to the climate emergency and moving to a net-zero carbon future must be the overarching top priority for the Plan Mid Devon. This is since many of the actions that are needed to tackle the climate crisis are also key in helping us achieve the 5 other priorities we have identified to plan for a sustainable, resilient and prosperous Mid Devon.




Priority 1

Responding to the climate emergency and moving to a net-zero carbon future




Priority 2

Delivering development, infrastructure and regeneration to meet our needs now and in the future




Priority 3

Addressing housing affordability and improving choice




Priority 4

Protecting and enhancing the natural and built environment, and respecting environmental limits



Priority 5

Improving our health and well-being



Priority 6

Supporting rural vitality and a prosperous rural economy

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Plan Mid Devon 2023 - 2043 Regulation 18 Issues Paper January 2022

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Priority 1

Responding to the climate emergency and moving to a net-zero carbon future

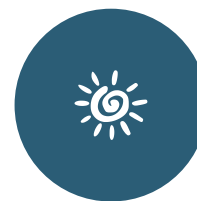
2.4 Our climate is changing as a result of greenhouse gas emissions, including carbon dioxide and methane. Globally three quarters of greenhouse gas emissions come from fossil fuels and industrial processes, while agricultural practices such as livestock farming, forest felling and peatland destruction account for much of the rest. In Mid Devon the most significant emissions come from on-road transportation (30%), closely followed by agriculture (29%) and buildings (26%)¹. The emission of greenhouse gases is having a profound effect on weather patterns, and can result in more frequent and extreme events such as high temperatures, drought, heavy rainfall or storms. These events in turn have potential to impact adversely on Mid Devon's economy (e.g. farming and food production), infrastructure, buildings and its communities in terms of cost through damage and disruption and also on our health. The Interim Devon Carbon Plan states that a series of national temperature records were broken in 2019 including the hottest ever UK recorded temperature (38°C). In the South West, winter precipitation increased by 15.9% between 1961 and 2006. A 2°C of global warming is likely to result in an increase in median winter precipitation of up to 20%. In the summer, precipitation is likely to decrease with median reductions of up to 30%. We will therefore see a move towards warmer, wetter winters and hotter, drier summers. These figures have been taken from the UK Climate Projections 2018 (UKCP18). The report also highlights how these changes may affect key sectors across the South West's environment, economy and society. The Mid Devon Climate Strategy & Handbook 2020 – 2024 identifies some of the most pertinent issues in the South West where climate impacts are likely to be the most severe:

- Critical infrastructure
- Tourism
- Health
- Biodiversity
- Coastal Change

2.5 In May 2019 Devon County Council agreed to declare a 'Climate Emergency' and to initiate a county-wide partnership to ensure Devon becomes Carbon Neutral by 2050. This means that the total carbon emitted by the county as a whole will need to be balanced out through an equivalent amount of carbon savings. This is consistent with Climate Change Act 2008 (as amended) which commits the UK to reduce emissions by 100% in 2050 from 1990 levels, and the Paris Agreement (2016) which requires limiting the rise in global temperatures to well below 2°C above pre-industrial levels and intends to limit the global temperature increase to 1.5°C.

2.6 Mid Devon District Council formally signed up to the Devon Climate Declaration in June 2019, but will aim to become carbon neutral by a more ambitious date of 2030. In 2020, the Council produced its own Climate Action Plan. While this has focused on the Council's own activities (such as its use of energy and its housing stock and leisure facilities) it also includes a commitment to update the Local Plan to include ambitious climate policies.

2.7 There is a statutory duty on the Council to include policies in the new Local Plan to tackle climate change and its impacts. This is placed through the Planning and Compulsory Purchase Act (2004, as amended)² which states 'Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the Local Planning Authority's area contribute to the mitigation of, and adaptation to, climate change'. National planning policy places significant emphasis on the role of the planning system to support the transition to a low carbon future in a changing climate. The inclusion of a priority in Plan Mid Devon to move towards net-zero carbon will mean that the district will be planned so as to reduce emissions to the lowest amount and with offsetting as a last resort.



Priority 2

Delivering development, infrastructure and regeneration to meet our needs now and in the future

2.8 Mid Devon is situated to the north of the city of Exeter, one of the most rapidly expanding economies in the country, and falls within its sphere of influence as part of both the Exeter Travel to Work Area and Exeter Housing Market Area. The district is well connected and accessible to the South West and beyond by the M5 motorway and the Great Western mainline railway. We have sought to maximise this opportunity through the current Local Plan by allocating land for development and setting out policies that will help deliver quality growth in a high-quality environment.



2.9 Plan Mid Devon will look forward to 2043, set within a vision that looks further ahead (to 2053). It will make provision for new homes, jobs, schools, shops, transport, healthcare facilities, green spaces and other infrastructure for this period. In doing so it will have a critical role in guiding multi-million pound investment across the district and will be a key document for the development industry, government agencies, transport, education and healthcare providers, and the whole Mid Devon community. Plan Mid Devon will be informed through an understanding of what is needed over this plan period, including through gathering evidence and technical studies, and following national planning policy and guidance (such as the Government's standard method for assessing housing need for the Mid Devon area).

2.10 Planning the future growth of the area should be orientated around improving our life chances, where the plan can provide opportunities for individuals to improve their quality of life. This can include for example:

- Homes that better meet the needs of the whole community
- Improved levels of home and neighbourhood satisfaction
- Reduced need to travel by car
- Higher level of academic attainment and qualifications
- Higher wages
- Raised living standards
- Improved health and well-being, and access to open space
- Reduced indices of multiple deprivation

2.11 Plan Mid Devon will set out infrastructure requirements to support and facilitate the delivery of the growth that is planned to 2043. It will make clear when this is needed, how it will be provided and how it will be paid for.

2.12 Regeneration opportunities in towns and villages, including the reuse of previously developed land and buildings, can contribute towards meeting the development needs of the district, and help improve the vitality of centres as places that support our communities.

Priority 3

Addressing housing affordability and improving choice

2.13 The growing gap between affordable accommodation and household income has led the Government to declare that Britain's housing market is broken³. In response to this, national planning policy requires Local Plans to meet the needs of those who cannot afford to rent or buy a home and to ensure that the agreed approach contributes to creating mixed and inclusive communities.



2.14 To help achieve this, the Council has prepared a new Housing Strategy 2021-2025 and has consulted on this. The Housing Strategy includes measures to meet the area's accommodation needs, improve design quality and climate change resilience of new housing, address issues of affordability, ensuring appropriate and accessible homes for everyone. Plan Mid Devon will need to take into account changing demographic patterns to deliver genuinely affordable homes that are of the right size, type and tenure to meet the needs of a range of households, including families with children, young people and an ageing population.

2.15 Lack of affordable accommodation can have a range of negative impacts for the estimated 17.5 million people in Britain impacted by what the charity Shelter⁴ describes as a housing emergency. For example, where households reside in overcrowded or unsuitable accommodation, this can result in domestic breakdown. When families are forced to separate in search of housing, this can also affect income and family bonds, with the need to replace unpaid help with professional social or child care. For the 11.8% of children living in poverty within Mid Devon, local house price affordability could be a further barrier to social mobility, potentially locking them into a cycle of poverty which can affect the ability to acquire skills, reducing adult wages in the long term.

2.16 For those who work or study but can't afford to live in the vicinity, this may mean that there is a need to travel further for education or employment opportunities, putting additional pressure on incomes and potentially contributing to increasing air pollution through vehicle emissions. When local people are forced to move away in search of affordable accommodation, this can also lead to reduction or closure of a community's existing services and facilities, and in rural areas may result in a loss of younger people in local communities.

2.17 The new Plan can strengthen communities through policies to discourage residential properties from being left empty or used solely as holiday dwellings and can prevent segregation or distinction between the design and quality of market and affordable homes. Where new affordable housing is to be provided, it will be necessary to assess the location in sustainable terms, such as the availability of public transport, local shops, schools and healthcare services. This will be particularly important when considering development in rural areas.

2.18 Average house prices in Mid Devon currently have one of the highest affordability ratios in the country, outside London. The purchase of a home within the district can typically cost around 9.3 times that of a full time employee's workplace-based annual earnings, in comparison with the national average of 7.8, while house prices may be even higher in some of the district's more rural locations. In certain areas, competition from second homes and short term holiday lets can further reduce the number of properties available for rent as homes. Consequently, with mean income levels 11% lower than the average for England, many local people have difficulty accessing housing on the open market. This particularly affects the young and those on low to medium incomes who are entering the housing market. For others, it may be that existing accommodation may be either unsuitable or does not meet their changing needs but that a suitable home may not be affordable.

2.19 'Affordable housing' is an umbrella term that covers housing provided to eligible households whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers), with eligibility based on local incomes and local house prices.

2.20 Housing diversification is a key issue and the Plan will need to provide a variety of alternative solutions and innovative building practices, delivered by a wider range of housing providers, in order to suit all pockets. This approach offers a choice of different ownership and rental options, which are explored in detail within Section 6 of the Issues Paper. These include custom and self-build; the discounted First Homes scheme; build to rent by Housing Associations or private investors; community led housing; and co-housing. Affordable housing is usually delivered by housebuilders on development over a specified size as a legal requirement. Plan Mid Devon will set out the percentage of new dwellings on a site that must be affordable and will ensure that the district has the right homes, new and existing, for the right people in the right places.



Priority 4

Protecting and enhancing the natural and built environment, and respecting environmental limits

2.21 Mid Devon covers an area of 353 square miles (914 km²), situated between Dartmoor, Exmoor and the Blackdown Hills. This area is mostly countryside, which supports biodiversity and includes some protected landscapes that provide an attractive natural environment. The district also features the rivers Exe, Creedy and Culm and a number of others that contribute to the district's character.



2.22 Mid Devon has numerous designated and non-designated heritage assets such as listed buildings, registered parks and gardens, and archaeological remains. While the district is sparsely inhabited, except for the three main towns, its historic environment is distinctive, has character and gives the area a sense of place.

2.23 In 2020 Mid Devon published a new Design Guide Supplementary Planning Document (SPD). This describes the district as having unique characteristics that are intrinsically woven into the landscape. It states that if high quality design is to be achieved, the design has to maintain the uniqueness and distinctiveness of the district, while also considering future needs, addressing climate change, building sustainably and protecting and enhancing the natural and built environment.

2.24 As Mid Devon is mostly rural, most of the land is used for agriculture, with 70% of holdings managed as grassland for dairy, lowland cattle and sheep. Since agriculture is one of the major source of employment in the district, it is therefore important to retain and protect it as well as manage it sensibly in protection of our natural environment.

2.25 Approximately 6% of Mid Devon land lies within the floodplain of rivers. There is a long history of river flooding throughout the district and the three main towns have the highest number of properties at risk from fluvial flooding. There are a number of small watercourses and field drains which may pose a risk to development as well. In respect to the environmental limits, climate change and risk of flooding, the floodplains should remain undeveloped. The preparation of Plan Mid Devon will have regard to other work that is in progress to improve our natural environment, where this is relevant to the future planning of the district. This can include the 'Connecting the Culm' project for the River Culm catchment, which seeks to introduce land management measures to tackle the growing issues of flood and drought, improve water quality in the river, and create a better place for wildlife and people.

2.26 Some of these matters are explored in more detail elsewhere in this Issues Paper and your comments invited.

2.27 Plan Mid Devon will need to protect and enhance our high quality natural and built environment and bring net gains in biodiversity.

Priority 5

Improving our health and well-being

2.28 Public health and land use planning are closely linked historically. The planning system that we have today was born out of a need to address poor living conditions in the nineteenth century (dense urban areas, overcrowding and poor sanitation) that had caused disease (including cholera and typhoid) and ill-health and high morbidity. There was a recognition that the physical environment was a key determinant of health and that state intervention was needed.



2.29 Wind forward to today, and living conditions and the quality of the physical environment are under the spotlight again at a time when the world is in the grip of the COVID-19 pandemic. The global disease has had a devastating impact on the lives of many, both in terms of lives lost and those that continue to suffer its long-term effects on their physical health and mental well-being. While COVID-19 has been indiscriminate across all parts of our community, those most vulnerable and disproportionately affected have been in older age groups or those with underlying health conditions.

2.30 The need for social distancing and restrictions imposed on public gatherings and travel have meant changes to the way we live, work and take leisure activities. The types of homes people live in (and their affordability), the availability of private amenity space, proximity of places of employment, schools, shops, and access to green space and opportunities for walking, cycling and other forms of exercise have been brought into focus as we start to think about how best to plan Mid Devon through a new Local Plan.

2.31 The new Local Plan can influence our environment and impact on our physical health and mental well-being (and our life chances) as follows:

- Fitness – designing for active lives - access to quality open space and walking / cycle routes
- Diet and nutrition – improving local opportunities for growing food (e.g. fruit and vegetables)
- Mental well-being – minimum space standards for new homes including gardens, access to other outdoor space, places for social interaction
- Respiratory health – improving air quality through reduced pollution

2.32 These issues can be inter-related and may be picked up in the themes covered in other parts of this Issues Paper.



Priority 6

Supporting rural vitality and a prosperous rural economy

2.33 Mid Devon is a predominantly rural district. More than half of the population of some 82,000 people reside outside the district's three towns of Tiverton, Cullompton and Crediton.

2.34 Mid Devon has a large number of villages, hamlets and other small settlements that are scattered across the countryside.

2.35 The current Local Plan identifies a network of 22 of villages with sufficient services and public transport provision as sustainable locations for some limited development to provide for housing, shops, local services, community facilities and low impact businesses, at a scale commensurate with that of the existing village. The current Local Plan avoids a wider distribution of housing in these smaller settlements since this would risk significant increases in unsustainable travel, where there would be a reliance on use of cars.

2.36 However, a lack of housing opportunities in villages that are affordable to many in those communities has contributed to local people being forced to move away to other parts of the district and elsewhere. This can impact on the ability of shops, local schools, services and community facilities to be sustained in these locations.

2.37 Agriculture is an important element of the Mid Devon economy. While much farming activity falls outside the planning system, agricultural development can be essential to support modern farming and ensure a sustainable rural economy. The current Local Plan includes a policy specifically for agricultural development. It also includes policies for equestrian, tourism and leisure development, and also supports the diversification of the rural economy. However, there is a need to balance this with avoiding forms of development that are not suitable in countryside locations.

2.38 Given the role of villages in supporting local sustainability and also the importance of agriculture, this Issues Paper identifies 'supporting rural vitality and a prosperous rural economy' as one of the top priorities for the future planning of the district. Section 13 of the Issues Paper explores this further.

2.39 The following question asks whether you agree with the top six priorities that we have identified for the new local plan and if there are other priorities we should include. We recommend that you read through the whole of this Issues Paper, which may help you consider how to respond to this question.



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Question 1

Do you agree with the top 6 priorities that we have identified for the new Local Plan?

- **Priority 1** Responding to the climate emergency and moving to a net-zero carbon future (Yes/No)

Do you agree that Priority 1: Responding to the climate emergency and moving to a net-zero carbon future should be the overarching / top priority for Plan Mid Devon? (Yes/No)

- **Priority 2** Delivering development, infrastructure and regeneration to meet our needs (Yes/No)
- **Priority 3** Addressing housing affordability and improving choice (Yes/No)
- **Priority 4** Protecting and enhancing the natural and built environment, and respecting environmental limits (Yes/No)
- **Priority 5** Improving our health and well-being (Yes/No)
- **Priority 6** Supporting rural vitality and a prosperous rural economy (Yes/No)

If no, please state which priority/ies and why

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OUR MID DEVON VISION AND OBJECTIVES

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3.1 The previous section of this Issues Paper identifies what we believe should be the six top priorities to focus our thinking around the future planning of Mid Devon, and we have invited your comments on these. We would now like you to help us write a vision for the future planning of Mid Devon and identify the key objectives that we want to achieve and how these should be prioritised. However, we suggest you may wish to read through the rest of this Issues Paper before thinking about a vision for Mid Devon.

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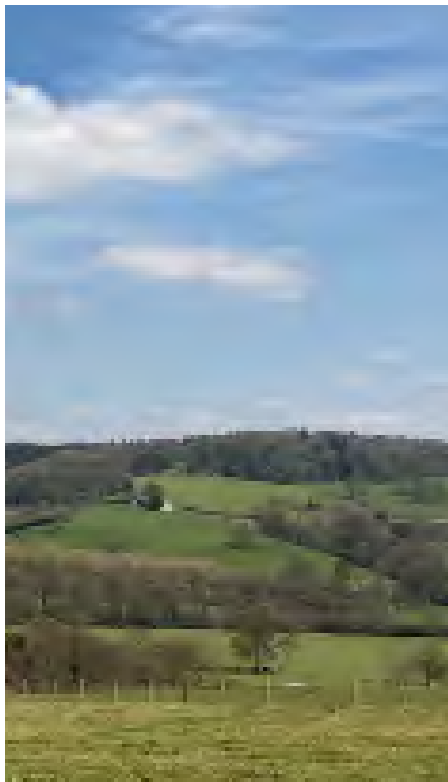
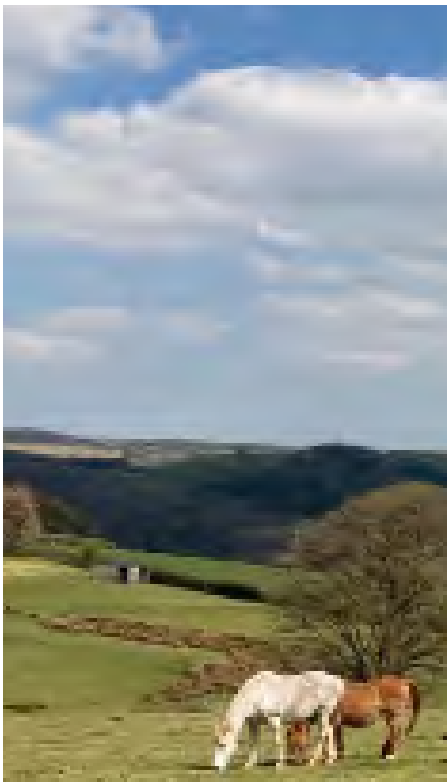
3.2 The current Local Plan includes the following vision for Mid Devon:

Mid Devon will be a prosperous and sustainable rural district, where individuals, families and communities can flourish as a result of access to good quality local employment, housing and services and a clean, green, safe environment. Local communities and private, public and voluntary organisations will work in partnership to meet social and economic needs in ways that enhance the environment and reduce the area's carbon footprint. High quality development in the right places with appropriate infrastructure will bring regeneration, social and economic benefits and enhance towns, villages and countryside while promoting sustainable use of energy and other resources and tackling the causes and effects of climate change.

We suggest you
may wish to read
through the rest of
this Issues Paper
before thinking
about a vision for
Mid Devon

Question 2

What parts of this vision do you think should be kept and what parts should be changed, and why?



Responding to the climate emergency and moving to net-zero carbon

Local Plan policy responses to climate change

4.1 The current Local Plan includes policies to meet the challenge of climate change by supporting a low carbon future, energy efficiency and increasing the use and supply of renewable and low carbon energy. However, Plan Mid Devon provides an opportunity to review these in light of current national planning policy and practice guidance, and also the Council's recent climate emergency declaration. The new Local Plan will need to take a proactive approach to mitigating and adapting to climate change, supporting appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts, whilst recognising the link between climate change and biodiversity loss. This can be broad ranging in terms of what policy responses can be included in the new Local Plan. This Issues Paper therefore takes climate change and the transition to a low carbon future into consideration throughout, where it can cut across a number of themes in relation to the development and use of land and buildings. For example, new development should be planned for in ways that can reduce its carbon footprint and help make it resilient to climate impacts, by:

- facilitating active travel by making sure that cycling and walking are available as the 'default' modes of transport, rather than 'designing in' a reliance on car-based travel
- increasing the use of, and access to, high quality public transport
- avoiding increased vulnerability to flood risk to people and property
- helping reduce greenhouse gas emissions through its location, orientation and design
- including design measures to avoid overheating in extreme hot weather, such as encouraging use of materials which maximise sunlight reflection and increasing areas of blue and green infrastructure
- providing access to, and support and encourage the use of new technologies and digital communications
- increasing the use and supply of renewable and low carbon energy

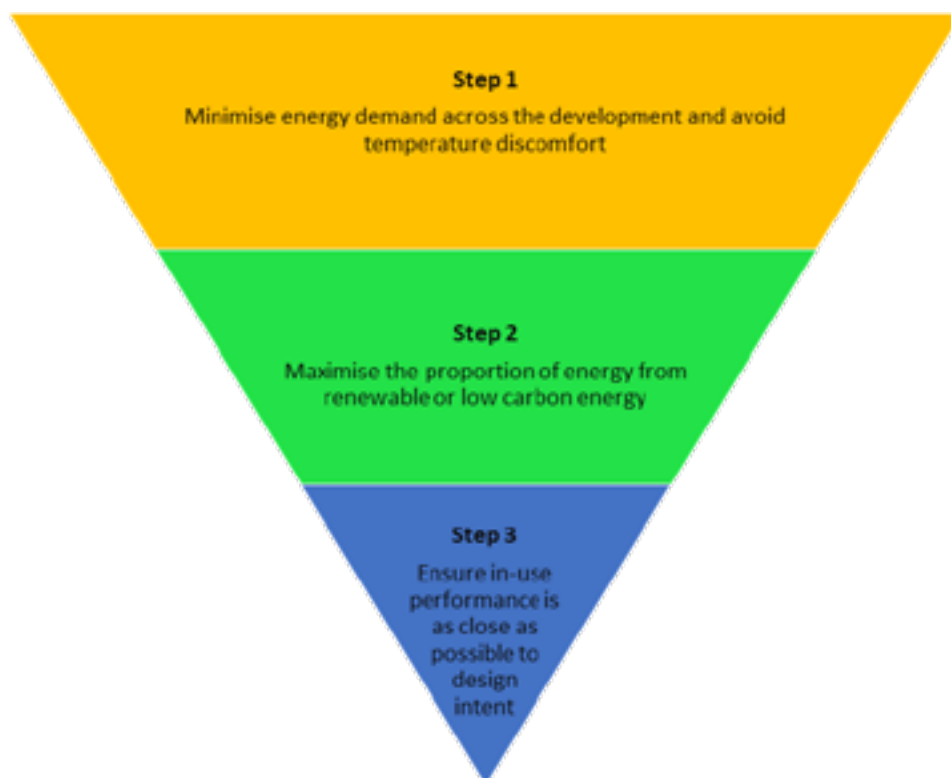


Net-Zero Development

4.2 Measures to reduce carbon emissions nationally have been driven by the power and waste sectors. However, all sectors will need to achieve significant carbon reductions to meet legally binding targets, including transport and buildings. Development plan documents are one of the key areas where local authorities can influence carbon emissions at a local level.

4.3 Development location and sustainable transport investment is the most significant way to reduce carbon emissions from new development.⁵ By ensuring easy access to jobs and basic services/facilities by active travel and high quality public transport links, the need to travel by private car can be reduced, particularly within the three main towns. Reducing the need to travel, particularly by private car, will be reflected in the spatial development strategy for Plan Mid Devon and where land is identified for development (such as through site allocations). Digital connectivity is also key to reducing the need to travel, by enabling the ability for home working and access to online services.

4.4 In respect of buildings, there is an opportunity for Plan Mid Devon to become more ambitious in supporting its net-zero activities. The current evidence base⁶ advocates the application of an 'Energy Hierarchy' approach as summarised below:



4.5 The energy hierarchy essentially provides a flexible process that can be applied to development proposals to ensure effective and efficient carbon emissions reductions. It starts with considering how fabric efficiencies can reduce energy demand across the development before considering how to maximise the proportion of energy from renewable or low carbon sources. The proposed approach is flexible as to how carbon reductions are met in order to take into account site specific feasibility and viability considerations. Additional guidance on how to apply the energy hierarchy approach is provided below:

Mechanism

Step 1

- Use masterplanning to minimise energy demand through passive design.
- Effective use of landscaping and green/blue infrastructure.
- Adopt a 'fabric first' approach.
- Development should be designed to be climate resilient.

Step 2

- On-site renewable energy generation should reduce unavoidable carbon emissions associated with any residual energy use.
- Enable electric vehicles to discharge to the grid (vehicle to grid) and help meet the power needs of the buildings.
- Off-site measures are a potential option for developments where on-site measures are not practical/viable.
- **As a last resort**, carbon offsetting could be used to fund a large scale energy efficiency programme in existing buildings, large scale renewable energy installations, and community energy projects and heat network expansions for instance.

Step 3

- Use a recognised building quality regime and monitor in-use data to ensure the in-use performance of the buildings is as close as possible to the way they were expected to perform.
- Performance monitoring and evaluation will need to ensure that the sample data is representative of the development as a whole.
- Where a performance gap is identified corrective action should be taken.

Question 3

Do you think that the Local Plan should introduce policies requiring that all developments which propose the construction of new homes or non-residential floorspace will be designed, constructed and will perform to deliver net-zero carbon emissions? (Yes / No - please provide your reasons)

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4.6 To date, the built environment sector has been focussed on addressing mainly operational emissions via reduction targets in building regulations (Part L) with the embodied aspect of carbon emissions not being fully addressed. This is particularly important since over half of all carbon emissions associated with the lifetime of a residential development are 'locked in' prior to practical completion⁷. It is therefore important that Plan Mid Devon considers the impact of a development both in terms of anticipated operational and embodied emissions of its entire life-cycle. There is an opportunity for Plan Mid Devon to establish policy which helps identify the overall best combined opportunities for reducing lifetime emissions, and help to avoid any unintended consequences of focussing on operational emissions alone.



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Question 4

Do you think that the Local Plan should introduce a policy to address the Whole Life-cycle carbon impacts of a development? If yes, do you think we should take the following approach(es):

- **Exclusion – banning 'things' with unacceptably poor performance / impact (Yes/No)**
- **Preference – preferring 'things' with better performance / lower negative impact (Yes/No)**
- **Quantified performance – setting explicit, quantified limits that determine which 'things' are acceptable / unacceptable (Yes/No)**

Do you have any other comments on Whole Life-cycle carbon impacts, or which circumstances each of the three approaches might apply?

Reducing the need to travel by car

4.7 The COVID-19 pandemic has offered a glimpse into a carbon neutral future. In Devon, road transport emissions represent 28% of the county's total carbon emissions. It has been estimated that Devon's carbon emissions reduced by almost a quarter (23%) during the first lockdown and average traffic flows decreased by 60%, reducing total emissions by 17% as travel restrictions were imposed and many people were forced to work from home.





4.8 There is potential for working from home to continue to affect working and commute patterns in the longer term. While a return to the work place is likely for many, this could be through a hybrid approach with fewer days each week. The ability to work from home may be influenced by the suitability of people's properties and the also quality of broadband connectivity. Reduced travel can also be achieved through there being local job opportunities, and provision of local shops and services. However, given the rural nature of much of the district it is recognised that the car is likely to remain the dominant mode of transport for many, particularly where there are no alternatives, or where public transport may be unaffordable or not convenient.

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Question 5

How do you think we should plan the future of Mid Devon to help reduce the need to travel by car?

Renewable and low carbon energy

4.9 The Government's approach in tackling climate change has evolved over time. Ambitious carbon reduction targets have led to Government incentives for renewable energy schemes, resulting in a marked increase in planning applications for wind turbines and field-scale solar energy development. The Mid Devon Landscape Sensitivity Assessment considers the susceptibility of different parts of the landscape to change as a result of wind and solar energy development of different sizes, scales and groupings. While this assessment is a material consideration in decision-making, alongside evidence of biodiversity, noise, glare and other impacts, with the exception of several urban extensions (North West and East Cullompton) the current Local Plan does not identify other areas in the district that may be suitable for renewable and low carbon energy development.

4.10 There is an opportunity through the new Local Plan to look afresh at measures to increase the use and supply of renewable and low carbon energy and heat. This could include identifying suitable areas in Mid Devon for renewable and low carbon energy development such as solar and wind, hydro-electric and other potential sources and its supporting infrastructure, while ensuring that potential adverse impacts i.e. on landscape and amenity, are addressed satisfactorily. It can also include opportunities for other proposed developments to have their own decentralised renewable or low carbon energy supplies (e.g. district heating), and for co-locating potential heat customers and suppliers.



Question 6

How do you think the new Local Plan should plan for renewable energy developments?

- Identify one or more broad areas in the district within which proposals for renewable energy could be supported e.g. for wind and solar? (Yes/No)
- Identify one or more specific suitable sites in the district for renewable energy e.g. for wind and solar or small-scale hydro? (Yes/No)
- Do not identify suitable locations but set out criteria for determining planning applications? (Yes/No)
- Require all strategic urban extensions and the Culm Garden Village to include decentralised renewable or low carbon energy supplies (subject to feasibility and viability)? (Yes/No)
- Restrict renewable energy development in Mid Devon? (Yes/No)

Other (please tell us what you think this should be)

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Question 7

Which renewable energy technologies should be prioritised in Mid Devon?

- Onshore wind (Yes/No)
- Solar Photovoltaic (PV) (Yes/No)
- Small scale hydro (Yes/No)
- Biomass energy (Yes/No)
- Energy from waste (Yes/No)
- Anaerobic Digestion (AD) (Yes/No)
- Heat networks (Yes/No)
- Solar thermal (Yes/No)
- Heat pumps (Yes/No)
- Other (Please state what this is)

Do you have any further comments?

Question 8

Are there any other measures in relation to the development and use of land and buildings that you think the Local Plan should consider to help address climate change and help us move towards a low carbon future?



Access to new technologies and digital communications

5.1 The government has an ambitious target for all parts of the country to have full fibre broadband coverage by 2033 and for the majority of the population to have 5G coverage by 2027⁸. Digital connectivity such as broadband and mobile phone coverage that allows a wireless internet access provides a vital platform for social interaction and well-being. Poor broadband or wireless internet access can be a significant barrier to growth for businesses, and the future competitiveness of Mid Devon and its towns and villages will be influenced by the quality and capacity of digital infrastructure. A key consideration in future proofing development will be to make sure ducting is provided, which is open access (open to all fibre providers of a broadband service) and is suitable for and includes full fibre connections to each building. This ducting should have capacity for multi-operator fibre to encourage competition, and give choice for consumers. Other considerations include coordinating the provision of digital infrastructure with development, and with highway and utilities improvements (i.e. 'dig once'), and the speed of digital connectivity.





5.2 Digital infrastructure will be key to help economic growth and prosperity, supporting employment, education and social opportunities. Connecting Devon and Somerset (CDS), a Government funded and local government-led partnership programme has helped with broadband rollout across Mid Devon, which has a goal of bring connectivity and opportunities to more isolated homes, businesses and communities. However Mid Devon still has some of the most digitally isolated areas in the whole of the UK in terms of broadband speeds and coverage, which is mostly due to the highly rural nature of the area. In comparison to other local authority areas in Devon, Mid Devon has 20.8% of connections less than 30MB, the highest percentage in the CDS areas, in comparison to 10.16% in East Devon, 10.9% in Teignbridge and 3.6% in Exeter City⁹.

5.3 During the Covid-19 pandemic, restrictions were placed by national government on the nation to help reduce the spread of the disease, which included the encouragement of home working and a range of social restrictions. Many depended on digital connectivity as a replacement for their day to day work, and connecting with friends and family where physical contact was not possible. This brought to the foreground the importance of digital communications but also highlighted the inequalities faced by some communities in accessing digital connectivity.

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Question 9

Which new technologies and/or digital communications are most important to you and you think we should encourage/support through the new Local Plan?

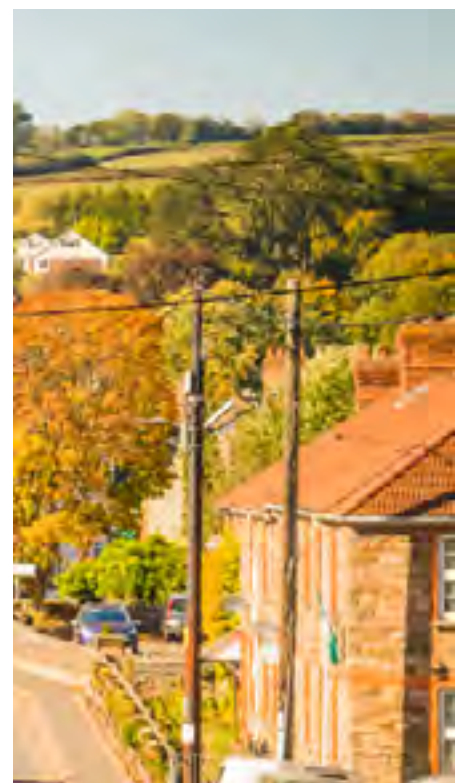
- **Fibre broadband connection to new premises (Yes/No)**
- **Wireless internet access (Yes/No)**
- **Satellite signal (Yes/No)**
- **Other (Please state what this is)**



MEETING HOUSING NEEDS

A housing emergency – why are new homes needed?

6.1 Having a home is a basic necessity that provides shelter, security and can support health and well-being. Whether homes are owned, rented, in single occupancy or shared with others, the simple fact is that for many their home is not suitable to meet their needs and having a suitable home may not be affordable. Nationally, for many years there have not been enough new homes being built to meet our needs, and there has been an increasing gap between the price of those homes and being able to afford to buy or rent them – the cost of new homes has risen higher than wages. In Mid Devon (2019) full time employees can typically expect to spend around 9.3 times their workplace-based annual earnings on purchasing a home, higher than the England average ratio of 7.8. Average income in Mid Devon remains below the national average with a relatively low-pay economy, which means that local house prices are too high for many on low-medium incomes to afford. To improve social and economic inclusion, Plan Mid Devon will need to include policies to ensure the right number of new homes are planned across the district in the right places, and that there is sufficient choice of types of new homes (including their size and tenure and affordability) to help meet our housing needs. A question that we are often asked when preparing a new plan is ‘who are all these new homes for?’. A survey of residents in newly completed homes recently undertaken by the Council has found that 63% of moves to new build homes in Mid Devon are from within the district. 88% of moves are from either within the district or from Local Authority areas adjoining Mid Devon. Evidence shows that new houses



being built in Mid Devon are therefore providing homes for local people. High house prices and a lack of homes that are affordable and suitable to meet housing needs in Mid Devon is part of what has been declared as a national housing emergency. The charity Shelter argues that 17.5 million people nationally are trapped by the housing emergency and the high cost of housing is at the heart of this crisis.

6.2 As a rural district, we also face a number of distinct housing challenges including a highly dispersed, ageing housing stock and pockets of social isolation (often relating to age, poverty, slow broadband speeds and lack of transport). Mid Devon also has an ageing population and projections indicate that the biggest rise in future population growth will occur amongst older people. There is a need to plan to meet these changing needs and ensure that older people get the housing and support they need. Additionally, there is also a need to pay particular attention to providing affordable and social rent properties alongside a strong commitment to having low-carbon, accessible and adaptable homes.

6.3 The provision of new housing also generates significant economic and social benefits. Research undertaken by the Home Builders Federation estimates that approximately 4.3 jobs are created for every home built. There are also significant local economic benefits where homes are built by SMEs or custom and self-builders. Our research indicates that 45 pence in every £1 in custom and self-build homes is spent locally¹⁰.

6.4 The provision of housing also contributes significant funding for infrastructure improvements and towards improving local services and facilities.

What is Mid Devon's housing need?

6.5 The National Planning Policy Framework expects Councils to follow the standard method set out in Planning Practice Guidance for assessing local housing needs. The standard method identifies the minimum annual housing need figure and there is generally an expectation that the standard method will be used to inform plan preparation. The approach to calculating the standard method for housing need essentially combines two national data sets:

- 2014 based household projections¹¹
- Latest local authority affordability ratios (house prices / wages)

6.6 The formula essentially takes a 10 year average of household projection and applies an adjustment factor in order to ensure that the minimum annual housing need starts to address the affordability of homes. In Mid Devon, the standard method calculation is as follows:



6.7 Therefore, the standard method housing need calculation in Mid Devon is **365 homes per annum**. This represents the minimum housing need figure that needs to be planned for, and is less than the 393 homes per annum that is planned for in the current adopted Mid Devon Local Plan. However, there may be a potential need for the 365 homes per annum to be uplifted. For example, the standard method does not attempt to predict the impact that future government policies, changing economic circumstances or other factors might have on demographic behaviour. Therefore, there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates. Additionally, the Government is committed to reviewing the standard methodology. It is likely that the standard method calculation could increase over time in order to deliver the Government's aspirations to deliver 300,000 homes a year nationally. The housing need calculation and number of new homes in Mid Devon will form a key part of the next stage in preparing Plan Mid Devon, together with options for how this should be planned for across the district. The current timetable is for the publication of a 'Draft Policies and Site Options' consultation report in the summer of 2023.

Meeting Affordable Housing Needs

6.8 One of the most fundamental components of the new Local Plan will be to provide more affordable housing to meet local needs and improve social and economic inclusion. As with many parts of the country, housing affordability is a significant issue in Mid Devon. Access to housing for those on lower incomes is only likely to be achieved through the provision of defined affordable housing at below market rent or price levels. The planning system therefore has an important role to play in the delivery of affordable housing and ensuring that the benefits of housing delivery go to a wider section of the local community. Affordable housing is defined as housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). A full definition of affordable housing is provided in the National Planning Policy Framework but broadly, it includes two forms:

- **Affordable housing for rent** – means housing managed by a Registered Provider or Build to Rent landlord and let at subsidised levels. The Local Housing Allowance sets a rent level which can be covered by Housing Benefit or Universal Credit and is therefore affordable to all households. It is therefore an appropriate maximum rental level for new affordable housing for rent. It is important to define the difference between affordable homes (those let at an affordable rent) and social rent homes:

Social Rent – Homes let at below the market rent by a registered provider. The rent level is calculated on a legal basis according to a formula based on property values and local earnings (target rent). This is set out in the Regulator of Social Housing's Rent Standard. Typically these rents are around 50% of the local market rate.

Affordable Rent – Homes let at below market rent by a registered provider. The rent (including service charge) is set at up to 80% of the local market rent for an equivalent home.



- **Affordable home ownership** – products give a household the option to purchase at a subsidised price in various different way, either immediately or after some years of living in a property.

6.9 The majority of new affordable homes are built as a developer contribution on market housing schemes. The current local plan requires that on sites of 11 homes or more in Tiverton, Cullompton and Crediton a target of 28% affordable homes will need to be provided. On sites elsewhere of 6 homes or more a target of 30% affordable homes will apply. It is too early at this stage for Plan Mid Devon to specify what target should be applied. Although this is something that will be identified as the plan progresses, once we have more clarity of affordable housing needs and an understanding of how such targets may affect development viability.

6.10 We are preparing a new Local Housing Needs Assessment, which will provide an up to date assessment of affordable housing needs across Mid Devon and help guide how we plan for and prioritise different tenures of affordable housing in new development. The next iteration of Plan Mid Devon will consider the proportion of affordable housing that could realistically be secured from market housing schemes, and consult on a series of options for this having regard to development viability. More focused surveys of housing need can also be undertaken in parishes. These can be used to help inform the preparation of Neighbourhood Plans and community led housing schemes, including development proposals coming forward on rural exceptions sites within or adjoining villages.

Build to Rent Homes

6.11 Increasing numbers of young people in Mid Devon face the prospect of never owning their own home. Rising house prices, restricted access to mortgages and a decreasing supply of affordable housing mean that, at the age of 30, four in ten young people will rely on the private rented sector to meet their housing needs. This is double the rate of previous generations.

6.12 Build to rent homes are purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control. The private rented sector's role in providing housing in Mid Devon has increased substantially in recent years. Between 2001 and 2011 the number of privately renting households grew by 79%¹².

6.13 There is an opportunity to recognise the important role that Build to Rent can play in helping to meet the need for high quality, well-managed and secure private rented housing. Plan Mid Devon can support this through either allocating sites in the local plan for Build to Rent and/or supporting institutional investment on public land, including exploring the use of joint ventures.



Question 10

Do you think that Plan Mid Devon should explore allocating sites in the local plan for Build to Rent homes?

(Yes / No / Not sure - please provide your reasons)

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First Homes

6.14 In accordance with recent changes to government policy, Plan Mid Devon will need to provide a positive policy basis to support the delivery of First Homes. First Homes are a specific kind of discounted market sale housing, where the discount remains in perpetuity via restrictions on the property title, and it falls within the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sales units which:

- a) must be discounted by a minimum of 30% against the market value;
- b) are sold to a person or persons meeting the First Homes eligibility criteria;
- c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and
- d) after the discount has been applied, the first sale price must be at a price no higher than £250,000.

6.15 The Government has made clear that First Homes are the preferred discounted market tenure and should account for **at least 25% of all affordable housing units delivered by developers through planning obligations**. This is an important consideration that will need to be factored into the evidence base for the Plan.

6.16 Planning Practice Guidance clarifies who would be eligible to purchase a First Home. In summary the eligibility requirements are as follows:

- A purchaser should be a first-time buyer
- Purchasers should have a combined annual household income not exceeding £80,000
- Purchasers should have a mortgage or home purchase plan to fund a minimum of 50% of the discounted purchase price

6.17 Plan Mid Devon will need to consider whether to apply any additional eligibility criteria in addition to the national criteria described above. This could involve lower income caps, a local connection test, or criteria based on employment status. The Plan will also have discretion to require a higher minimum discount of either 40% or 50% if it can be demonstrated that there is a need for this, and development will remain viable.





Question 11

Do you think that the new Local Plan should introduce additional eligibility criteria in addition to the national criteria referred to above?

(Yes / No / Not sure - please provide your reasons)

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Housing for older persons and people with disabilities

6.18 The proportion of people over 60 is likely to increase significantly over the next 20 years. Mid Devon's ageing population will give rise to the need for proposals for elderly person's accommodation including sheltered accommodation, care homes and nursing homes. In general terms, care and support needs increase with age. However, more people are staying in their properties longer with support and care being provided by external agents in their home. The current Local Housing Needs Assessment indicates that approximately 7% of Mid Devon's population were limited a lot in their day to day activities and 17% were limited a little in their day to day activities due to a long term health problem or disability. Furthermore, it is estimated that approximately 20.3% of households in Mid Devon include a member with a disability¹³.

6.19 Given that future demographic changes will inevitably result in greater demands for housing suitable for older people and those with disabilities, there is a clear need for the inclusion of policies for accessible and adaptable housing.

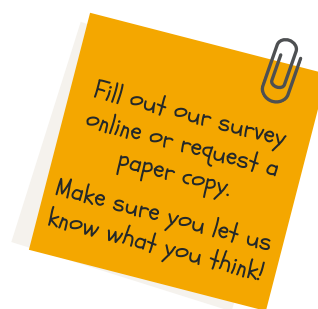
6.20 The Council is currently in the process of preparing a new Local Housing Needs Assessment which will provide an up to date position of the latest housing needs for older people and people with disabilities.

Question 12

Do you think that Plan Mid Devon should set minimum requirements for accessible and adaptable housing?

(Yes / No / Not sure - please provide your reasons)





6.21 In addition, in order to meet the diverse needs of older people, there will be a need for provide a range of different types of specialist housing. This may include:

- Age-restricted general market housing – generally for people aged over 55 and over and the active elderly.
- Retirement living or sheltered housing – this usually consists of purpose built flats or bungalows with limited communal facilities.
- Extra care housing or housing-with-care – this usually consists of purpose built flats or bungalows with a medium to high level of care available. There are often extensive communal areas such as space to socialise or a well-being centre.
- Residential care homes and nursing homes – These have individual rooms within a residential building and provide a high level of care meeting all activities of daily life.

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Question 13

Which types of specialist housing do think we need more of and therefore should prioritise within Plan Mid Devon?
(Yes / No / Not sure - please provide your reasons)

Senior co-housing

6.22 Finally, there may be some opportunities for senior co-housing communities. These are created and run by residents based on the intention to live with a group of people of a similar age. The sites often consist of self-contained private homes as well as shared community space. Plan Mid Devon can plan for senior co-housing communities as part its wider activities in promoting custom and self-build, as there are a number of examples throughout the country where communities will be looking to build the development themselves. This provides an excellent opportunity for communities to actively plan and shape the development and ensure it fully meets their needs.

Question 14

Do you think that there is any demand for senior co-housing communities in Mid Devon and is this something we should be planning positively for?
(Yes / No / Not sure - please provide your reasons)



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Housing Diversification

6.23 Diversifying the housing market is a key aspect of the Government's housing policy. Mid Devon has long supported diversification of housing supply in order to provide a wider range of alternative housing solutions and to boost the number of small-to-medium (SME) housebuilders and providers who deliver them.

6.24 The Government is also committed to increasing the number of self and custom build homes in the country and to establish it as a mainstream option for people to choose to get on the housing ladder or when moving home. The Government has recently announced a number of initiatives as part of a Self and Custom Build Action Plan. This sets out a number of interventions to support the sector to grow including better access to mortgage finance through a new 'Help to Build' scheme in order to deliver low deposit mortgages and improve the affordability of home ownership.

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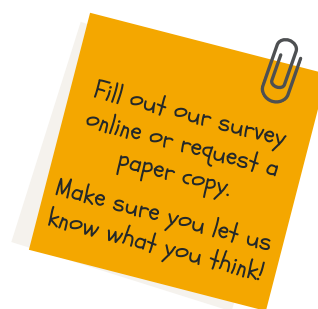
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6.25 Currently, only 8% of new homes are built this way in the UK, but this form of housing is growing in popularity. The Council recognises the benefits of custom and self-build in meeting the housing needs of Mid Devon residents. Custom and self-build is also more likely to draw upon local tradespeople and supplies, supporting the local economy. The Council is particularly keen to support custom and self-build in Mid Devon District Council.

6.26 A legal definition of custom and self-build is contained within the Self-Build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) although it is essentially a home built to the plans or specifications decided by the occupant. This has the potential to encourage greater innovation in sustainable and 'eco-friendly' design and construction practices.





6.27 We know that there is strong demand for this type of housing in Mid Devon. There are currently 72 entries on the Council's Register, although secondary demand sources indicate that the actual demand is significantly higher. The Council has also prepared a longer term strategic demand assessment. This identifies that there is a demand for approximately 44 custom and self-build plots per year and 4 intermediate affordable custom and self-build plots per annum.

6.28 The Council has a legal duty to grant sufficient permissions for custom and self-build plots to meet a demand equivalent to the number of plots within a given 'base period' (12 month period from each October). One of the key measures within the current local plan is a percentage policy which secures 5% on sites of 20 dwellings or more as custom and self-build. There is an opportunity within Plan Mid Devon to take forward this policy again, as well as considering custom and self-build as part of the plan's broader housing mix policies, and potentially, dedicated custom and self-build allocations.

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Question 15

In addition to requiring a percentage as custom and self-build on larger sites, what else can the Council do to support custom and self-build in Mid Devon?

Question 16

What types of custom and self-build would you like to see more of in Mid Devon?

Community Led Housing and Co-housing

6.29 Community led housing is housing that has been built or brought back into use by local people where:

- Open and meaningful community participation and consents take place through the process.
- The community group or organisation owns, manages or stewards the homes in whichever way they decide to.
- The housing development is of true benefit for the local community, a specific group of people (an intentional community), or both. These benefits should also be legally protected in perpetuity.

6.30 There are a number of different types of community led housing including co-housing, community land trusts (CLTs), community self-build, development trusts, housing co-operatives and self-help housing¹⁴.





6.31 Co-housing is essentially people coming together to build a neighbourhood that embodies particular values. It is characterised by the need to provide a balance between privacy and community, making interactions as easy as possible, residents as the decision makers based on consensus, and communities are inclusive, part of the wider community and offer opportunities for more sustainable living. The Council is working in its capacity as a 'housing enabler' to support community groups look for opportunities to bring forward potential sites for affordable housing need to meet local needs.

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Question 17

What can Plan Mid Devon do to support community-led, co-housing and custom and self-build projects?

Modern Methods of Construction

6.32 The Council recognises that Modern Methods of Construction (MMC) can provide a wide range of benefits including faster construction, higher environmental standards and reduced costs compared to traditional building techniques. It is considered that MMC can help diversify the housing offered across Mid Devon, aiding affordability and sustainable design. The Town and Country Planning Association outlines a number of the benefits and challenges associated with MMC as follows:

Benefits:

- Speed of delivery
- Amenity during construction
- Build cost
- Build quality
- Environmental Performance
- Sustainability

Challenges:

- Evidence of durability
- Procurement
- Integrating planning and MMC

6.33 Modern Methods of Construction encompasses a wide range of construction techniques, all of which differ from 'traditional' building methods. This approach offers opportunities to incorporate circular economy principles by designing for the whole life-cycle of buildings, reducing waste by enabling disassembly and reuse of modular components and materials. Research undertaken by the National House Building Council (NHBC) Foundation defines MMC as including the following approaches



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- Volumetric (modular) manufactured units
- Pods (particularly bathroom and kitchen)
- Panelised systems (including open and closed panel timber frame systems, open and closed panel steel frame panels, structural insulated panels (SIPS), cross-laminated timber (CLT))
- Sub-assemblies and components (including door sets, timber I-beams, prefabricated chimneys, prefabricated dormers, floor cassettes, roof cassettes)
- Site-based MMC (including thin-joint masonry and insulated structural framework (ICF)).

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6.34 Plan Mid Devon offers significant potential to support a wide range of MMC and their implementation and this is supported in the Council's corporate plan. The Council is keen to build upon the work that is already progressing in this area, not least the Council's plans to build 14 social housing, zero carbon, modular homes in Cullompton and Tiverton. The nature of these homes means the onsite construction time is minimal and the houses are delivered complete, resulting in little disruption to neighbouring properties and allowing the residents to move in immediately.

Question 18

Do you think that Plan Mid Devon should include a policy to support Modern Methods of Construction? (Yes / No / Not sure - please provide your comments)

Question 19

What do you think we can do to raise awareness and understanding of MMC and realise the opportunities for MMC in Mid Devon? (Please provide your comments)



One Planet Development

6.35 One of the 6 top priorities we have identified for Plan Mid Devon is 'protecting and enhancing the natural and built environment, and respecting environmental limits'. Given Mid Devon is a predominantly rural district this can present an opportunity to identify appropriate innovative, sustainable and pragmatic solutions to help meet our housing needs. One option could be to introduce a move towards 'One Planet Living'. This innovative planning policy has been highly successful in Wales and is now being promoted in a number of Local Plans across England. There are currently around 48 individual smallholdings operating under One Planet Development Practice Guidance or similar guidelines in Wales¹⁵.

6.36 One Planet Developments are defined as 'development that through its low impact either enhances or does not significantly diminish environmental quality'. The Welsh Government's One Planet Development Practice Guidance indicates this might take the form of a single dwelling, land based enterprise, small group of dwellings, small planned community or eco-village larger planned community. Such developments are subject to very strict requirements to demonstrate that the development will be low impact (i.e. carbon neutral in construction and use, growing a high proportion of own food, generating own power and dealing with waste and have a land-based business that meets minimum financial needs) which can include robust evidence in the form of a management plan. A management plan could be used to set out the objectives of the proposal, timescale for the development of the site and timescale for review, and also as the basis of a legal agreement relating to the occupation of the site. The management plan might cover the following areas¹⁶:

- **Business and Improvement Plan** – to identify whether there is a need to live on the site and establish the level of the inhabitants' requirements in terms of income, food energy and waste assimilation that can be obtained directly from the site.
- **Ecological footprint analysis of the development** – to provide a notional figure for the land area required to support an individual, family or a community in terms of food, resources, energy, waste assimilation, and greenhouse gases mitigation.
- **Carbon analysis of the development** – to demonstrate that the development will achieve zero carbon status in terms of the construction and use of the development.
- **Biodiversity and landscape assessment** – a baseline assessment of biodiversity and landscape character should be undertaken and a management plan to enhance the features of importance prepared.
- **Community impact assessment** – to identify potential impacts on the host community (both positive and negative) and provide a basis to identify and implement any mitigation measures that may be necessary.
- **Transport assessment and travel plan** – to identify the transport needs of the inhabitants and propose sustainable travel solutions.



6.37 There is also a need to carefully monitor One Planet Developments and the cumulative impact of these developments over time. Nevertheless, it provides a potential solution to addressing the many challenges currently facing rural areas and we would like to find out what you think about bringing this opportunity to Mid Devon.

Question 20

Do you think that Mid Devon should introduce a 'One Planet Development' policy that would provide scope for modest scale low impact, land based developments in the countryside, subject to strict requirements? (Yes / No / Not sure - please provide your comments)

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Gypsy and Traveller Accommodation

6.38 National Planning Policy makes clear the requirement for local authorities to assess the need for traveller sites and to plan for these in a sustainable manner over a reasonable timescale. It is in this context of national planning policy and legal duties placed through the Public Sector Equality Duty that local authorities have a responsibility to develop fair and effective strategies to meet the housing needs of travellers through the identification of land for sites.

6.39 The current Local Plan includes provision for 25 new pitches for Gypsies and Travellers as part of major housing developments on the edge of Tiverton, Cullompton and Crediton and planning permission has recently been granted for 5 of these pitches on land at Pedlerspool, Crediton. These locations are considered the most sustainable for new sites, although the Local Plan allows for other sites in suitable locations elsewhere in Mid Devon, which can include sites in rural or semi-rural settings. National planning policy for travellers' sites provides scope for a rural exception site policy to enable small sites to be used specifically for affordable travellers' sites in rural communities that would not normally be used for traveller sites and where there is a lack of affordable land to meet local traveller needs. A rural exceptions site for travellers should be maintained for travellers in perpetuity and address the needs of the local community (such as current residents or who have an existing family or employment connection).

6.40 The Council is in the process of preparing a new Gypsy and Traveller Accommodation Assessment (GTAA), which will identify future housing needs for the travelling community (including travelling showpeople). This can include permanent residential sites, the need for transit sites (sites intended for short term use and with a maximum period of stay) and also the need for emergency / negotiated stopping places. The new GTAA will be used to help inform the preparation of Plan Mid Devon. The preparation of the new Local Plan provides an opportunity to identify new sites for Gypsy and Traveller accommodation as part of larger developments at the main towns or in suitable sustainable rural or semi-rural locations elsewhere in the district, together with policy for windfall sites to come forward in suitable locations in the district. Where new sites are provided in larger developments or in off-site locations Plan Mid Devon can set out requirements for how and when they will be delivered.



6.41 Travelling showpeople have their own requirements for sites ('yards') to provide homes and also to accommodate vehicles and equipment. Plan Mid Devon could also seek to identify sites for travelling showpeople in the district.

6.42 The Council works proactively with landowners, developers, registered providers and the travelling community to identify and bring forwards opportunities in the district that can help secure the delivery of new sites and pitches to provide homes for Gypsies, Travellers and Travelling Showpeople. The Council also runs a forum for Gypsies and Travellers in Mid Devon which provides an opportunity to discuss the provision of pitches in the district, welfare needs and other matters of interest to the traveling community.

6.43 The Council also maintains a waiting list for Gypsy and Traveller households to register their need for a pitch in Mid Devon. Although there is no public travellers site or pitches that are currently available in Mid Devon the waiting list can be used to help keep the Council better informed of current need and also in developing a policy for the future allocation of pitches once these become available on sites allocated in Local Plans.



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Question 21

Please tell us where you think Plan Mid Devon should prioritise new permanent sites to provide homes for Gypsies and Travellers?

- Identify sites at the three main towns – Tiverton, Cullompton and CREDITON (Yes/No)
- Identify sites outside the main towns at rural and semi-rural locations (Yes/No)
- Include a policy for rural exceptions sites to meet local traveller needs (Yes/No)



Question 22

Are you aware of a site that you think may be suitable to provide homes and Gypsies and Travellers, a transit site or emergency / negotiated stopping place, or a yard for Travelling Show People?

(Yes / No - if yes, please tell us where the site is and which use you think it might be most suitable for)



Improving the housing market, reusing developed land and optimising housing densities

6.44 To give the best prospect that the new homes we need are provided in the right places and at the right time we need to make sure the new Local Plan includes a choice of locations and sites for that development to be able to take place. There are a number of issues that stem from this which will need to be considered through the preparation of Plan Mid Devon.

6.45 The Government's white paper 'Fixing our broken housing market' (2017) sets out plans to boost the supply of new homes in England and includes measures to build homes faster and diversify the housing market. Measures to help improve the supply of new homes are also included in the National Planning Policy Framework. These include a requirement for plans to identify land to accommodate at least 10% of the housing requirement on sites no larger than 1 hectare. Having more small and medium sized sites can make an important contribution to meeting the area's housing requirement. They can be developed more quickly, since they may have fewer constraints and require less supporting infrastructure. They can help provide a greater choice of available homes and can also support local builders in a market which is dominated by a small number of national developers. National Planning Policy also makes clear the need for the effective use of land, such as making as much use as possible of land that has previously been developed ('brownfield' land).

6.46 The Council has recently undertaken a 'call for sites' to find out where land is available across the district for potential development. Where land has been brought to our attention this will be assessed over the coming months to understand its suitability for development and how capable it is of being brought forward. The Council has also undertaken an 'Urban Capacity Study' to look at potential opportunities for reusing brownfield land in the main towns and maintains a brownfield register. Plan Mid Devon will need to include policies to optimise the use of land through the use of a range of density standards for new housing in town centres and other parts of the district, which can be in relation to the level of accessibility by public transport and achieving high quality design. All of this work will be used to help inform the options for site allocations in the new Local Plan.





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SUPPORTING OUR BUSINESSES AND JOBS

Economic profile

7.1 The Mid Devon economy is typified by high rates of employment - of the 47,100 residents (ONS population estimates 2017) aged between 16 and 64, 85% were economically active. This is significantly higher than the South West and the UK rates. However, many of the jobs in Mid Devon are low waged and low skilled - average work place earnings are 11% lower than the national average. The percentage of Mid Devon workforce holding a degree or higher qualification (NVQ 4+) at 31.4% is well below the national average. Mid Devon has strong links to surrounding areas, particularly to Exeter to the south, with over a third of the resident population commuting out of the district for work. Mid Devon is relatively strong in manufacturing, but its economy is dominated by traditionally low productivity (GVA) sectors such as retail, distribution and agriculture, which means that opportunities for high wage jobs are limited. There are high levels of self-employment and a large number of micro-enterprises particularly in the rural areas. Of the 4,510 businesses in Mid Devon, 92.2% are micro businesses with less than 10 employees. While Mid Devon has a high 3-year business survival rate, the business birth rate is relatively low compared to national and regional averages.

Economic strategy

7.2 An 'Economic Strategy for Mid Devon 2019 – 2024' includes a vision where, amongst other features, commercial opportunities are embraced for the benefit of the district and emerging businesses are able to develop and thrive; and where a successful economy, including emphasis on low carbon, agriculture and high-tech, is supported by a highly skilled workforce. The Strategy outlines five key areas for action: Employment and Skills; Place; Infrastructure; Hi-Tech, Innovation and Green Energy; and Agriculture, Food and Drink.



Post-Brexit and pandemic

7.3 The United Kingdom formally left the European Union on 31st January 2020 and a transition period ended on 31st December 2020. Rules governing the new relationship between the United Kingdom and the European Union took effect from the 1st January 2021. While there have been some notable immediate impacts on certain sectors of the economy and supply chains nationally, there remains longer term uncertainty, including for financial and farming sectors, the latter being under additional pressure from the effects of climate change. The national economy has also been impacted by the COVID-19 pandemic through shutdowns and the disruption these have caused. In Mid Devon, the effect of the pandemic has had, and will likely continue to have, an enormous impact on the local economy. Devon County Council modelling evidence suggest that the Mid Devon economy will retract by around 10% (roughly 3% more than the rest of the UK) and it anticipates a 5-year recovery journey¹⁷. While the district experienced a rapid increase in unemployment at the beginning of the pandemic, this has now reduced in line with the rest of the United Kingdom and remains low. However, there are pressures in the labour market and increases in job vacancies. Underemployment and poor skilled jobs will continue to be a concern in the district. The Council is in the process of commissioning an update to the Economic Development Needs Assessment, which will take into account economic uncertainty as a result of Brexit and COVID-19. The findings of this study will inform the next stage of Plan Mid Devon – Draft Policies and Site Options.

Green economic recovery

7.4 The new Local Plan will need to be informed through an up to date economic needs assessment that can identify future requirements for employment land in the district. Plan Mid Devon will also provide the opportunity to plan for and support a greener, more inclusive, recovery of the economy post pandemic. The Government has indicated that this can be science led, clean, resilient and could create jobs in new industries while ensuring we address challenges in climate change, public health and biodiversity¹⁸. Plan Mid Devon provides an opportunity to embrace measures to support a just transition from a carbon intensive economy to a net-zero future, which can also include renewable energy and embedding the circular economy principles of designing out waste and pollution, reusing and recycling products and materials, moving away from the current 'take, make, consume and dispose' culture, and for entrepreneurs to find innovative ways of recovering value from waste streams and regenerating natural systems¹⁹. The Government recently published its paper 'Build Back Better: our plan for growth' (March 2021). This takes forward the Government's Plan 'Ten Point Plan for a Green Industrial Revolution' (2020)²⁰ and shows how the UK can make the most of the opportunities presented by a shift to net-zero. 'Build Back Better' is also about learning lessons from the COVID-19 pandemic and opportunities for growth from leaving the European Union, taking a transformational approach and tackling long term problems to deliver growth that creates high quality jobs across the UK. The focus will be infrastructure, skills and innovation.



Question 23

How do you think we should plan for a green economic recovery in Mid Devon? Please rank what you think our priorities should be.

- **Innovative and high growth sectors (e.g. pharmaceuticals, aerospace, creatives, financial / professional and business services and emerging industries such as Artificial Intelligence)**
- **Support training opportunities in clean and green economic activities**
- **Renewable / clean energy**
- **Farm diversification to support the processing and sale of food locally**
- **Protecting the natural environment to sequester carbon**
- **Green public transport, cycling and walking**
- **Greener more energy efficient buildings**
- **Refurbishing and retrofitting properties to meet energy standards**
- **Repurposing waste streams**
- **Other (please state what this is)**

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Helping our businesses grow

7.5 Mid Devon has a number of business parks which are mostly concentrated around the edges of the three main towns and along the M5 corridor at Junctions 27 and 28, and at Willand. Occupancy rates are extremely high and it is rare that units become available. Those that do, tend to be filled again very quickly. There is therefore a need to bring forward new employment land in the district and to maintain a pipeline of sites that are available. The current Local Plan identifies a range of employment sites that will become available as part of planned developments in Tiverton, Cullompton and particularly in the proposed Culm Garden Village. It makes provision for 147,000 square metres of commercial development floorspace (including 7,000 square metres of non-food retail) across a few, but relatively large site allocations in terms of the total commercial space across the district. However, the delivery of the schemes can be affected by the need for supporting infrastructure and long lead in times, which can mean that local businesses are being constrained in their ability to grow and expand, and which may seek to move out of the district to larger premises where sites are available elsewhere. The Local Plan makes further provision for commercial floorspace at Junction 27 for a high quality tourist and leisure focussed development. The Strategy has identified that an underlying issue facing Mid Devon is that there is no natural progression of business space for businesses within the district as they grow. This is true for businesses of all sizes, but there is a particular lack of incubator space across the



district and “next step” space for incubator tenants to grow into. One of the key reasons for the success of the Hitchcocks Business Park near Willand is that the units produced are extremely flexible and adaptable in how they can be split or combined to meet the needs of a wide variety of businesses. The need also continues for larger units for medium-sized businesses wishing to expand, or move into. A key issue for Plan Mid Devon will be to ensure the delivery of commercial development goes hand in hand with housing development, to assist job opportunities locally which are high skilled and well paid, and to reduce commuting to work place destinations outside of the district (which would hinder our ambitions of moving towards net zero carbon emissions).

7.6 The preparation of Plan Mid Devon provides an opportunity to consider how other forms of work space can be supported through a new Local Plan. This could, for example, include identifying a site for co-working space (such as a communal office and meeting rooms shared by different companies), or a policy to support proposals for live-work units (units of living accommodation designed with work space for the occupier). Low cost, flexible and temporary accommodation might also be achieved through providing space for shipping container / pop-up enterprise facilities.

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Question 24

Which of the following ways should the new Local Plan help commercial development across the district?

- **Continue to allocate larger employment estates at a few locations (Yes/No)**
- **Place greater emphasis on smaller employment sites that are relatively free from major infrastructure constraints and are capable of being delivered more quickly (Yes/No)**
- **Require a proportion of all employment sites to be developed in small land parcels that can be attractive to micro, small and medium sized enterprise (Yes/No)**
- **Identify opportunities for co-working space (Yes/No)**
- **Include a policy for Live-work units (Yes/No)**
- **Space for low cost, flexible and temporary accommodation (Yes/No)**
- **Other (please state what this should be)**



INFRASTRUCTURE AND HOW WE TRAVEL

Infrastructure

8.1 A key role of Local Plans is to align the growth that is planned for an area with the infrastructure that is needed to support that growth, helping to create stronger, more sustainable communities. Plan Mid Devon will need to identify and co-ordinate the provision of infrastructure across the district. This will require engagement with infrastructure providers and operators (including Highways England, the Local Highways Authority and Network Rail, Local Education Authority, Environment Agency, Healthcare Trusts, and organisations responsible for waste management, utilities, and digital / telecommunications. Each are explored further below, with the exception of digital / telecommunications which is discussed in section 5 to this Issues Paper.

Funding, phasing and viability

8.2 The existing Local Plan 2013 – 2033 seeks to ensure that new development is served by appropriate and timely delivery of infrastructure. The Plan's approach for strategic allocations at North West Cullompton and East Cullompton provides traffic solutions to improve motorway junction capacity and reduce traffic through the town centre. In addition, it makes





provision for facilities such as schools, green infrastructure and community halls, as well as care homes or other provision for older people in recognition of the district's aging population and its associated needs. The plan also guides development to locations where there is sufficient sewerage capacity, or require that increased capacity will be provided. Plan Mid Devon will provide an opportunity to review this, and where new development is planned will investigate what new infrastructure is needed. The Council will continue to work with providers and developers to ensure that new development is served by necessary infrastructure in a timely and effective fashion. Plan Mid Devon will need to help facilitate a comprehensive, evidence-based infrastructure package to support new and existing development across the area, including the three main towns where new development is likely to continue to be focussed. This is currently being identified through a collaborative infrastructure planning process which is ongoing and will culminate in a Plan Mid Devon Infrastructure Delivery Plan which reflects the distribution and level of development proposed within the Plan. Where possible, the Council will also investigate opportunities to forward fund infrastructure.

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8.3 Plan Mid Devon will need to set out the contributions expected from development towards infrastructure and affordable housing. These will need to be informed by evidence of infrastructure and affordable housing need, and a proportionate assessment of viability. Mid Devon District Council has not implemented a Community Infrastructure Levy (CIL), and therefore maintains a charging regime through Section 106 planning agreements placed on development. However, there is potential for future reforms to the planning system to replace CIL and S106 planning agreements with a new national infrastructure levy.

8.4 The Council is proactive in securing other sources of funding, including working with Homes England and other government agencies. The Council has been highly successful in recent years in securing funding for infrastructure, including through the Government's Housing Infrastructure Fund. The Council is currently working with Devon County Council in bids for funding through the 'Housing Infrastructure Fund' to forward fund road infrastructure improvements at Cullompton (town centre relief road) and at Tiverton (Eastern Urban Extension phase 2 junction on the A361). Plan Mid Devon will continue to support measures for funding through establishing a positive, proactive and robust development strategy for the area, looking forward to 2043 and beyond.

8.5 The policy requirements in the new Local Plan for securing infrastructure should not undermine the deliverability of the plan. Therefore the new Local Plan will be subject to a viability appraisal. Planning Practice Guidance makes clear that viability should not compromise sustainable development but should be used to ensure that policies are realistic, and that the total cumulative cost of all relevant policies will not undermine deliverability of the plan. A full, detailed, plan-wide viability assessment will take place as Plan Mid Devon progresses, although at this early stage in the plan-making process, we welcome engagement with landowners, developers, and infrastructure and affordable housing providers to understand existing and likely future viability issues.

Question 25

What do you consider to be the key infrastructure issues that Plan Mid Devon needs to address?

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Transport

8.6 The Council will work closely with Devon County Council, Highways England (to be renamed National Highways) and Network Rail to identify transport infrastructure requirements needed to support planned development in Mid Devon.

8.7 Devon County Council is the local transport authority and is responsible for developing transport strategies and policies, and provides expert advice on new developments and schemes included in local plans. This includes the planning of new roads, together with provision for walking and cycling, and bus services.

8.8 Highways England is responsible for the operating, maintaining and improving the motorways and major A-roads. Plan Mid Devon will need to carry forward provisions to secure improvements to the motorway at junctions 27 and 28 through continued engagement with Highways England.

8.9 Network Rail is responsible for managing the railway network. The Council is currently engaged with Network Rail to secure the building of a new railway station at Cullompton.

Education

8.10 Devon County Council is the Local Education Authority and is responsible for supporting the development of an overarching strategy for education provision within Devon, including Mid Devon. This includes the strategic planning and commissioning of school places, and leading on Children Services Infrastructure requirements. Technical advice from Devon County Council, including its Education Infrastructure Plan, will be used to help guide the planning of education facilities in relation to needs arising from new development across the district. Plan Mid Devon can include policies setting out when new or expanded education provision is needed and how it will be paid for through developer contributions and other funding sources.

Healthcare

8.11 The Council will continue to work closely with the NHS in looking at what future needs may be placed on healthcare infrastructure (including GP practices, healthcare centres, dentists and hospitals) arising from development that is planned on site allocations identified in the new Local Plan. This can help make sure the impacts of that development on healthcare services are appropriately mitigated. Engagement with the NHS on the preparation of the new Local Plan will provide the ability for the NHS to build forecast demands on healthcare services into its capital programme and also an opportunity for it to make requests to the Council, through the new local plan and where developer contributions are sought towards infrastructure, for additional healthcare provision arising from that planned new development. Technical work will be undertaken to help us better understand what new healthcare facilities (e.g. GP practices) will be needed over the lifetime of the new Local Plan.



Other Community facilities

8.12 The future planning of Mid Devon will need to include provision for cultural infrastructure and other community facilities in new development, where this is needed to support the creation of successful sustainable communities and residential environments. This could include local shops, post offices, community halls, cultural buildings, public houses, places of worship, cemeteries and allotments. The new Local Plan will set out what the requirements will be, taking account of existing provision and cumulative impact of new development. Developers will be expected to contribute fairly towards, or bear the cost of new or improved community facilities where it is appropriate for them to do so, subject to viability assessment where this is needed. The new Local Plan will also be able to include policies to help protect existing community facilities from their development for other uses, where their loss would damage a settlement's ability to meet its day to day needs or result in the total loss of such services to the community, unless the facility is proven to be no longer economically viable.

Utilities – electricity, gas, water, sewerage

8.13 Plan Mid Devon will be informed through engagement with the utilities infrastructure providers for the area, including Western Power Distribution (electricity), National Grid (electricity and gas) and South West Water (water supply and sewerage). This will help the Council understand the capacity of utilities infrastructure and its ability to support planned new development, and also the utilities providers in preparing their plans for infrastructure improvements. Where feasible, renewable energies, sustainable drainage options and greywater reuse systems will be prioritised.

HOW WE TRAVEL

Travel to work area

8.14 The majority of Mid Devon's district lies within the Exeter 'Travel to Work Area' (as shown above). At the time of the 2011 census, 37% of the workforce commuted out of the district for work, of which over 50% worked in Exeter. Although there is also a flow of workers from other districts into Mid Devon, there is a net outflow of 8,207 residents. The difference between residence-based and workplace-based average earnings indicates that workers tend to be commuting to more highly paid jobs outside the district. In total, 75% of those who work in Mid Devon also live in Mid Devon, while only 57% of working residents of Mid Devon work in Mid Devon. Once new data is available (including from the 2021 Census) this will provide an opportunity to find out if travel to work patterns have changed, and this can help inform Plan Mid Devon.





8.15 Car travel can also be influenced by the availability of other choices of other means of getting from 'a' to 'b'. This can include safe, convenient and well connected footpath and cycle routes, and also public transport through bus and rail services. In terms of rail, Mid Devon is connected to the main line at Tiverton Parkway, and a new rail station is planned at Cullompton, while the Tarka line passes through the west of the district with local stations at Cridton, Yeoford, Copplestone and Lapford. Bus service provision varies significantly across the district with some villages benefitting from a daily service and others having no service at all. This in turn creates a reliance on private car use.

8.16 The National Planning Policy Framework promotes sustainable transport and makes clear that transport issues should be considered from the earliest stages of plan-making. Where new development is planned through Plan Mid Devon there will be an opportunity to prioritise, where possible, provision for active travel (walking and cycling) through new routes which are safe and attractive to users, and also to secure design and layouts that allow provision of efficient public transport services.

Parking provision in new development

8.17 On-road transportation accounts for approximately 30% of Mid Devon's overall emissions and per capita emissions are significantly higher in Mid Devon compared to surrounding authorities, which in part is due to higher transport emissions (longer distances to travel and fewer sustainable options). It is therefore important to consider measures to minimise private car use as much as possible. One important measure is the appropriate provision of car parking on new development as this can significantly determine household car ownership decisions which in turn is the strongest predictor of car use.

8.18 Establishing appropriate parking standards is therefore an important issue for new development. The Council's adopted Local Plan applies a minimum residential parking standard of 1.7 spaces per dwelling based on car ownership levels in Mid Devon. As electric vehicle take up continues to increase, on-road transportation emissions will fall, and therefore car usage and car ownership will become a less significant issue over time (in terms of emissions). However, currently electric vehicles make up only a very small proportion of all vehicles (approximately 0.5%) in Mid Devon. In the short – medium term, Plan Mid Devon will need to respond to this proportion, whilst providing an aspirational and forward looking



strategy for the future. The new Local Plan can also provide an opportunity to review parking standards in relation to the number of parking spaces needed for each new dwelling (e.g. based on household size or number of bedrooms), the size of parking spaces, and in what form parking provision should be provided (e.g. private spaces or shared parking courts). This will also need to have regard to statistical trends, such as fewer young people choosing to learn to drive (owing to costs and environmental concerns) and prevalence of alternative transport methods such as shared mobility of car clubs.



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Question 26

Please select your top three priorities for the new Local Plan to address in a review of parking standards.

- The number of spaces
- The size of each parking space spaces
- Providing private parking spaces
- Providing shared parking areas
- Charging facilities for electric vehicles
- Other (please state what this is, and tell us why)

Transitioning to electric vehicles

8.19 The Government has announced a ban on the sale of new petrol, diesel and hybrid cars from 2035, five years earlier than previously planned. Plan Mid Devon will therefore need to help facilitate the transition to hydrogen and electric vehicles across Mid Devon. The existing Local Plan already includes minimum standards for the provision of electric vehicle charging infrastructure, although the Council is committed to taking this further. Current evidence indicates that the number of ultra-low emission vehicles is rising rapidly in Mid Devon and therefore there is a need for planning policy to require a higher proportion of EV charging points (not just EV ready) within all new housing and commercial developments.

8.20 Another key issue associated with increasing the number of electric vehicles is that this will add significantly to electricity demand and place pressure on the UK's grid network. An electric vehicle uses, on average, the same volume of electricity as a domestic house. It is therefore crucial that planning policy supports decarbonisation of electricity. There is an opportunity for Plan Mid Devon to support renewable energy generation and energy storage and management infrastructure (See Section 4 – Climate Emergency).

8.21 Finally, Plan Mid Devon could also support the uptake of fast electric charging at accessible locations. For example, supporting fast charging infrastructure at petrol filling stations and in public car parks. It can also seek to include a requirement for new residential and non-residential developments to include charging points for electric vehicles or ducted circuits in suitable positions to enable electric vehicle charging points to be easily installed in the future.

Question 27

Do you have any comments on how Plan Mid Devon can help the transition to electric vehicles?

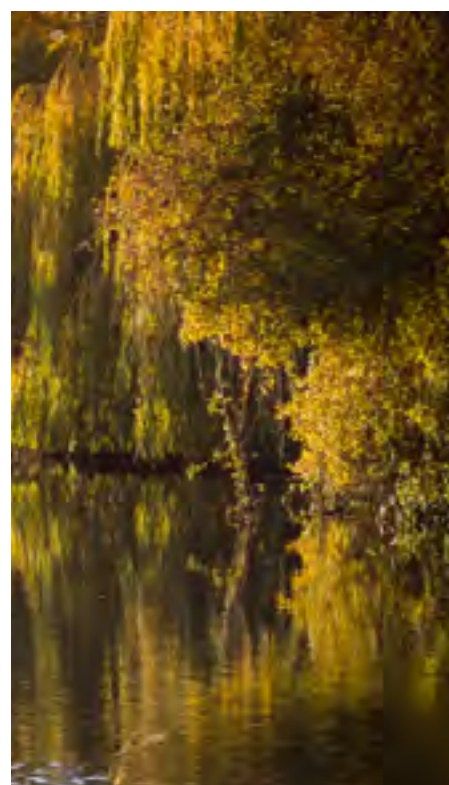
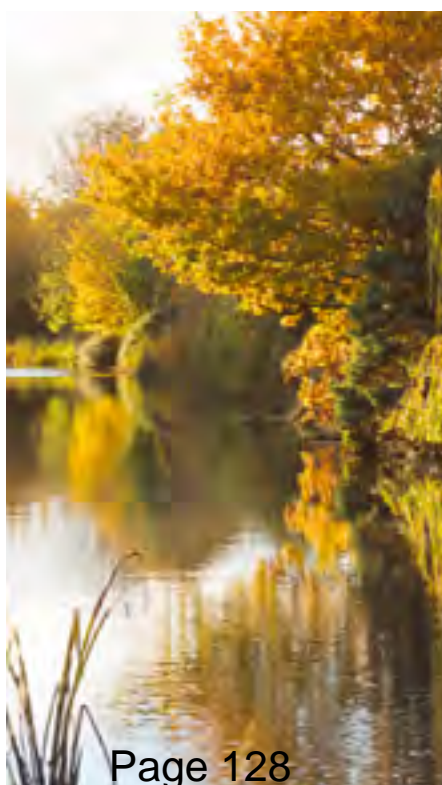
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OUR NATURAL AND HISTORIC BUILT ENVIRONMENT

Landscape

9.1 Mid Devon's landscape is a valuable resource and one of our greatest assets. Protecting and enhancing the special character of the landscape that contributes towards local identity and distinctiveness is an important part of the planning process and our quality of life. Protected landscapes in Mid Devon include the Blackdown Hills Area of Outstanding Natural Beauty (AONB), and part of the district at Cheriton Bishop that is within the Dartmoor National Park. The Exmoor National Park is situated to the east of Mid Devon. Other features contribute to Mid Devon's landscape and its sense of place, including the Grand Western Canal (which is a Country Park and a Local Nature Reserve (LNR)), Sites of Special Scientific Interest (SSSI), 2 nature reserves managed by Devon Wildlife Trust and areas designated as Local Green Space.





9.2 A Landscape Character Assessment for Mid Devon was published in 2011. This subdivides the district into 12 landscape character types and shows that Mid Devon has a diverse landscape, ranging from the intimate valleys and surrounds of the River Exe, to the Blackdown Hills with its unique geology, to the low lying flat agricultural area known locally as the Mid Devon Farming Belt. The Mid Devon Landscape Character Assessment has been used to inform the current Local Plan including policies for protecting landscapes and requirements for landscaping measures to be included where land has been identified for development. The current Local Plan seeks to ensure that major development proposals within or adjoining the AONB or National Parks are only permitted in exceptional cases. It is our intention to undertake a new Landscape Character Assessment, which will be used to inform the preparation of Plan Mid Devon.

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9.3 Plan Mid Devon will need to balance the protection of the landscape with measures to mitigate the effects of climate change and a move to net-zero, where the transition to a low carbon future can be achieved through the development of renewable technologies, which are often located in rural areas.

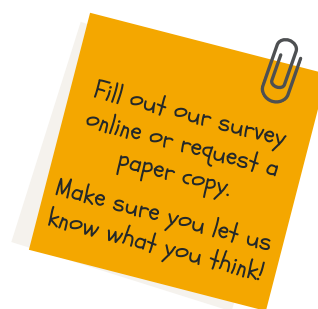
Local Green Space

9.4 Local green spaces are areas that are identified by communities as being of particular importance to them and which they feel should be protected. They are designated through either Local Plans or Neighbourhood Plans. For an area to be designated it needs to be in reasonably close proximity to the community it serves; demonstrably special to a local community and hold a particular significance (e.g. because of its beauty, historic significance, recreational value, tranquillity or richness of wildlife), and to be local in character and not an extensive tract of land.

9.5 There are a number of local green spaces designated in the current Local Plan and in the Cullompton Neighbourhood Plan. Emerging Neighbourhood Plans for Crediton, Tiverton and Silverton also include proposals for local green spaces but these have yet to be designated.

Local Plan Policy DM24	Cullompton Neighbourhood Plan Policy EN03		
Millennium Green, Bampton	Bilbie Close/Crow Bridge	Hayman's Close	Meadow Lane
Joan's Orchard, Bickleigh	Bockland Close	Hayman's Green	River Mead Play Area
Recreation Ground, Bickleigh	Clover Drive	Headweir Road 1	Saxon Way/Windsor Close
Nick's Farm Field, Bradninch	Cross Parks	Headweir Road 2	St Andrew's Hill
Millennium Green, Sandford	Culm Lea Play Area	Jubilee Gardens, Willand Road	Swallow Way
Millennium Green, Thorverton	Forcefield Road	Knightswood Play Park	Tufty Park
Sports Field, Witheridge			





Question 28

Are there any other areas in Mid Devon that you think should be designated as a 'Local Green Space', and please tell us why?

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Biodiversity

9.6 The World Wildlife Fund describes 'biodiversity' as all the different kinds of life that you will find in one area, which includes the variety of plants and animals that make up our natural world. Biodiversity is in long-term decline, with habitats becoming increasingly fragmented and degraded as a result of changing land use and agricultural practices. Analysis by the Natural History Museum²¹ suggests the United Kingdom has just 53% of its biodiversity remaining as a result of human activity, and is one of the most depleted countries in the world in terms of biodiversity, whilst the State of Nature report (2019) asserts that within the last forty years, more than 1 in 7 wildlife species have either been threatened with extinction, or have become extinct. National policy seeks to reverse this trend, halting overall biodiversity loss and reintroducing well-functioning and coherent ecological networks. Healthy biodiverse ecosystems have multiple benefits. These include the breakdown and absorption of pollution and providing an essential, nature based part of the solution to climate change. They can also form a large part of our culture and local identity and can support our local farming and tourism economies in Mid Devon.

9.7 National planning policy includes an environmental objective, which states that local plans should protect and enhance the natural environment. Plans should help to improve biodiversity, minimise waste and pollution and use natural resources prudently, thus encouraging developments whose primary objective is to conserve or enhance biodiversity. Additionally, local plans should contribute to minimising impacts on and providing net gains for biodiversity. Developments which cause deterioration or loss of irreplaceable habitats should be refused unless there are wholly exceptional reasons.

9.8 There are no designated European sites (which include Special Protection Areas 'SPAs', Special Areas of Conservation 'SACs', and Ramsar Sites) within Mid Devon. However, there are 11 within 10 km of the district, including the Culm Grasslands, Exe Estuary, Exmoor and Quantock Oakwoods East Devon Heaths, East Devon Pebbled Heaths, Exmoor Heaths, South Dartmoor Woods, Holme Moor and Clean Moor, Dartmoor SAC. Mid Devon is also within the transition zone of North Devon Biosphere Reserve, a UNESCO site on the coast of North Devon. The transition zone stretches across Mid Devon's rivers and streams that extend to the North Coast of Devon.

9.9 The Culm Grasslands is a cluster of sites designated as a Special Area of Conservation ('SAC') and is the closest European site to Mid Devon District situated immediately adjacent to the north western boundary. A part of the Culm Grasslands is cut through by the North Devon Link Road. It is designated primarily for the protection of the Marsh Fritillary butterfly and represents the largest cluster of sites for this species in the south-west peninsula. Given its context, this site in particular could be affected by development within Mid Devon District through increased traffic on the North Devon Link Road which in turn may lead to increased nitrogen oxides that can impact the important habitat in this location for the Marsh Fritillary butterfly. For the current adopted Local Plan a Habitat Regulations Assessment was undertaken to ensure the Plan would have no likely significant effect from the proposals and policies (either alone or in combination with other plans or projects) on the integrity of European sites including the Culm Grasslands SAC. Plan Mid Devon will be subject to further Habitat Regulations Assessment to find out whether significant effects from planned new proposals and policies are likely on the Culm Grasslands and other European sites.

9.10 The current Local Plan has policies that protect, enhance and conserve biodiversity. They support habitat creation, support opportunities which enhance species populations and link habitats. It also has policies that protect and encourage enhancement of international, European, national and local designated wildlife sites. Furthermore, policies discourage habitat fragmentation and developments which would cause significant harm to biodiversity and would thus have to implement compensation measures.

9.11 Plan Mid Devon provides an opportunity to set out policy to help deliver net gains in biodiversity. Biodiversity Net Gain is a concept that seeks to ensure development leaves biodiversity in a better state than before. Biodiversity Net Gain is already part of the National Planning Policy Framework (NPPF) but this does not specify how much is required. A minimum mandatory national requirement for 10% Biodiversity Net Gain is expected to become law in 2023 through the Environment Act, with the biodiversity measured through a clear standard metric. This 10% should not be viewed as a cap on the aspirations of developers who want voluntarily go further, and there is an opportunity for Plan Mid Devon to include a policy setting out where more than 10% may be required. Where possible biodiversity should be delivered on site. In order to reduce significant harm to existing biodiversity levels, it is likely that a mitigation hierarchy will be applied. This would first aim to avoid loss of biodiversity on site, then to mitigate if loss is necessary, next to ensure that any compensation for loss takes place on-site and finally only off site as a last option. Following the hierarchy would mean that genuine attempts must be made on site to reduce impacts on biodiversity as a result of development.

9.12 The Council has recently undertaken a 'call for sites' to find out where land is available across the district for potential strategic habitat creation or enhancement, such as part of Devon's Nature Recovery Network (explained in more detail later in this section) or for biodiversity net gain off-site habitat banking. Over the coming months, land that has been brought to our attention will be assessed to gauge its suitability.





Question 29

What do you think is the minimum level of Biodiversity Net Gain that the new Local Plan should set? (please select one)

- **Only the minimum mandatory national requirement for 10% Biodiversity Net Gain**
- **More than 10% Biodiversity Net Gain? If so what do you think this should be and why?**

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Habitats and climate change

9.13 Carbon sequestration in plants is the long-term storage of carbon within living biomass. Lakes and wetlands can lock up carbon within sediments and vegetation but high levels of nutrients, such as phosphorus and nitrogen, from neighbouring land can reverse this process. Looking after and expanding areas of wildlife habitat is an effective way to capture and protect the carbon naturally sequestered in soils, semi-natural grasslands, scrub, trees, and the complex structure of a high biodiversity habitat such as woodland. Individual trees can capture large amounts of carbon, moreover trees that grow faster start absorbing carbon earlier but have a shorter lifespan. In contrast, slower growing, longer living trees (100-200 years), also sequester carbon for longer. The ability to capture carbon declines over time, but old woodlands are substantial and important carbon stores. Not all tree species will be adaptable enough to cope with climate change and non-native species and cultivars may be required. Where possible, ecological requirements of dependent species should be taken into consideration, and existing trees protected to help retain the carbon they have absorbed.

9.14 The Government's plan and recommendation is for the UK to plant around 30,000 hectares of new woodland every year until 2050 to help with carbon absorption. Approximately 10% of residual GHG emissions could be absorbed this way. Additionally, trees in urban areas, wetlands and riparian woodland provide filtration of excess nutrients and sediments, diffuse airborne particulates and reduce soil erosion, minimising water pollution. Trees can also moderate temperatures, acting as windbreaks and providing protection from the sun and rain. However, tree planting and afforestation alone are not enough to achieve 'net-zero', this needs to be combined with other measures.

Trees

9.15 Tree and woodland planting is an effective and relatively simple method of helping to mitigate the effects of climate change. Trees provide wildlife corridors, shade and reduce flooding. Moreover, woodlands can help increase biodiversity, air filtration, carbon absorption and flood protection. The UK has only 13% of its land covered in woodland and the Government has set a target to extend UK's woodland cover to 17%, ideally 19% by 2050. In the move to achieve net-zero carbon emissions, the Government has committed to plant 11 million trees by 2022, and has published The England Trees Action Plan (May 2021) to further encourage tree planting. The Planning White Paper (Aug 2020) and 25 Year Environment Plan (2018) include proposals for tree-lined streets, better tree coverage and tree planting initiatives. National Planning Policy (July 2021) states that planning policies and decisions should ensure that new streets are tree-lined and that trees are incorporated elsewhere in developments (parks, etc.). Furthermore, the Woodland Trust's 'Emergency Tree Plan for the UK' (Jan 2020) recommends including a target of 30% tree cover for new development land and suggests planting at least 3 new trees for each tree that is cut down. However, it is essential that the principle of 'right tree, right place' is adopted to avoid harm to other habitats, archaeological sites, and underground services.

9.16 Current Local Plan policies give protection to ancient, veteran and mature trees and ensure that new development respects those important characteristics. The policies also encourage onsite and offsite tree-planting, and the protection of Tree Preservation Orders (TPOs). There are a number of TPOs in Mid Devon and new local plan will include policies to preserve these.

Trees and public health

9.17 Research has shown that something as simple as seeing trees on your street, improves mental health. Spending time in the natural environment helps with overall well-being, reduces respiratory-based diseases, helps to develop and maintain a healthy immune system and encourages physical activity. This can also reduce anxiety, stress, depression and can combat loneliness. The National Planning Policy Framework (July 2021) makes clear that planning policies and decisions should ensure that new streets are tree-lined, and that opportunities are taken to incorporate trees elsewhere in developments.



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Economic benefits of trees

9.18 Trees in towns and cities are of great value and can have an important role in making city and town streets liveable and pleasant, attracting greater levels of footfall. This can in turn help improve the economic viability of town centres. Trees can also help moderate temperatures, alleviate storm water runoff and stop harmful pollutants from roads and pavements reaching water courses. They sequester carbon and reduce particulates from car exhaust fumes from reaching the atmosphere. Trees also provide an important source of nectar and pollen for bees, bats and other pollinators. It is estimated that replacing natural pollination with artificial pollination would cost the nation £1.8bn²³ annually. Without trees the cost of mitigating the consequences of our way of living would be much higher.

Trees and biodiversity

9.19 The Woodland Trust supports planting of native species because they benefit local ecosystems, help insects and other animals to survive and provide a food source for wildlife. Native trees require little maintenance if they are planted in favourable conditions and subsequently require far less water. Planting a variety of tree species can support more diverse wildlife.

Ancient Woodland

9.20 Ancient woodland includes any area that has been wooded continuously since at least 1600 AD and is designated as irreplaceable habitat that is important for its wildlife, complex soils, and recreational, cultural, historical and landscape value. There are over 8 square kilometres of ancient woodland in Mid Devon and the ancient woodland inventory in the district is currently being reviewed by the Devon Wildlife Trust.

Planning and tree planting

9.21 The planning process can have an important role in securing the planting of new trees in planned new developments and in proposals where planning permission is required. This could include free standing specimens or where trees are planted as part of hedges, and can be as part of landscaping schemes and green infrastructure, and along streets, footpaths and cycleways. Plan Mid Devon could be supported by supplementary planning guidance about how tree planting may best be achieved, including preferred species, siting and arrangements for care, maintenance and replacement. The planning process can also have an important role in preventing the loss of trees and hedgerows, including on development sites, or where these may be protected by a preservation order or are in a conservation area.



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Question 30

**In addition to securing tree planting along new streets and walking / cycle paths and as part of green infrastructure, should Plan Mid Devon include a prescribed level of tree planting in new development?
(Yes / No - if yes please tell us what level you think this should be and why)**

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Phosphates and the environment

9.22 Natural England has recently notified Councils that phosphate levels within the Somerset Levels catchment have rendered the protected Somerset Levels and Moors Ramsar Site to be in an unsatisfactory condition. While the Levels and Moors are situated outside Mid Devon, part of the district (part parishes of Clayhanger, Hockworthy, Holcombe Rogus and Culmstock, and subject to clarification also Hemyock and Burlescombe) fall within an indicative catchment identified by Natural England.



9.23 In light of a court judgement (known as Dutch Nitrogen) before determining a planning application competent authorities should undertake a Habitat Regulations Assessment (HRA). The types of development (which include agricultural development where there is agricultural water discharge) include:



- New residential units – including tourist accommodation, gypsy sites / pitches
- Commercial developments – where overnight accommodation is provided
- Agricultural development – additional barns, slurry stores, etc. where it is likely to lead to an increase in herd size
- Prior Notifications of agricultural development where, as a result of the development, the herd size may increase. Also, prior notifications for change of use of office to dwellings and agricultural buildings to dwellings
- Anaerobic digesters
- Potentially some tourism attractions

9.24 While the Council will need to liaise with Natural England and Somerset Local Planning Authorities about the process for calculating the new phosphate loading from development and approaches to mitigation, the notification from Natural England will have implications for the new Local Plan, where accommodation may be proposed in the indicative catchment area. Any proposed development which includes overnight accommodation will need to be assessed for 'nutrient neutrality'.

Green and Blue Infrastructure

9.25 National Planning Policy makes clear that plans should take a strategic approach to maintaining and enhancing networks of green and blue infrastructure. This can include multi-functional green and blue spaces with recreational, visual and ecological value, which can bring a range of other environmental, social, economic and health and well-being benefits, including serving as 'sustainable drainage systems' ('SuDs'), cooling areas in hot weather, acting as a buffer against noise pollution, and in achieving well designed places. Green infrastructure can include natural and semi-natural green spaces, for example grassland, nature reserves and green corridors comprising hedgerows and verges. Public or private spaces like gardens, parks, village greens and allotments are also green infrastructure. Blue infrastructure can include watercourses, lakes, ponds, reed bed filtration systems and other bodies of water.

9.26 Given that Mid Devon is predominantly rural there is already a vast network of green and blue infrastructure assets – including 476 miles of Public Rights of Way and cycle routes linking hedgerows, nature reserves, open water bodies and rivers, grassland, woodland and wetlands. Current Local Plan policies protect green and blue infrastructure and require major new developments to incorporate green space, establish green corridors and avoid habitat fragmentation. In addition to protection, the new Local Plan could also provide opportunities for rewilding, where areas in new development are left for nature to take its course, returning to a natural state and creating more biodiverse habitats. Introduced within the Government's 25 Year Environment Plan (2018), Nature Recovery Networks (NRN) offer chances to reverse habitat fragmentation and create wildlife corridors which connect across county borders. NRNs are founded on Local Nature Recovery Strategies, which the Environment Act requires all public authorities to take into regard. As well as tackling biodiversity decline,

NRNs are intended to address the challenges of climate change through nature-based solutions, and well-being by increasing public access to nature.

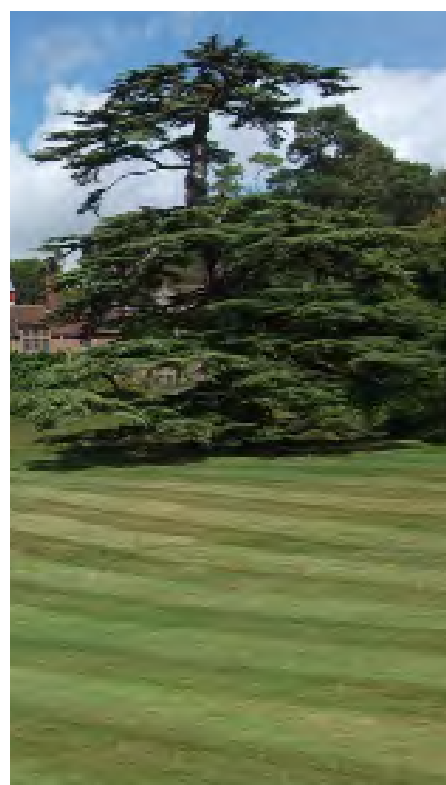
9.27 A new Green and Blue Infrastructure Strategy can be prepared to help inform Plan Mid Devon, which can include a review of the green and blue infrastructure across the district and identify opportunities for enhancing and creating networks. This can be used to guide site allocations in the new Local Plan, site masterplan and planning applications submitted to the Council for determination.

Heritage Assets

9.28 Mid Devon has many heritage assets, including over 2,600 listed buildings and scheduled monuments, 51 conservation areas, and 3 registered parks. These assets are invaluable and irreplaceable, and give our landscapes, towns and villages their character, identity and sense of place. Unfortunately, there are currently 22 heritage assets in the district that are registered as being at risk.

9.29 Mid Devon's heritage assets include the Knightshayes historic park and garden, and Grand Western Canal – both are of particular significance to the future strategic planning of the district given their scale, location and wider setting.

9.30 Knightshayes is a Grade II* listed historical park and garden that is situated to the north of Tiverton. Within its borders are Knightshayes, a Grade 1 listed building, and several Grade II listed ancillary buildings. The property was initially built to overlook Tiverton (and the valley) because, in aesthetic terms, the town was seen as complementary to the estate. A historic landscape assessment undertaken for the National Trust (2007) identifies a substantial setting for Knightshayes park, which includes the whole of Tiverton and also open countryside to the west, south and east of the town.



9.31 The Grand Western Canal is a designated Conservation Area and also a designated County Wildlife Site. Originally it ran between Taunton in Somerset and Tiverton. Today, about 11 miles remain and this is important because of its countryside location and engineering features (built without locks, but with elevated sections and embankments, and cuttings).

9.32 The National Planning Policy Framework (NPPF) states that proposals affecting heritage assets and their settings should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. In addition, heritage assets should be conserved in a manner appropriate to their significance. The current Local Plan includes policies for protecting the historic environment, requiring development proposals to consider the significance of assets, in order to protect them from harmful effects.

9.33 The conservation and enhancement of heritage assets and their settings is important as it adds significant value to the character of towns and villages as well as landscape. In return it encourages cultural activities, economic development, tourism and social life. Well cared for historic environment also encourages a sense of belonging and identity.

9.34 There is a need to make sure that where development is planned this does not harm our heritage assets. Conservation areas protect the special architectural and historic interest of a place. Only one third of Conservation Areas in Mid Devon have been subject to a Conservation Area Appraisal (CAA) and even fewer have Management Plans (CAMP).

Conservation Area Appraisals (CAAs)

9.35 The Planning (Listed Buildings and Conservation Areas) Act 1990 requires the Council to determine which areas of special architectural or historical interest should be designated as conservation areas, and from time to time to review those conservation areas. There is no prescribed timescale for a review and while every 5 years is ideal, this will vary according to the development pressures in the local area. The Cullompton Conservation Area is currently being re-appraised as part of the preparation of a Management Plan, as it is on the national at risk register (together with the conservation area at Bow). The Council has identified a need to undertake further Conservation Area Appraisals in the district, to help avoid damage to heritage assets and their settings.

51 Conservation Areas in Mid Devon

Ashill	Chevithorne	Hockworthy	Sandford
Bampton	Coldridge	Holcombe Rogus	Silverton
Bickleigh	Colebrooke	Huntsham	Stockleigh English
Bickleigh Castle	Coleford	Kennerleigh	Stockleigh Pomeroy
Blundell's	Cove	Kentisbeare	Stoodleigh
Bolham	Cove Hill	Knowle	Thorverton
Bow	Craddock	Lapford	Tiverton
Bradninch	Crediton	Morchard Bishop	Uffculme
Cadeleigh	Cullompton	Newton St Cyres	Upton Hellions
Chawleigh	Culmstock	Oakford	Willand
Cheriton Bishop	Down St Mary	Oakfordbridge	Yeoford
Cheriton Fitzpaine	Grand Western Canal	Puddington	Zeal Monachorum
Chettiscombe	Halberton	Sampford Peverell	

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Grand Western Canal

9.36 Parts of the Grand Western Canal are under pressure through planned new development. The Eastern Urban Extension and other sites in Tiverton, as well as developments in Halberton and Sampford Peverell are in close proximity to the Canal's conservation area. A need has been identified to review the Grand Western Canal Conservation Area and this can provide an opportunity to undertake a canal sensitivity study. This could include consideration of a number of different objectives, including the planning of new development and mitigating its impacts on the character and setting of the Conservation Area. An up to date appraisal of the Conservation Area could help guide the future planning of development in the proximity of the canal, and be material in helping guide planning applications submitted to the Council for determination and decisions made on these.

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Question 31

Are there any specific parts of the Grand Western Canal that should be given more protection and why?



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IMPROVING OUR HEALTH AND WELL-BEING

10.1 Supporting healthy communities forms part of one the three overarching objectives for achieving sustainable development. National planning policy makes clear planning policy and decisions should aim to achieve healthy places which enable and support healthy lifestyles. The environment around us is one the key determinants affecting our health – physically and mentally.

10.2 The current Local Plan promotes healthy communities in a number of ways. While it facilitates the provision of well-designed and more affordable housing, and the creation of jobs, healthy places are supported through the delivery of:

- social, educational, recreational and cultural facilities and services
- access to high quality open space, public rights of way, recreational trails, accessible land, allotments and other green infrastructure, and
- opportunities for sport and recreation and the designation of Local Green Space.



10.3 Plan Mid Devon provides an opportunity to take these measures forward where new development is planned to continue to support our health and well-being. Additionally, Health Impact Assessments can be required when planning applications are submitted to the Council for determination.

10.4 A Joint Strategic Needs Assessment has been undertaken for Devon and was published in June 2021. This looks at the current and future health care needs of local populations to inform and guide the planning and commissioning of health, well-being and social care services within a local authority area. A key issue affecting Mid Devon is its ageing population and age-related health conditions, but there are also health issues related to younger age groups that will affect their health outcomes. The population profile of Mid-Devon has a significant and growing aged population, with the 65-84 age group growing by 23% from 2021 to 2040, and the 85+ age group nearly doubling over that period.

Health and planning

10.5 While younger age groups are proportionately smaller compared to the rest of England, health inequalities are still significant across these age groups. Hospital admissions for children and young people in Devon are considerably higher for mental health conditions, self-harm and injuries, and the gap is even wider for disadvantaged and looked after children. Furthermore, 11.8% of children in Mid Devon live in poverty. This has an impact on development of their skills for the workforce and consequences such as earning lower wages as adults.

10.6 Life expectancy has remained fairly stable over the last decade, with people living their remaining 10 to 15 years of life in poorer health, with leading behavioural risk factors being diet, lack of physical activity, alcohol intake and smoking. The Joint Strategic Needs Assessment identified for Mid Devon that 21.7% of the population is physically inactive and 31.1% are obese and 23.6% regularly using alcohol and 12.1% regularly smoking. Poor physical and mental health can impact on income and the ability to work, and increase demands for health and social care services. This in turn presents challenges around access to services in Mid Devon's rural areas.

10.7 Dementia diagnosis remains unchanged in Devon, and there is a potential gap of unmet need with an estimated 2 in 5 people aged 65 and over having undiagnosed dementia. In the UK there are about 850,000 people living with dementia, and this figure is projected to increase to 1.6 million people by 2040. Currently, it is estimated that 5.6% of the population are living with dementia in Mid Devon and the growth in this age group in Mid Devon presents clear challenges. The Royal Town Planning Institute has prepared advice about dementia and planning. People living with dementia may experience the built environment differently to other people. Good quality housing and well-planned places can have substantial impact on the quality of life for someone living with dementia – and can also help older people, people with disabilities and others in the community.

10.8 Climate change will bring more extreme weather events including flooding, heatwaves and impacts on air quality, which can affect health, well-being and safety, particularly for vulnerable and older people. Plan Mid Devon will seek to address these challenges.



COVID-19 pandemic

10.9 The COVID-19 pandemic and local / national lockdowns have placed restrictions on travel and meeting people and this had a disproportionate impact on older persons, and also persons with physical and learning disabilities. It has also brought into sharp focus the strengths and weaknesses of our places and our way of life.

10.10 The pandemic has highlighted health inequalities in terms of differences in people's health and well-being that result from the conditions in which they are born, grow, live, work and age. These conditions are wider determinants of health and include education, work environment, living and working conditions, income, access to health services, housing, and affordable food and fuel. For example, the pandemic has impacted social and community networks, showing that lack of social contact has a detrimental impact on mental health (causing or facilitating anxiety and depression). It has also had a negative impact on individual lifestyle factors such as lack of exercise and unhealthy diet, causing other health issues. There are actions in relation to land use planning that can be taken to reduce these (avoidable illnesses), including:

- Creating fair employment and good work for all
- Ensuring a healthy standard of living for all
- Create and develop healthy and sustainable places and communities

10.11 The Royal Town Planning Institute (RTPI) has launched its 'Plan the World We Need Campaign as part of a call to capitalise on the expertise of planners to achieve a sustainable, greener, resilient and inclusive recovery from the COVID-19 pandemic. Plan Mid Devon can take this forward locally, through the measures set out above and this can build resilience, and help tackle inequality and address climate change too. The preparation of Plan Mid Devon will provide an opportunity for a Health Impact Assessment (HIA) screening to help understand the effects of its policies and proposals on public health and well-being, and address these as the plan is finalised, and for the inclusion of a policy or requirement for certain development proposals to be subject to a Health Impact Assessment as part planning applications submitted for determination.





Question 32

Please select what you think should be the top three measures in terms of their importance in the planning our places to encourage and support healthy lifestyles

- **Healthcare infrastructure and facilities (where there is a need to support the new development)**
- **Buildings and spaces for community use to support social interaction and mental well-being**
- **Opportunities and access to open space and play and recreation**
- **Opportunities for active travel, including walking and cycle routes**
- **Opportunities for growing food locally, e.g. through allotments or the planting of fruit trees as part of landscaping schemes**
- **Good design and place making**
- **Decent homes and amenity space around them**
- **Improving habitats and biodiversity**
- **Other (please state what you think this should be)**

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Planning for new Healthcare facilities

10.12 The current Local Plan has included provision for a new doctor's surgery at Sampford Peverell, and more broad support for healthcare facilities as part of the planned growth at Tiverton and Cullompton. The preparation of a new Local Plan provides an opportunity to review and plan for new and improved healthcare facilities in Mid Devon, and include policies to help protect those facilities that already exist. There is further information about this section 8 'Infrastructure and how we travel'.



HOW OUR PLACES LOOK AND ARE USED

11.1 The Government introduced a new National Planning Policy Framework (NPPF) in July 2021. This places a stronger focus on the creation on beautiful buildings and places. The new NPPF:

- makes beauty and place-making a strategic theme in the Framework
- sets out the expectation that local authorities produce their own design codes and guides setting out design principles which new development in their areas should reflect
- sets an expectation that all new streets are tree-lined
- improves biodiversity and access to nature through design
- puts an emphasis on approving good design as well as refusing poor quality schemes.





11.2 Alongside the NPPF the Government has also published the National Model Design Code to form part the national planning practice guidance. This provides detailed guidance on the production of local design codes, guides and policies to promote successful design, and it expands on ten characteristics of good design set out in the National Design Guide. The National Model Design Code sets a baseline standard of quality and practice which the Council will be expected to take into account, including the approach to landscape, green infrastructure, biodiversity and tree-lined streets, as well as addressing the orientation of buildings to ensure adequate internal levels of daylight, prevent overheating, and protect the public realm from wind funnels.

11.3 The current Local Plan includes policy DM1 on High Quality Design and the Council has recently adopted a new Mid Devon Design Guide. This is firmly rooted in an assessment of the design characteristic of buildings and places in Mid Devon and contains guidance on how development can be carried out in accordance with good design practice.

11.4 The preparation of a new Local Plan now provides an opportunity for us to set a high bar for beauty and design quality. It can help us ensure that new homes are built to a much higher standard, and that developments are visually attractive, function well and add to the overall quality of the area. Development that is not well-designed can be refused, especially where it fails to reflect design policies, the Mid Devon Design Guide and Government guidance on design.

11.5 Mid Devon District Council is one of 14 councils in England chosen to take part in a fully-funded pilot programme to test the Government's new National Model Design Code (NMDC). It is a six-month testing programme to see how the design code could be applied in the area. The document provides guidance to Local Planning Authorities on how to produce the design codes, sets out methods to capture and reflect the views of the local community from the outset and provides a resource of good urban design principles that can be used to inform planning decisions.

11.6 Strategic allocations will need a comprehensive approach to delivering high quality development with coordinated infrastructure provisions. A key element of this is through masterplanning and parcel plans. Plan Mid Devon will have an opportunity to set out expectations for masterplanning, phasing and partnership working.

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Question 33

National Planning policy and guidance does not define what is meant by 'beauty' in design. What aspects of design, such as layout, architecture or landscape elements, do you think would contribute to create beautiful places and buildings?



OUR TOWNS AND THEIR ENVIRONS

12.1 Most planning activity takes place around the district's three main towns at Tiverton, Cullompton and Crediton and their immediate environs. This is since they have the largest communities and are where the greatest need exists for new homes, jobs, services and other facilities to be provided. Additionally, for sustainability reasons, they are where the substantial proportion of new development is planned through Local Plans, including through redevelopment and extensions to the urban extensions and provision of new transport and other infrastructure.

Town centre vitality and viability

12.2 Mid Devon's three main towns – Tiverton, Cullompton and Crediton each have key roles in providing a range of shops, employment and services for their communities and their environs. However, their town centres face a challenging future due to changing national retailer requirements, online shopping and reduced consumer spending. This has become more pronounced due to the COVID-19 pandemic and with greater reliance on shopping over the internet and home deliveries.



12.3 It is recognised that the town centre is at the heart of a market town's community. For this reason the adopted Local Plan identifies 'primary shopping areas' in the three main town centres, where the shopping function will be safeguarded and enhanced. Within these 'primary shopping areas' are areas of 'primary shopping frontage' where retail development is concentrated, including a high proportion of uses such as food, drinks, clothing and household goods. The Local Plan has a requirement that at ground floor level the proportion of A1 (retail), A2 (financial and professional) and A3 (café and restaurant) will not be permitted to fall below 85% of all units. Generally, planning permission would not be needed when the existing and the proposed use fall within these three use classes.

12.4 In September 2020 the Government simplified the use classes order to help achieve its policy objective to rejuvenate and safeguard the vitality and viability of town centres. This included replacing use Classes A1, A2, A3 and Class B1 (Business) into a new 'Class E' (Commercial, Business and Service), which has enabled a wider range of use changes within this new class. The Government has subsequently brought into force from 1st April 2021, and which took effect from 1st August 2021 a permitted development right for change of use from Class E to residential use, which is intended to help bring forward new homes through the conversion of existing buildings. This only applies to properties under 1,500 square metres of floorspace, and to properties that have been in Class E use for 2 years and have been vacant for 3 months ahead of a prior approval application date to the Council. Prior approval is where confirmation is sought from the Council that specified parts of a development are acceptable, before work can commence, and this allows the Council to consider the proposals and their likely impacts in regard to certain factors (e.g. noise, odour, waste handling, opening hours, air quality, design and appearance, transport impact, risk from flooding) and how these may be mitigated. While the change has the potential to enable more people to live in the three main town centres in Mid Devon, increase footfall and help support the evening economy, it also has potential to result in the loss of shops and other commercial uses, breaking up areas of primary shopping frontage and eroding the character and appearance of their primary shopping areas. However, it is not known what the scale of impact might be and whether the benefit of more residential use in town centres might outweigh any losses of commercial uses and would not fundamentally harm the vitality and viability of the town centres. For example, a small number of retail to residential conversions may have little impact on the total available retail floorspace, and not be sufficient to justify intervention by the Council.

12.5 There is an opportunity for the Council to introduce 'Article 4 Directions' at Tiverton, Cullompton and Crediton town centres to restrict Class E to residential permitted development rights. However, the potential harm that the direction is intended to address will need to be clearly identified and the move for a direction would be scrutinised by the Government. The Government has set out measures which will be included in a revised National Planning Policy Framework to ensure that Article 4 directions are used in a targeted way to protect the thriving core of historic high street areas. The use of Article 4 directions to remove national permitted development rights should: where they relate to change from non-residential use to residential use, be limited to situations where an Article 4 direction is necessary to avoid wholly unacceptable adverse impacts (this could include the loss of the essential core of a primary shopping area which would seriously undermine its vitality and viability, but would be very unlikely to extend to the whole of a town centre); in other cases, be limited to situations where an Article 4 direction is necessary to protect local amenity or the well-being of the area (this could include the use of Article 4 directions to require planning permission for the demolition of local facilities); in all cases, be based on robust evidence, and apply to the smallest geographical area possible.



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know what you think!

12.6 It is evident in a national context that shopping habits are changing and more people are choosing to shop online and have home deliveries. The current pandemic has helped to accentuate this trend. The preparation of a new Local Plan provides an opportunity to look at the role of town centres in Mid Devon afresh and reconsider the role of their core areas, with potential for a greater emphasis placed on supporting a visitor experience through leisure, entertainment and cultural activities, cafes, restaurants and bars, which can maintain and improve footfall and the time people spend in a high quality historic environment.

12.7 The new Local Plan will provide an opportunity to review the policy approach to our three main town centres. This could include:

- continuing to identify 'primary shopping areas' and the 'primary shopping frontages', with a percentage threshold for town centre uses, and with potential for using 'Article 4 directions to remove national permitted development rights to change to residential use, or,
- No longer defining 'primary shopping frontages' and allowing a wider variety of uses in the town centres to support their wider leisure, cultural and entertainment roles.

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Question 34

How should we prioritise the planning of Tiverton, Cullompton and Crediton town centres? Please go through questions 34A to D, and provide your reasons why.

- Maintain a high proportion of shops and other commercial uses and services?**
- Support a wider visitor experience by giving flexibility for a variety of other uses, including leisure, cultural and entertainment facilities?**
- Allow the conversion of more commercial properties to residential use?**
- Other, please tell us what**

12.8 The Council will continue to engage with Tiverton, Cullompton and Crediton Town Councils about the future of their town centres and will also encourage and look for opportunities for public and private partnerships to attract new investment.



Sustainable neighbourhoods

12.9 Mid Devon has many types of neighbourhoods, ranging from towns, villages and rural hamlets. Tiverton, Cullompton and Crediton make up our three main towns while there are 22 designated villages and multiple rural communities spread across the District. Mid Devon has a very low population density of 0.9 people per hectare²⁴ and of the challenges Mid Devon faces is ensuring that we have sustainable neighbourhoods, with everyday needs within easy reach for our communities for the wide range of neighbourhoods in our district. In planning for our communities, as well as embracing the special qualities of the different areas in our District there is a familiar concept that could help benefit all local areas, that is the 20-minute neighbourhood. 20 minute neighbourhoods can be supported through the planning of new facilities and also retaining those facilities which are already present but which could be at risk of closure.

12.10 The idea of the '20-minute neighbourhood' has been around for many years, but has more recently grown interest around the world, particularly since the COVID-19 pandemic has emphasised the importance of liveability of where you live. With people spending more time locally, working from home more frequently, using public green space, cycling and walking instead of using cars and connecting with neighbours. The basic idea is that people should be able to access their daily needs within a short distance from their homes. 20-minute neighbourhoods have multiple benefits, greater social and economic inclusion, including boosting our local economies, improving people's health and well-being, increasing social connections in communities and tackling climate change.

12.11 The concept is most commonly applied in urban areas however it is a useful tool for rural areas also. For our towns and larger villages it means creating complete, compact and connected neighbourhoods where people can meet their everyday needs within a short walk or cycle. For smaller villages it is making it easy for people so that they only need to get to one place for most of their needs. For more rural areas it's enabling those connections, making everyday resources within easy reach, by linking groups of villages and exploring opportunities for good walking and cycling networks.

12.12 Every community will have its own context and aspirations for the future. Any plans to create a 20-minute neighbourhood should be based on what the local community wants, however the following characteristics are likely to be part of the mix.



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12.13 This shouldn't mean discrete zones for living and working but rather a mosaic of neighbourhoods which interlink. Here at Mid Devon we are already embracing the idea of the 20-minute neighbourhood with a goal of making our District a great and inclusive place to live. The principles of a 20-minute neighbourhood largely formed part of the announcement from Government in 2017 for plans for a number of new Garden Villages and Towns across the County, including the proposed Culm Garden Village in Mid Devon. We have also started our own local research on what people think of their neighbourhood in new build homes. A resident's survey of recently completed new homes was undertaken in early 2021. The survey findings indicate that overall residents have a moderate level of satisfaction of their neighbourhood with residents most happy with their schools, safety, character and appearance and noise levels. However, what we can improve on are pedestrian and cycle routes both in quality and quantity to important services and facilities²⁵.

12.14 A number of partners nationally, including the Town and Country Planning Association, Sport England, Sustrans, the Design Council and Fields in Trust are working together to support the goal of achieving 20-minute neighbourhoods. To achieve 20-minute neighbourhoods in Mid Devon we will need the support of our communities and we will work together with a number of partners including Devon County Council who are our education and highways authority, the NHS, Healthcare Trusts, local businesses and many other key partners.

12.15 To help us achieve this goal we would like you to help us identify what is important to you in your neighbourhood and what we can improve.

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Question 35

Which town (or village or rural area) do you live in?

Question 36

What do you like most about where you live?

Question 37

How do you think we could achieve a 20 minute neighbourhood where you live to make it more sustainable?



Neighbourhood Planning

12.16 The Localism Act 2011 introduced a new approach to planning which has aimed to give people more say about what goes on in their local area. Town and parish councils in Mid Devon are able to prepare Neighbourhood Plans, Neighbourhood Development Orders and Community Right to Build Orders. Neighbourhood Planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area. Local communities can choose to set planning policies through a neighbourhood plan and/or grant permission through development orders. At the time of writing Mid Devon currently has one made Neighbourhood Plan and three Designated Neighbourhood Plan Areas. Once a Neighbourhood Plan has been examined and has passed its referendum it forms part of the statutory development plan for the area it covers, alongside the Mid Devon Local Plan and the Devon Waste and Minerals Plans, and carries full weight for guiding planning applications submitted to the Council for determination and the decisions made on these.

12.17 Where Town and Parish Councils are preparing neighbourhood plans the Council will work positively to help ensure that these are in general conformity with the strategic policies of the current Local Plan for Mid Devon. While a draft neighbourhood plan is not tested against the policies in an emerging Local Plan it should have regard to up to date evidence, such as local housing need, that will inform the local plan process. The Council will ensure that Town and Parish councils are fully engaged throughout the preparation of Plan Mid Devon and will discuss and aim to agree the relationship between policies in an emerging neighbourhood plan and those in the emerging local plan with regard to national planning policy and guidance.

Issues and opportunities to plan for

Tiverton and its environs

12.18 Tiverton is a medium sized market town serving a rural hinterland in the central part of Mid Devon and to the north. The strategy of the current Local Plan is to maintain its status as largest urban area in Mid Devon and increase the self-sufficiency of the town and its area by improving access to housing, employment and services for its population and that of the surrounding rural areas.

12.19 While the majority of current planned growth at Tiverton (1580 dwellings and 30,000 sq m of commercial floorspace) is through an eastern extension to the town, the long-term options for further growth are constrained by the town's topography, flood plains and the position of the A361. Cumulative traffic impacts on Junction 27 of the M5 must also be considered. Improvements to signalisation of the junction will have provided capacity for planned strategic development in Tiverton. However, additional development may require further improvements to the junction. Traffic assessments will be required where appropriate to consider impacts on the local and strategic road network.



12.20 The current local plan allocates land for development on a number of smaller sites at the town, including Farleigh Meadows (255 dwellings), Town Hall (59 dwellings), Moorhayes Park (8 dwellings), Howden Court (10 dwellings), Roundhill (20 dwellings), Palmerston Park (25 dwellings), Phoenix Lane (60 dwellings), and Blundell's School (200 dwellings). Land at Tidcombe Hall is identified as a contingency site (100 dwellings).

12.21 Other constraints to future expansion of Tiverton include the need to protect the Tidcombe Fen Site of Special Scientific Interest (SSSI), and the setting of the Grand Western Canal Conservation Area and Knightshayes Court Grade 1 Listed Building.

12.22 The Council is preparing a masterplan for Tiverton Town Centre. This is a key regeneration project that aims to enhance the economic prospects of the town and provide a clear strategy to make sure Tiverton builds on its existing qualities and assets to meet its full potential as a thriving market town. The masterplan will be a Supplementary Planning Document and a material consideration for decisions made on planning applications submitted to the Council for determination.

12.23 Tiverton Town Council is currently preparing a Neighbourhood Plan (NP) for its parish. The Neighbourhood Plan is in Pre-Submission (Regulation 14) stage. This includes policies on type, scale, design and character of new development. The policies also include provision for local green spaces, delivering biodiversity net gain, and protecting built heritage. The Neighbourhood Plan raises the issue of a sustainable and carbon neutral community, shortage of affordable homes, temporary accommodation and lack of pedestrian and cycle connectivity within and outside of the town. The Plan points out the need to revitalise Tiverton's historic town centre and the risk of losing footfall due to out-of-town retail, shopping centres and the internet, the need for lower cost rental housing, and the lack of starter units and office space.

12.24 The preparation of this Issues Paper has helped to identify some key local facilities and a range of issues affecting the Tiverton area, which we have listed below. We will take these into consideration and investigate further to help us prepare Plan Mid Devon. The following questions provide an opportunity for you to tell us more about these or other issues which you think are important to the future planning of Tiverton and its environs.

- A396 – heavy traffic and the narrow and historic Bickleigh Bridge
- Potential for a cycle route in the Exe Valley
- Provision of healthcare facilities locally, including the Tiverton and District Hospital
- Tiverton Museum of Mid Devon Life
- Opportunities to regenerate the Pannier Market and land at Phoenix Lane
- Visitor potential – enhanced provision of accommodation with the recently completed Premier Inn





Question 38

What do you think are the top 5 main issues affecting Tiverton and its environs that need to be addressed in a new Local Plan? Please rank these in order of importance (1 = most important, 5 = least important)

Question 39

What do you think are the opportunities for us to consider in the future planning of Tiverton and its environs, including locations that may be suitable for development?

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Cullompton and its environs

12.25 The current Local Plan includes proposals for Cullompton to become the strategic focus of new development in Mid Devon. This reflects the town's 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.

12.26 The Council is currently preparing a masterplan for Cullompton Town Centre. Once adopted this will form the basis 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, thriving and sustainable town post COVID-19 and into the future. This is alongside work to help regenerate Cullompton Town Centre through the High Streets Heritage Action Zone (HAZ) programme.

12.27 Cullompton Town Council has become the first in Mid Devon to have an approved Neighbourhood Plan, passing its referendum held on 6th May 2021. The Neighbourhood Plan now forms part of the statutory development plan for Cullompton parish, alongside the Mid Devon Local Plan and the Devon Waste and Minerals Plans, and carries full weight for guiding planning applications submitted to the Council for determination and the decisions made on these. It has policies on traffic and the public transport network, cycling and walking paths, flood attenuation, housing and gypsy and traveller sites. The policies also call for protection of the natural and historic environment, recreational facilities, economy and green space amongst others. The Plan points out flooding issues, lack of public rights of way, traffic congestion due to the proximity to the M5 and shortages of sports pitches.



12.28 The preparation of this Issues Paper has helped to identify some key local facilities and a range of issues affecting the Cullompton area, which we have listed below. We will take these into consideration and investigate further to help us prepare Plan Mid Devon. The following questions provide an opportunity for you to tell us more about these or other issues which you think are important to the future planning of Cullompton and its environs.

- The volume of traffic on the A373 to Honiton and the need for improvements to this road
- Traffic through the town centre when the M5 is closed and the unsuitable nature of the B3181 and A396 for diverted traffic
- Junction 28 – impact of M5 closures
- Monthly farmers market
- Disconnectivity between the western and eastern parts of Cullompton due to the town being bisected by the M5
- Lack of hotels, yet there are local visitor attractions, including the Blackdown Hills AONB and the Cullompton Leat
- There is need for connectivity between Cullompton and the proposed Culm Garden Village
- More cycling routes are needed
- Utilise available brownfield site opportunities
- Need for town centre improvements and parking
- Need for air quality improvements in the town centre
- Lack of space in the town centre for waste and recycling storage
- Opportunity for designing in underground waste collection facilities at the proposed Culm Garden Village to provide increased capacity and efficiency
- Opportunity for a new railway station





Question 40

What do you think are the top 5 main issues affecting Cullompton and its environs that need to be addressed in a new Local Plan? Please rank these in order of importance (1 = most important, 5 = least important)

Question 41

What do you think are the opportunities for us to consider in the future planning of Cullompton and its environs, including locations that may be suitable for development?

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Crediton and its environs

12.29 The current Local Plan includes proposals for Crediton to continue to develop in its role as a small and vibrant market town, serving a rural hinterland in the western part of the district. This strategy aims to improve access to housing within the town, expand employment opportunities and improve the quantity and quality of the existing retail provision.

12.30 The established settlement limit for Crediton is now at the extent of the parish boundary, with the exception of land to the south of the town. The future planning of Crediton will therefore need to include consideration of neighbouring parishes (Crediton Hamlets, Sandford, and Shoebrook, and also Newton St Cyres). This is since the town provides a range of local shops and services supporting this hinterland, and the town and its environs are connected by the A377 road (from Exeter to Barnstaple) and have strong ties of economic activity (including food production and food processing). The new Local Plan will provide an opportunity to look at the future planning of the Crediton area afresh, including the capacity of existing roads, opportunities for cycling and walking, improved rail services, and at a more strategic level investigating the feasibility of linking the A377 with the A30.

12.31 The Council has committed to prepare a masterplan for Crediton Town Centre. Once adopted, this will have Supplementary Planning Document status, with the aim to provide a clear strategy to ensure that Crediton town centre meets its full potential as an attractive, thriving vibrant place with a strong economic function, now and into the future.



12.32 Crediton Town Council is currently preparing a Neighbourhood Plan for its parish. The Neighbourhood Plan is in Pre-Submission (Regulation 14) stage. This includes policies on sustainable development, natural and historic environment, design, housing and site allocations. The policies also call for community facilities, town centre and economic development, and implementation of renewable energy. The Plan also points out issues such as poor mobile phone signal, lack of train station, removal of existing trees by development and losing open green fields and hedgerows to development.

12.33 The preparation of this Issues Paper has helped to identify some key local facilities and a range of issues affecting the Crediton area, which we have listed below. We will take these into consideration and investigate further to help us prepare Plan Mid Devon. The following questions provide an opportunity for you to tell us more about these or other issues which you think are important to the future planning of Crediton and its environs.

- Crediton town is developed to the limits of parish boundary
- There is a need for a cyclepath at Sandford
- Existing railway station
- Crediton has a strong local food scene
- Farmers market / dairy / products sold all over the country
- Milling / printing
- Crediton Hospital
- NHS hub
- Tourism and St Boniface Patron Saint of Devon – Church
- Need parking for touring coaches
- Poor air quality in the town centre
- Need sites for new businesses and to expand
- Queen Elizabeth School
- Rivers Creedy and Yeo – poor water quality in river Yeo





Question 42

What do you think are the top 5 main issues affecting Crediton and its environs that need to be addressed in a new Local Plan? Please rank these in order of importance (1 = most important, 5 = least important)

Question 43

What do you think are the opportunities for us to consider in the future planning of Crediton and its environs, including locations that may be suitable for development?

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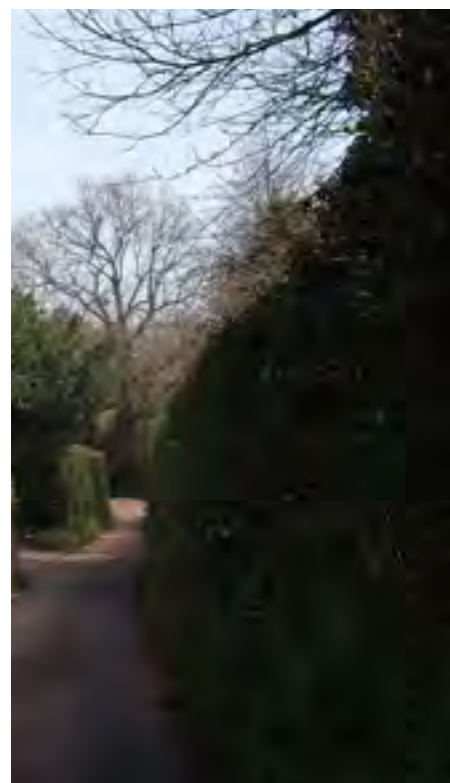


OUR RURAL AREAS AND VILLAGES

Rural vitality

13.1 Mid Devon has a network of villages and hamlets. Their provision of local shops, services and community facilities plays a vital role in maintaining rural prosperity and contributes to the overall sustainability of the district. Larger villages can often be complete, compact and connected neighbourhoods, whereas smaller villages and more rural areas rely on their access to larger settlements for their services and facilities or work in connection with each other as a cluster. However, changing shopping and cultural habits and lack of opportunities for the growth of village communities can impact on the vitality and viability of villages.

13.2 The current Local Plan includes a policy to help prevent the loss of community facilities such as the local shops, public houses, allotments, cultural and recreational facilities and other important local services, where this would damage a settlement's ability to meet its day to day needs or result in the total loss of such services to the community. Only in circumstances where the facility is proven to be no longer economically viable, including for alternative community uses, will applications for alternative use be considered acceptable. Assessment of viability will require the submission of detailed evidence relating to trading accounts, valuation considerations and the marketing of the business or property at a reasonable price for a minimum of 12 months.





13.3 Local communities can nominate buildings as ‘assets of community value’ to be added to a register held by the Council. Once on the register the owners of a facility will need to notify the Council if they intend to sell the asset, at which point the community will be offered the opportunity to purchase it. Mid Devon District Council will compile this list as community assets are brought forward. Applicants should contact the Council for further advice should they wish to apply for planning permission or change of use on a community facility that has been included on the register. The Council cannot refuse planning permission purely on the basis that a community asset is on the register.

13.4 The new Local Plan provides an opportunity to continue to have a policy to prevent the loss community facilities at villages. It can also identify land within or adjoining villages that would be suitable for new community facilities to be provided. The provision of this community facility could be achieved as part of mixed use development, such as housing, in that location and its viability sustained through a growth in local population.

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Question 44

Which community facilities in village(s) in Mid Devon do you think are currently at risk of being lost through closure or other development? Please tell us the name of the village and the community facility currently at risk.

Rural Accessibility

13.5 While some villages benefit from a connection to the railway network (Yeoford, Copplestone, Lapford), others are reliant on local bus services for public transport. For most people residing outside the three main towns reliance on the car is, and will continue to be, the main means of travel. The 2011 Census has shown that nationally, 48.9% of rural households had 2 or more cars or vans compared with 28.5% of urban households. In general, people living in rural areas will have lower levels of accessibility and journey times are likely to be longer to places of employment, schools, shops, healthcare and other facilities. In the future planning of rural Mid Devon there will be a need to look at ways to improve accessibility where possible and help those who may be disadvantaged through living away from the main service centres.





Small scale housing potential at villages to help sustainability

13.6 The sustainability of rural areas can be supported through the planning process through identifying opportunities for villages to grow and thrive. This can include providing for some small scale housing, which can help meet local housing need and can also support local shops and services, and could help bring about other improvements such as the introduction of public charging points for electric cars and investment in footpaths and cycle routes. Plan Mid Devon can seek to allocate sites within or adjoining those places which may already have some local facilities. There may also be an opportunity where there is a group of smaller settlements in Mid Devon for the new Local Plan to facilitate more development in one village where this may support services in a village nearby.

13.7 National planning policy provides some flexibility for affordable housing developments on rural exception sites in locations where there is a local housing need. This is explored further in Section 16. Such schemes could include land identified by Community Land Trusts. The Council will work with the Devon Rural Housing Partnership in assessing rural housing need, and through its housing enabling role will support communities in bringing forward small-scale affordable housing schemes in suitable locations that can help people continue to live in rural parts of Mid Devon where they work or have a strong local connection.

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Question 45

What do you think are the top 5 main issues affecting the rural areas and villages in Mid Devon that need to be addressed in a new Local Plan? Please rank these in order of importance (1 = most important, 5 = least important)

Question 46

What do you think are the opportunities for us to consider in the future planning of the villages in Mid Devon, including locations that may be suitable for development?

Question 47

Which village(s) in Mid Devon do you think should have more development to support the provision of new and improved community facilities, and why? Please tell us the name of the village, the community facility needed, and provide your reasons why.



Question 48

Please tell us where more development at one village in Mid Devon could help sustain local shops and services at a village nearby?

Fill out our survey online or request a paper copy. Make sure you let us know what you think!

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Rural economy

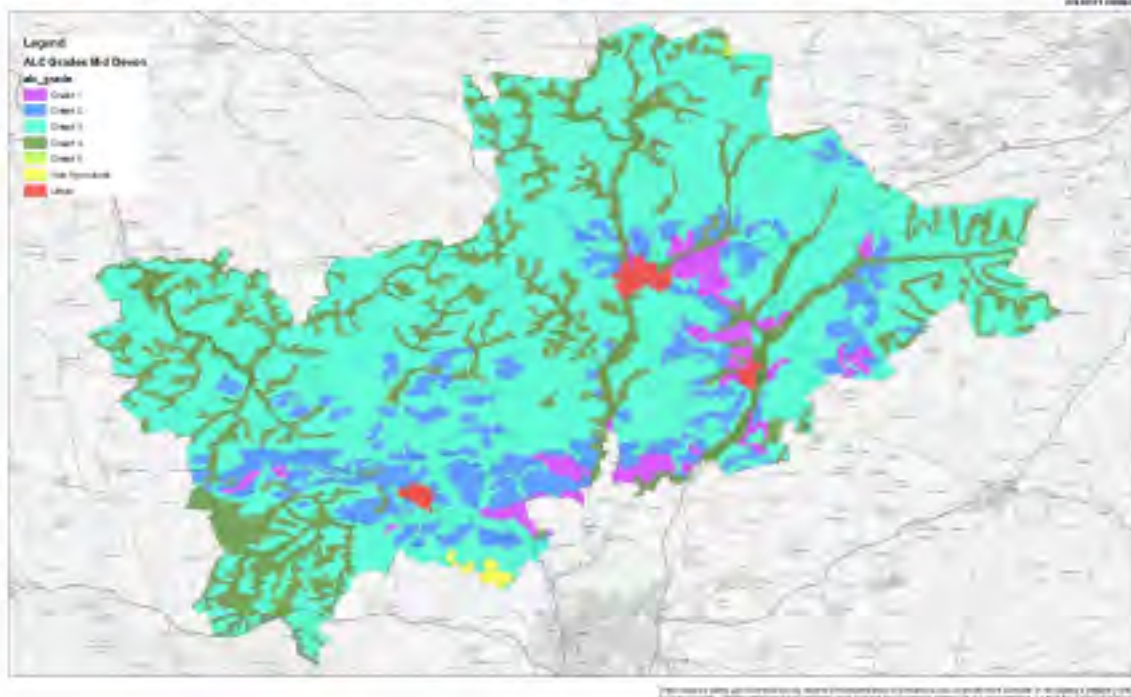
13.8 National planning policy makes clear that planning policies and decisions should support a prosperous rural economy through the sustainable growth and expansion of all types of business – through both conversion of existing buildings and well-designed new buildings. This can include farm diversification and the development of other land-based rural businesses.

13.9 Farming, is an important industry. It supplies most of our food and helps to influence the character and appearance of the countryside through the impact of farming practices and how land is managed. Agricultural Labour Force figures show that approximately 8% of the Mid Devon workforce is directly involved in agriculture, and 18.5% of Mid Devon businesses are dependent on agriculture either as primary producers, processors, manufacturers or retailers. Food processing is a major element of the manufacturing sector.

13.10 Yet, by and large, farming remains outside the country's land use planning system. This is since, under Town and Country Planning Act 1990 (TCPA 1990) "the use of any land for the purposes of agriculture or forestry... and the use for any of those purposes of any building occupied together with land so used" does not involve 'development'. Agriculture is defined as including: horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins, or fur, or for the purpose of its use in farming the land), the use of land as grazing land, meadow land, osier land, market gardens and nursery grounds, and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes.

13.11 The TCPA 1990 defines 'development' as the "carrying out of building, engineering, mining or other operations in, on, over or under the land, or the making of any material change in the use of any buildings or other land". Therefore, development will have taken place on agricultural or forestry land where; it is proposed to change how land or buildings used for farming are used for something else; new dwellings; or, usually where applying for a grant to fund a project that needs a building or other development. In such instances planning permission will be required. However, certain developments may also be permitted e.g. on farms of 5 hectares or more there is a right to erect, extend or alter a building, carry out certain excavations and engineering operation; temporary uses of land, agricultural buildings below a certain size, forestry buildings, and caravan sites and related buildings in some circumstances.





Protecting high grade agricultural land

13.12 Mid Devon is predominantly rural, with the majority of the total land area being in agricultural use. Nationally, the best and most versatile agricultural land includes land in grades 1, 2 and 3a of the Agricultural Land Classification. The majority of the district's agricultural land is in Grade 3 (65% of all the agricultural land), with 11% classed Grade 2 and 4% classed as the highest quality. Less than 46 hectares of agricultural land is deemed of the lowest quality, 0.1% of the total. National Planning Policy makes clear that planning policies and decisions should contribute to and enhance the natural and local environment, and recognise the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality. However, it is recognised that poorer quality land can still have an important role in supporting farming, such as where grassland is used for producing silage.

Farm diversification

13.13 The DEFRA Farm Business Survey 2019/20 has found that 68% of farm businesses in England had some diversified activity (defined as non-agricultural work of an entrepreneurial nature on or off farm but which utilises farm resources). For 39% of farm businesses with diversified activities, income from these activities accounted for at least 25% of their total farm business income. While 19% of diversified farms had income from sport, recreation, tourism accommodation and catering, 33% of diversified farms had income from solar and other forms of renewable energy. Brexit, the loss of European Union support and the prospect of trade deals could see UK food produce undercut by imports and by products of different standards. This could accelerate the diversification of farms nationally and in Mid Devon. A report published by the NFU Mutual in 2021 has shown that of 1600 farmers surveyed nationally, 34% of those that had already diversified said they planned to diversify further.

13.14 Local Plans can help support the farming industry through policies that are permissive for diversification, where proposals can: sustain the long term operation of the farm business; do not compromise the working of the farm business, and for example, are located within or well-related to existing building groups. Development on farms requiring planning permission could include, for example new buildings for the processing of food and non-food produce, its packaging and distribution. This can add value to farm produce and provide more local job opportunities. The introduction of a farm shop could also provide a direct point of sale for farm produce to consumers, and in doing so be more sustainable through helping to reduce food miles and carbon emissions produced through transportation to a supermarket or shop. Other forms of farm diversification can include tourism related development (such as tourism accommodation) and visitor attractions, or energy generation.

13.15 Farms may diversify in other ways, without the need for planning permission and through changes in land management. This can be supported through the Government's Countryside Stewardship scheme and might include using farm land for conserving and restoring wildlife habitats, natural flood risk management, woodland creation and management, reducing water pollution from agriculture, keeping the character of the countryside, preserving historic features in the landscape, and encouraging educational access. Where securing biodiversity net gain in new development could only be achieved through offsite provision, this might include opportunities on farm land in Mid Devon. This will need to be investigated further as Plan Mid Devon is prepared, and through engagement with farmers and the development industry. The Food, Farming and Countryside Commission (FFCC) has recently funded work to establish a Devon land use framework that will consist a set of agreed principles, processes and practices that can be used by organisations to guide decision-making on land use in Devon. While this will not be a statutory development plan it may be used to help inform the preparation of Plan Mid Devon.

13.16 Mid Devon has experienced many proposals coming forward for commercial uses at properties or on smallholdings where no meaningful farming activity takes place, which is not seen as farm diversification but the industrialisation of the countryside and which can bring with it pressures from increased vehicular movements, pollution and impact on the rural character and setting of parts of the district. The changing nature of farming has also led to the need for larger and taller farm buildings, which often cannot be accommodated in the existing farmstead, leading to industrial sized structures in the countryside, while traditional farm buildings remain redundant. The district is currently experiencing many planning applications for holiday chalets, holiday lodges and glamping facilities, in locations which include open fields and are unrelated to existing settlements or farmstead. This may be a result of a bubble in domestic tourism market through the pandemic, however, it may not be economically sustainable in the longer term and could risk changing the character of the countryside. Mid Devon has also experienced a growing bio-energy industry and currently has 6 anaerobic digester plants, where the break-down of organic waste is used to generate biogas to produce heat and electricity. While energy recovery from waste can be a sustainable option, where that waste would otherwise go to landfill (and create landfill methane emissions), the practice has raised some concerns about impact on residential amenity through increased vehicular traffic (through bringing in waste, potentially from a wide catchment), the storage of materials, noise and disturbance, odour; and, landscape and visual impact, highways and access, drainage, ecology, pollution and contamination, archaeology, appearance and character.





13.17 The current Local Plan includes policies to support rural employment development in the countryside provided the development is of an appropriate use and scale for its location, and would not lead to an unacceptable impact on the local road network and to the character and appearance of the countryside. The plan also includes policies specifically in relation to levels of vehicular movement and pollution from traffic and other forms of pollution where development risks negatively impacting on the quality of the environment.

13.18 Plan Mid Devon provides an opportunity to look at what types of employment development may be acceptable in a rural location. While the new Local Plan must be consistent with national planning policy it should seek to avoid an industrialisation of the countryside. Consideration should be given to the cumulative impacts of employment development on the rural character of the district, and for the need to work closely with neighbouring local authorities to understand the pressures from such activities across the wider area and how to plan for these in a coordinated and effective manner to support rural prosperity but protect the natural environment. Proposals for commercial development in the countryside can also be subject to Environmental Impact Assessments (EIA) to assess their effect on the environment.

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Question 49

What types of non-farming activity do you think should be supported in the countryside and why?

Question 50

What types of non-farming activity do you think should NOT be supported in the countryside and why?

13.19 Diversification of the rural economy may be hampered by poor digital connectivity and there may be a need for greater investment in digital infrastructure to help unlock rural economic growth, and maintain sustainable communities and improve social inclusion. Where Plan Mid Devon may provide for some growth at villages this could provide opportunities to help achieve improvements to digital infrastructure than benefit rural communities. The Council will work with providers of digital infrastructure to help coordinate investment in locations where development is planned.

Question 51

How should the Council provide more support for the growth and prosperity of the rural economy?



Neighbourhood Planning in rural areas

13.20 At the time of writing, the only Neighbourhood Plan currently being prepared outside the three main towns is for Silverton Parish, although interest has been expressed by several other parish councils.

13.21 The Silverton Neighbourhood Plan is expected to reach its Regulation 14 stage in the near future, and includes policies on protecting and enhancing natural and historic environment, community and recreational spaces and housing. The neighbourhood plan also calls for protecting local green spaces and public rights of way, high quality design of development and minimising flood risk. The Plan also points out issues such as lack of community spaces, lack of employment opportunities in the village, pressure of development and consequentially traffic because of its proximity to Cullompton, Tiverton and Exeter.



CULM GARDEN VILLAGE

14.1 The Culm Garden Village proposal is one of only 14 areas awarded Garden Village status by the Government in January 2017. Mid Devon's expression of interest for the Garden Village identified the potential to deliver up to 5,000 sustainable new homes in a country park landscape, with jobs, community facilities and transport, all integrated with Cullompton itself. 1,750 of these homes are already planned at East Cullompton through the current adopted Local Plan for the period to 2033 and there is provision for a further 850 new homes beyond. The development of a garden village in this location will build on the strategy of the current Local Plan, where Cullompton will be the strategic focus of new development in Mid Devon due to its accessibility, economic potential and environmental capacity.



14.2 The new Local Plan will need to carry forward the current planned development at East Cullompton together with the Garden Village proposal. This will include detailed policy for the area that will be identified through preparing the new Local Plan, including the provision and phasing of new infrastructure and transport improvements. The planning of the Culm Garden Village will need to include the provision of new schools, shops, services, health care and employment and supporting infrastructure. It will also include other benefits such as new open space, recreation and sports facilities and opportunities for walking, cycling, and access to the countryside. Our understanding of what is required will need to be informed through technical work. The ability to deliver these benefits through the planning process will principally be through developer contributions, together with other potential sources of funding which will be investigated. Flexibility to the plan for more than the 5,000 homes currently envisaged could help achieve greater benefits for the Culm Garden Village and wider Cullompton area in terms of community facilities and other infrastructure, and this can be investigated as part of the technical work that will be undertaken to inform the preparation of the new Local Plan. Development of the Culm Garden Village is expected to extend beyond 2043, which is why Plan Mid Devon will have a vision that looks further ahead (to 2053).

14.3 The Culm Garden Village will be a flagship development for the District, and will have an important role to play in showcasing high quality design of new development. The planning of the Garden Village will embrace 'Garden Community Principles' based on those first introduced in late 1800s and which have been tailored for the 21st Century. These aim to create diverse and healthy communities, high-quality affordable housing and locally accessible work, enhancing the natural environment, protecting biodiversity, using zero carbon and energy positive technology and creating green infrastructure networks. They have integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.



14.4 The Culm Garden Village is subject to ongoing masterplanning work. A stage 1 public consultation has been undertaken on a 'Vision and Concept for the Culm Garden Village' and an 'East Cullompton Masterplan Supplementary Planning Document Issues, Opportunities and Concepts' for the first phase of the Culm Garden Village. That engagement has identified a number of priorities that need to be addressed:

- Masterplanning should be landscape-led, building on the area's natural assets and creating quality green and blue infrastructure.
- Climate change, including opportunities for low carbon development, should be a key focus for the development.
- Natural flood management and sustainable urban drainage should form a key aspect of flood risk mitigation.
- Active transport (walking, cycling, public transport – bus and rail) should be the main transport choice.
- Improvements to the strategic road network
- The garden village should promote links (physical, social and economic) with Cullompton.
- The garden village should be self-sustaining with good employment and skills opportunities.
- Urban design should focus on a high quality living environment, taking into account the health and well-being of future residents.

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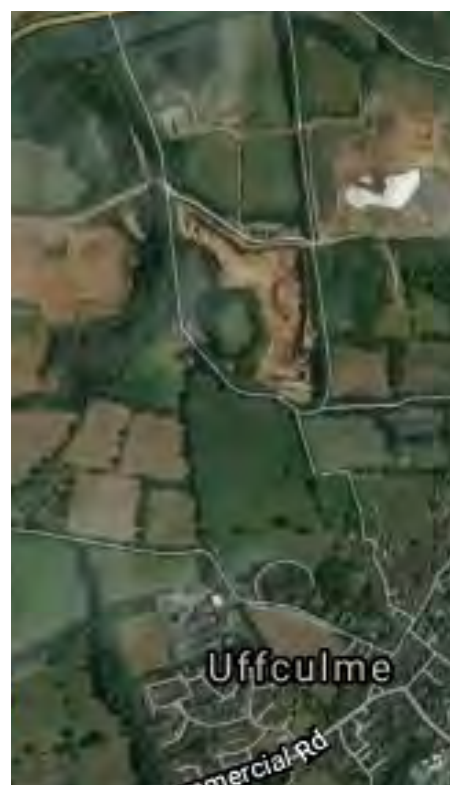
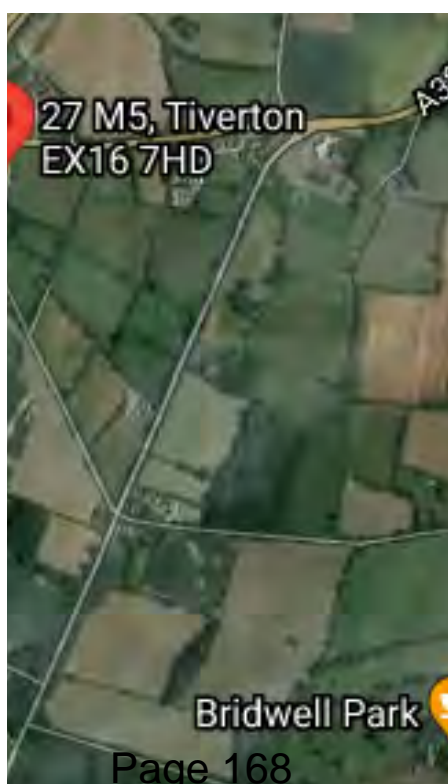
Question 52

What things do you think should be included in the planning of the Culm Garden Village to make it a successful place to live, work and visit? Please rank in their order of importance (where 1 is the most important)



PROPOSALS AT JUNCTION 27 M5 MOTORWAY

15.1 Undeveloped land adjacent to Junction 27 on the M5 presents a major opportunity for the future planning of Mid Devon, with potential to serve as an arrival point and gateway for visitors to the district and beyond, as a destination point and attraction in its own right than can benefit the local economy.



15.2 The current local plan includes provision for a major high quality regional tourism, leisure and retail attraction adjacent to Junction 27 on the M5 motorway, together with ancillary roadside services and supporting infrastructure including a pedestrian bridge linking the site to Tiverton Parkway railway station. The new Local Plan can take these proposals forward in their current form or could provide an opportunity to revisit them should circumstances have changed where there is a need to reconsider the suitability of land uses in this location. At this stage there is uncertainty over what medium and longer term impact there will be on the Mid Devon economy that may arise from both the United Kingdom leaving the European Union and also the COVID-19 pandemic. Technical studies and assumptions made in the formulation of the current proposals for Junction 27 may need to be updated as the new Local Plan is being prepared. The potential for new homes to be planned at Junction 27 has previously been explored through the preparation of the current Local Plan, However, this option was not taken forward since it was not considered to be a sustainable location away from an established settlement and local shops and services. However, Junction 27 may no longer be a location that is economically viable for a major retail attraction and this might have implications for the uses currently planned for.



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Question 53

Do you think we should:

- **Continue with current Local Plan proposals to develop land at Junction 27 for a major high quality regional tourism, leisure and retail attraction?**
- **Reconsider the current Local Plan proposals through updated technical studies and assumptions?**
- **Other (please state what this should be)**



A SUSTAINABLE DISTRIBUTION OF DEVELOPMENT ACROSS MID DEVON

16.1 The new Local Plan will need to set out an overall strategy for the pattern, scale and quality of development across Mid Devon to meet our needs – including new homes, employment, retail, leisure, other commercial development, infrastructure for transport, telecommunications and other matters, community facilities (including health and education), and also for conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure. The strategy will be informed through technical evidence including housing need, job opportunities, the availability of suitable locations and sites for development, infrastructure requirements, viability, physical constraints, and environmental matters. Inappropriate development in areas at risk of flooding, including where development could increase flood risk elsewhere, will be avoided. It will also be guided by national planning policy and achieving sustainable development, and the top priorities that we have identified for preparing the new Local Plan including responding to the climate emergency and moving to a net-zero carbon future.



16.2 To achieve sustainable development the spatial strategy of the current Local Plan identifies Cullompton as the strategic focus of new development, Tiverton and Crediton as secondary focus of new development, and more modest growth at villages. The current Local Plan sets out the amount (minimum dwellings) and distribution of development across the district as follows: Tiverton (2,358 (30%)), Cullompton (3,930 (50%)), Crediton (786 (10%)) and Rural (786 (10%)).

Main towns

16.3 The three main towns of Tiverton, Cullompton and Crediton are Mid Devon's most sustainable settlements due to their existing shops and services, facilities, employment opportunities, infrastructure and level of accessibility to the transport network. Additionally, they are where local housing need is greatest and where opportunities can exist to reduce the need to travel, particularly by car and instead walk, cycle or use public transport to help reduce carbon dioxide emissions, other pollutants and traffic congestion. For these reasons the three main towns should continue to be where most new development is planned. However, each town is affected to a greater or lesser extent by physical constraints to future growth, including topography, areas at risk of flooding, protected landscapes and settings, and barriers such as roads or rivers. They may also have other constraints in terms of the current capacity of local schools, transport network and other infrastructure. The strategy for the pattern of development will also be informed through technical studies, including an assessment of land that is available, suitable in planning terms, is capable of being achieved in the period of the Local Plan and would be viable (where there may be requirements for the provision of infrastructure or affordable housing).

Designated villages for limited development

16.4 The current local plan designates 22 rural settlements across Mid Devon as 'villages suitable for limited development'. They include:

Bampton, Bow, Bradninch, Chawleigh, Cheriton Bishop, Cheriton Fitzpaine, Copplestone, Culmstock, Halberton, Hemyock, Holcombe Rogus, Kentisbeare, Lapford, Morchard Bishop, Newton St Cyres, Sampford Peverell, Sandford, Silverton, Thorverton, Uffculme, Willand and Yeoford.

16.5 These are places that provide a limited level of services (education, convenience store, transport service) which support vibrant rural communities and which are suitable for a limited level of development meeting local needs appropriate for their individual opportunities. This can include housing to meet identified local housing needs. Development at these villages can be limited to within defined settlement limits and to allocations, and could help attract investment to support and improve local services, facilities and infrastructure where they may be needed, and may benefit adjacent communities where there is a need to travel further to these. National planning policy makes clear where there are groups of smaller settlements, development in one village may support services in a village nearby.



16.6 Plan Mid Devon can provide an opportunity to reconsider what level of services are needed for a rural settlement to be suitable for development to meet local needs, and also where by allowing some growth this could help retain existing and attract new facilities to support and improve local sustainability and the concept of a 20 minute neighbourhood. New technologies through improved broadband connections have meant that many are now able to work from home and also make use of home deliveries for shopping. This has helped to reduce the need to travel and associated traffic congestion. The increased ownership of electric cars and phasing out of petrol and diesel vehicles nationally will also continue to reduce pollutants from exhaust emissions. These trends have been accentuated through the COVID-19 pandemic.



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Question 54

What measures do you think we should take through Plan Mid Devon to support viable communities in the rural parts of the district?

- **Continue to restrict development to the currently designated 22 rural settlements based on their level of services (Yes/No)**
- **Identify certain settlements to grow as service centres for a local hinterland including nearby villages and hamlets (Yes/No)**
- **Allow limited development at more villages and hamlets to help meet identified local housing need, where these have good digital communications (broadband / wireless internet / satellite) (Yes/No)**
- **Other (please tell us what this is and why)**

Rural exceptions sites

16.7 National planning policy makes clear the Council should support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs, and allow some market housing on these to help facilitate them. The current Local Plan allows rural exceptions sites within or adjoining a settlement, which can include Tiverton, Cullompton and Crediton, and also the 22 rural settlements designated as villages suitable for limited development.





16.8 While sites that are allocated for new housing development at the main towns will include a proportion of affordable housing, the proximity of local services can justify affordable housing on exceptions sites adjoining the defined settlement boundaries where there continues to be an unmet housing need and where other planning considerations (such as access, landscape impact, etc.) can be met. This flexible approach could include the consideration of development proposals for affordable housing on sites adjoining Tiverton, Cullompton and Crediton that were not brought forward by land owners at the time that the Local Plan was being prepared. The national planning policy framework makes clear Local Planning Authorities should support the development of 'entry-level' exception sites (distinguished from rural exception sites), suitable for first time buyers (or those looking to rent their first home), unless the need for such homes is not already being met in their area. These should be on land which is not already allocated for housing, and be adjacent to existing settlements, proportionate in size to them and not compromise the protection given to areas or assets of particular importance and meet local design standards. Plan Mid Devon will provide an opportunity to consider how to plan for 'entry-level' exceptions sites.

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New homes elsewhere in the countryside

16.9 Outside the main towns and villages, development is currently restricted to agriculture and other appropriate rural uses where this can help promote a strong rural economy, enhance or maintain the vitality of rural communities, whilst retaining the intrinsic character and beauty of the countryside. While national planning policy makes clear that isolated new homes in the countryside should be avoided, there is a scope for Plan Mid Devon to include policies to support dwellings outside the main towns and designated rural settlements where there is an essential need for a rural worker; where the development would represent the optimal viable use of or secure the future of a heritage asset; it would reuse redundant or disused buildings; it would replace or involve the subdivision of an existing residential building; or would provide accommodation for gypsies and travellers. In question 54 we have asked whether Plan Mid Devon should include scope for limited development at more villages and hamlets to help meet identified local housing need, where these have good digital communications (broadband / wireless internet / satellite) and could support viable communities in rural parts of the district.

Question 55

What other things do you think we should take into consideration in a strategy for the broad distribution of development in the new Local Plan for Mid Devon?

Question 56

Are there any other issues that we have not identified or other matters that we have not discussed which you think are important to the future planning of Mid Devon? (Please tell us what these are and why)

NEXT STEPS

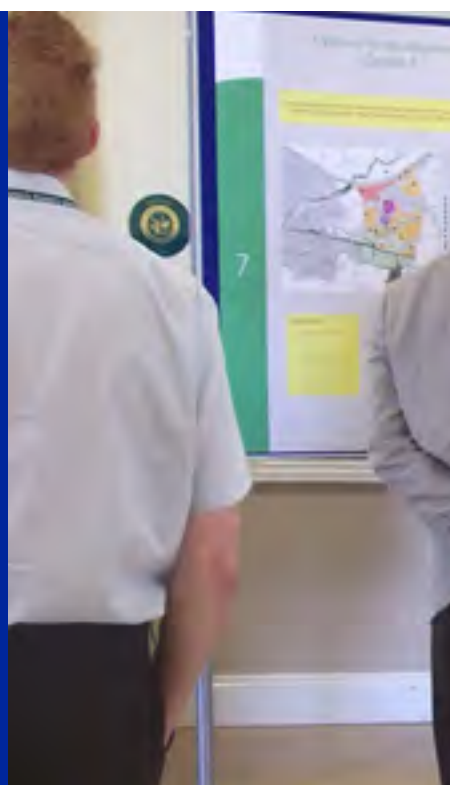
Consultation responses

17.1 This Issues Paper is the first key stage in preparing a new Local Plan for Mid Devon. Once the consultation has ended we will read through and carefully consider all the responses that we have received. We will use this information, alongside technical studies and other evidence to develop our understanding about what new development is needed to provide homes, jobs, community facilities, health, education, transport and other infrastructure and help us think about how Mid Devon should be planned in the future to meet the challenges of climate change.

17.2 All consultation responses will be published on our website and made publicly available, together with a report summarising what those responses were.

Duty to cooperate

17.3 There is a legal duty placed on the Council to engage constructively, actively and on an ongoing basis with other local authorities and prescribed organisations in relation to strategic matters when preparing a new local plan, including those matters that cross the district boundary. We will continue to engage with Government agencies, Devon County Council, neighbouring district Councils, Town and Parish Councils, the NHS, transport and other infrastructure providers over the coming months to help us think about how to plan Mid Devon.

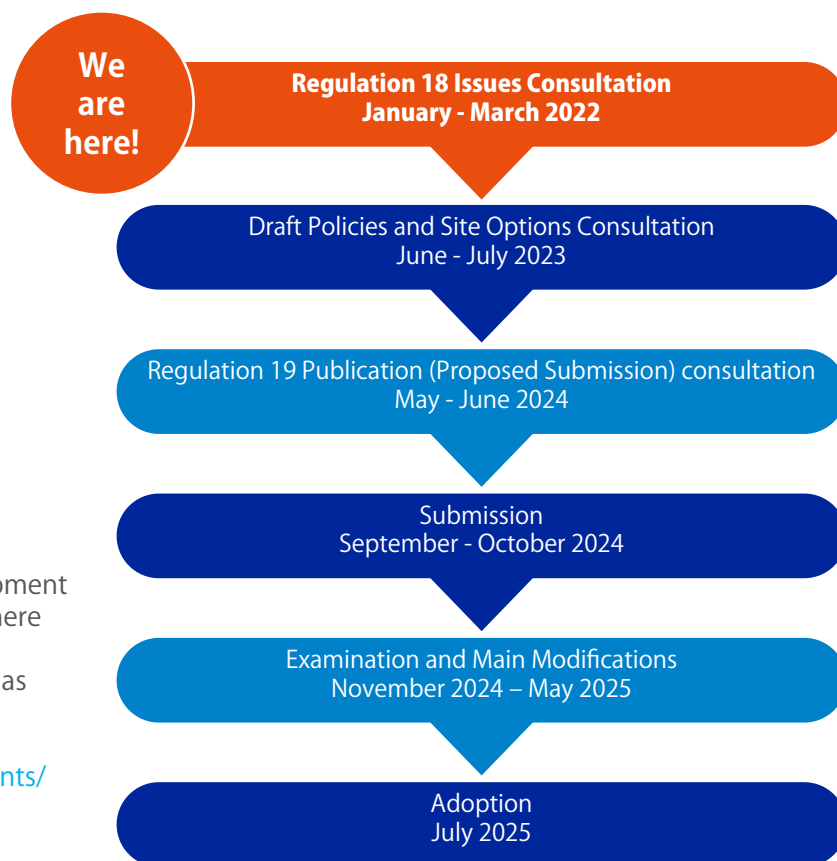


Timetable

17.4 The timetable for preparing Plan Mid Devon is set out in the Mid Devon Local Development Scheme:

17.5 The Mid Devon Local Development Scheme is published on our website here and will be kept under review as the plan making progresses and updated as necessary.

<https://www.middevon.gov.uk/residents/planning-policy/local-development-scheme/>



Draft Policies and Site Options stage

17.6 The timetable shows that we intend to publish and consult on a 'Draft Policies and Site Options' paper in the spring of 2023. This will provide you with a further opportunity to have your say, at an early stage in the preparation of the new Local Plan, on a set of draft policies and also potential locations across the district for new development – it could include a range of alternative options and also identify those options which are preferred. This stage can include consideration of potential alternative options for the area of land at Cullompton that will form the Culm Garden Village. The Draft Policies and Site Options stage will be an important step towards a completed draft plan in 2024.

Planning reforms

17.7 In August 2020 the Government published and consulted on a set of reforms to the planning system through the white paper "Planning for the Future". These proposals include simplifying the role of Local Plans, so that they identify areas for growth, renewal and protection, they include clear rules rather than general policies for development, and that they are visual, map based and standardised. The Government envisages that Local Plans will be shorter in length, limited to no more than setting out site or area-specific parameters and opportunities and will be prepared to meet a statutory timetable (of no more than 30 months in total) for the key stages of the process. While further details are awaited, it is likely that the preparation of Plan Mid Devon will be affected by reforms to the planning system where these may be introduced over the next several years. For the time being we will continue to prepare the new Local Plan following the current legislation, national planning policy framework and planning guidance.

APPENDIX 1 – GLOSSARY

Affordable housing:

A term which relates to housing which is either for sale or for rent – or a combination of both – at below current market values. Typically, it takes the form of social rented, shared ownership, key worker, outright below market sale or below market rent in the private sector.

Article 4 Direction:

A tool used by local planning authorities to remove some or all permitted development rights that apply to a particular site or area.

Brownfield land:

See previously developed land.

Carbon neutral:

Achieving an equal balance between the amount of carbon emitted to the atmosphere by an activity with the amount of carbon absorbed from the atmosphere by a natural carbon store, such as a woodland, or a technological process such as carbon capture and storage.

Carbon offset:

An action intended to compensate for the emission of carbon dioxide into the atmosphere, such as tree planting.

Climate Change Adaptation:

Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate Change Mitigation:

Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Co-housing:

A group of homes that include some shared facilities (areas, rooms, equipment, or services for particular activities). They are intentional communities, created and run by their residents. Residents come together to manage their community, share activities, and regularly eat together.

Community led housing:

Community groups managing housing projects that build decent and affordable homes. The groups also manage empty homes and buildings so that those can be brought back into use to meet local housing needs. Projects are usually developed by or in partnership with a community organisation. The local community organisation owns, manages or provides stewardship of the homes and the benefits of the scheme to the local area and/or specified community group are clearly defined and legally protected in perpetuity.

Custom and self-build:

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing.

Designated heritage asset:

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

Development Plan:

A set of documents that includes adopted Local Plans, Neighbourhood Plans and the Waste and Minerals Local Plan. Planning applications have to be decided in accordance with the Development Plan unless material considerations indicate otherwise. All development plan documents are subject to public consultation and independent examination.

Embodied carbon/energy:

The total life cycle carbon or energy used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.

Equalities Impact Assessment (EqIA):

Analysis of the potential and actual effects of a policy on vulnerable groups and make suitable modifications to reduce or avoid any negative impact.

Fabric first approach:

A technique which involves maximising the performance of the components and materials that make up the building structure, before considering the use of mechanical or electrical building services systems.

Habitat Regulations Assessment (HRA):

A series of stages of assessment to determine whether proposed plans or projects may be capable of having a significant (adverse) effect on a site designated as containing habitats and species of European importance. The legal protection status conferred has been interpreted into British law and remains so post-Brexit.

Heat network:

Heat networks allow heat generated remotely to be used to provide heating and hot water to buildings connected to the network, which provides greater efficiency of space and energy use than individual conventional boilers. Heat networks also provide an opportunity for whole network decarbonisation, rather than house-by-house measures.

Heritage asset:

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the Local Planning Authority (including local listing).

Housing market area:

A geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work. The Greater Exeter area broadly functions as a single housing market area.

Infrastructure Delivery Plan (IDP):

A plan which identifies the infrastructure that is required to support new development, a growing population and the key aims of a development plan document. It provides clarity for councils, landowners, developers, infrastructure providers and the community about the infrastructure required, when it is needed, how much it will cost and how it will be funded.

Local Plan:

A plan for the future development of a local area, drawn up by the Local Planning Authority in consultation with the community. The Local Plan is part of a set of development plan documents.

Local Planning Authority (LPA):

A Local Planning Authority undertakes the town planning function at the local level (except minerals and waste planning which is undertaken at a County Council level).

Major development:

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m² or more, or a site of 1 hectare or more.

National Planning Policy Framework (NPPF):

This sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a planning framework within which local people and the Council can produce their own distinctive local and neighbourhood plans, to reflect the needs and priorities of their local communities.

Neighbourhood Plan:

A Development Plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. They help decide the outcome of planning decisions, along with the Local Plan, national policy and other considerations and can help decide how the area should grow and develop, and what should be protected.

Net-zero (emissions):

Achieving an overall balance between emissions produced and emissions taken out of the atmosphere, resulting in neither a surplus nor a deficit of emissions when gains and losses are added together.

Open space:

All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

Passive design:

Approaches to building design and development masterplanning that maximise natural heating, cooling, lighting and ventilation opportunities, and minimise additional energy use for these purposes. These can include techniques that increase thermal massing and insulation and take account of orientation and solar gain.

Planning obligation:

See Section 106 Agreement.

Previously developed land:

Also known as brownfield land. Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape during the process of time.

Registered Provider (RP):

Organisations that provide affordable housing. Registered providers include local authority landlords and private registered providers, such as not-for-profit housing associations and for-profit organisations.

Renewable and low carbon energy: Energy that comes from resources which are naturally replenished on a human timescale such as sunlight, wind, rain, tides, waves, biomass and, although not strictly renewable, geothermal heat is generally included. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

Renewable technology:

Using natural energy to make electricity. Fuel sources include wind, wave, marine, hydro, biomass and solar. It is also made using sources of natural energy that are quickly replaced, such as biomass.

Rural exception sites:

Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the Local Planning Authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

Section 106 Agreement (S106):

Legally enforceable agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that are used to help mitigate the specific impact of a development where it would generate additional needs e.g., on community infrastructure. Planning Obligations are calculated on a case by case basis.

Site of Special Scientific Interest (SSSI):

Legally protected areas of nature conservation and scientific value identified as being of national (and sometimes international) importance.

Small sites:

In order to help diversify the housing market, Local Planning Authorities are required to identify, in their development plans and brownfield registers, 10% of the housing requirement on sites no larger than 1 hectare in size unless there are strong reasons why this target cannot be achieved.

Social inclusion:

The position from where someone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers for people or for areas that experience a combination of linked problems such as unemployment, poor skills, low incomes, poor housing, high crime environments, bad health and family breakdown.

Strategic Environmental Assessment:

A procedure which requires the formal assessment of certain plans and programmes which are likely to have significant effects on the environment.

Supplementary planning documents (SPD):

Add further detail to the policies in the Development Plan. They can be used to provide additional guidance for development on specific sites, or on particular issues, such as design or air quality. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the Development Plan.

Sustainability Appraisal:

A statutory requirement that is designed to ensure that the plan preparation process maximises the contribution that a plan makes to sustainable development and minimises any potential adverse impacts. The process involves appraising the likely social, environmental and economic effects of the policies and proposals within a plan from the outset of its development.

Viability appraisal:

The economic circumstances which would justify development taking place, determined by carrying out a financial assessment. It can be undertaken by either a local authority or a developer and is based on a comparison of development cost related to development value. It is used to ensure that policies, infrastructure requirements and affordable housing targets are realistic and deliverable and is primarily employed at the plan making stage.

Whole Life-Cycle (WLC) carbon emissions:

The total greenhouse gas emissions arising from a development over its lifetime, from the emissions associated with raw material extraction, the manufacture and transport of building materials, to installation/construction, operation, maintenance and eventual material disposal.

Windfall sites:

Sites not specifically identified in the Development Plan.

Zero Carbon:

The emissions produced from a product or service produce no carbon.

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Plan Mid Devon

Sustainability
Appraisal Scoping
Report
January 2022

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1 Introduction

- 1.1 Local Plans set a vision and framework for the future development of an area. They are at the heart of our planning system with a requirement by law, that planning decisions are taken in line with the Local Plan unless there are other overriding material considerations. The National Planning Policy Framework sets out the objectives of a Local Plan¹, which includes a key objective of contributing to the achievement of sustainable development.
- 1.2 Mid Devon is beginning the process of preparing a new Local Plan for the district, 'Plan Mid Devon'. The document will cover Mid Devon District, excluding part of the district within Dartmoor National Park and will set out the strategy and framework for the area. This will include the level and distribution of development over a to 2043 set within a vision that looks further ahead (to 2053). Mid Devon covers an area of 353 square miles (914km²), has a population of 83,290² and is situated between Dartmoor National Park, Exmoor National Park and the Blackdown Hills. The document will consider a wide range of factors including climate change, the economy, the natural and built environment, health and well-being, the community and infrastructure. The evidence base for the Local Plan will consider other plans and programmes that may have a bearing the content and direction of Plan Mid Devon. Once adopted, Plan Mid Devon will replace the current 'Mid Devon Local Plan 2013-2033'.
- 1.3 Plan Mid Devon will set a framework through its adopted planning policies, which influence a range of plans and programmes. This includes planning applications where planning decisions are taken in line with the Local Plan. Masterplans, in which the Local Plan identifies and allocates strategic sites with policies that set out the agreed principles for development. Neighbourhood Plans, which must be in conformity with the strategic policies of the Local Plan to meet their basic conditions test and Supplementary Planning Documents which build upon and provide more detail about policies in the Local Plan.
- 1.4 In order to be in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004 [SEA Regulations] and the Planning and Compulsory Purchase Act 2004, any plan must be subject to a Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA). SA/SEA (or SA for short) is a legal requirement and important for testing the 'soundness' of Local Plans that is required by the National Planning Policy Framework 2021 (NPPF)³. It assists in promoting sustainable development through integrating sustainability considerations into plan making. It is an iterative, ongoing process and integral to plan making. The process helps to consider the effects of the plan (and the effect without the plan) on the environment, people and the economy. It helps planning authorities to consider the merit of a variety of options to help determine the sustainable policy decisions.

¹ National Planning Policy Framework (2021) Chapter 3

² Nomis Mid-Year Population estimates (2020)

³ National Planning Policy Framework (2021) para 35

- 1.5 Guidance on the preparation of the SA can be found on the National Planning Policy Guidance (NPPG) website which includes the following flowchart which sets out the SA process alongside Local Plan preparation⁴.

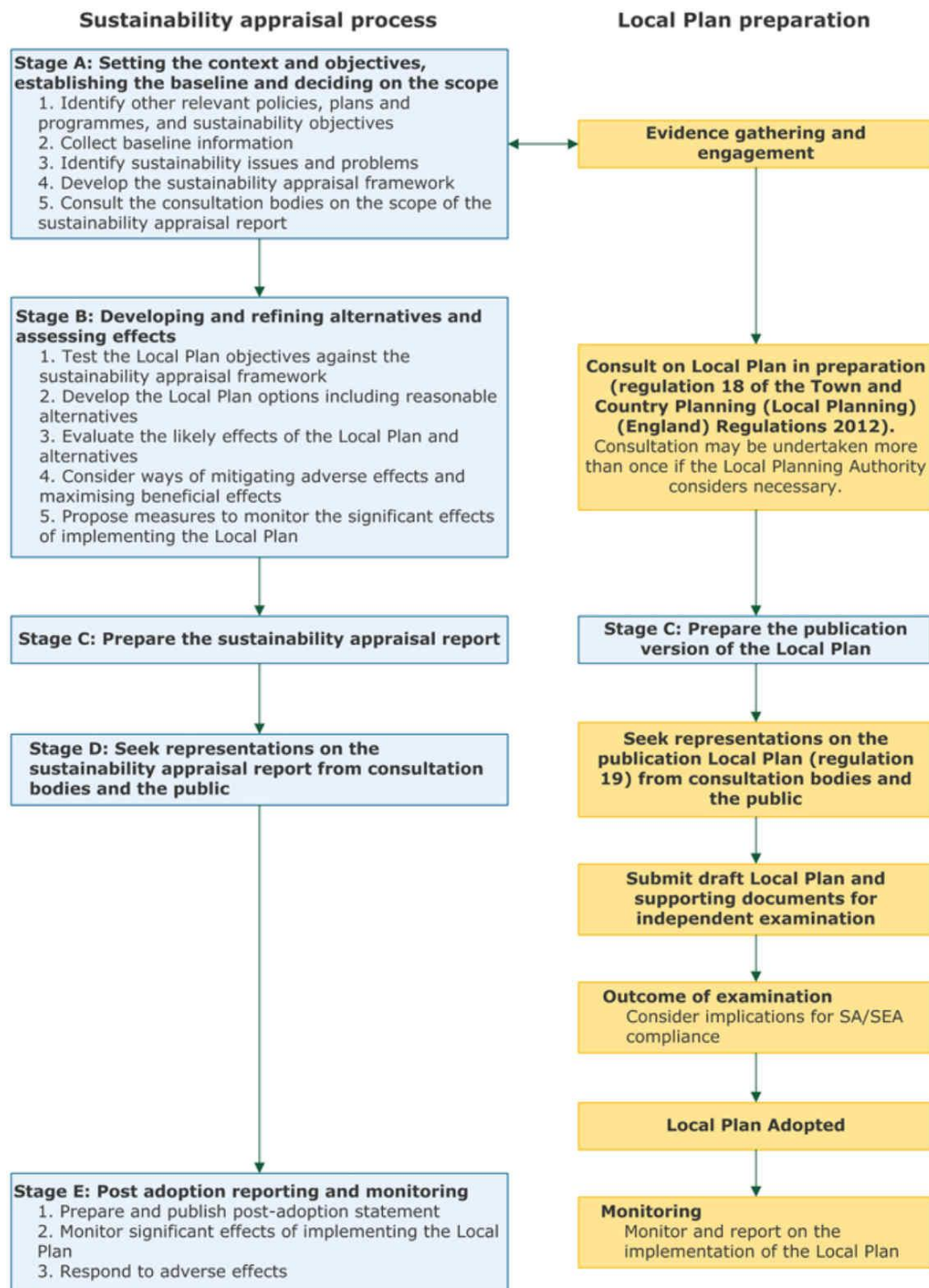


Chart 1: Sustainability Process and Local Plan preparation

⁴ National Planning Policy Guidance Strategic environmental assessment and sustainability appraisal (Published February 2015, last updated December 2020)

- 1.6 The SA will highlight potential negative impacts of the plan and in doing so provides the opportunity for these effects to be avoided or mitigated. It is possible that in some cases development which is in some aspects less sustainable from one perspective may still take place, for example, where the social and/or economic benefits outweigh environmental impact. Appendix 1 and 2 signpost how the SEA/SA requirements have or will be met throughout the development of this Local Plan. This scoping report is the first stage in the preparation of an SA for Plan Mid Devon. It will be developed and updated as the Local Plan is prepared.

2 Relevant plans, programmes and strategies

- 2.1 The first stage of undertaking a SA involves identifying and taking account of other relevant policies, plans and sustainability objectives. The Local Plan will not be a document developed in isolation. Its content will be influenced by a large number of factors including UK legislation, national policies and other plans and strategies at a local level. Understanding the relationship between the Local Plan and these policies is important as it will influence the options considered in preparation of the plan. Information on these relationships will reveal where there are shared objectives or inconsistencies and constraints to be addressed. Generally only adopted plans, programmes and strategies have been fully considered as part of this stage of the SA given that draft documents are subject to change.
- 2.2 In August 2020, the Government published and consulted on a set of reforms to the planning system through the White Paper “Planning for the Future”. These proposals include simplifying the role of Local Plans, so that they identify areas for growth, renewal and protection, they include clear rules rather than general policies for development, and that they are visual, map based and standardised. The Government is currently analysing feedback and further details are awaited. Given the draft status of this document, it has not formed part of the reviewed plans and programmes at this stage. As new relevant plans, programmes and strategies are identified and adopted throughout the plan preparation process these will be considered alongside the development of the Local Plan.
- 2.3 The reviewed plans, programmes and strategies have been grouped into theme areas. Many of the themes will cut across each other, however to allow analysis they have been collated under particular headings. Only the conclusions from the review of relevant plans are contained below; the full review of plans and strategies can be found within Appendix 3.

Climate Change

- 2.4 The UK is committed to achieving targets in reducing greenhouse gas emissions in order to tackle climate change. Devon County Council has declared a ‘Climate Emergency’ and has initiated a county-wide partnership to ensure Devon becomes Carbon Neutral by 2050. Mid Devon District Council formally signed the declaration to meet the county-wide carbon plan but will aim for Mid Devon to become carbon neutral by a more ambitious date of 2030. Planning has a significant part to play in achieving these targets for reducing carbon emissions. The reviewed plans, programmes and strategies identify that planning can help minimise the impacts of climate change through development in sustainable locations, supporting the delivery of renewable and low carbon energy development, improve the energy efficiency of the fabric of buildings and minimise waste in development.

Wealth and Prosperity

- 2.5 National Government has an objective to achieve prosperity across the UK with a focus on ‘clean growth’. The planning system should support the development of strong, sustainable and balanced economic growth. The rural economy is recognised as providing an important contribution to the national economy. Locally there is an ambition to deliver a growth agenda and increase prosperity. Energy, high value engineering and digital, are areas identified as the

heart of the local economy with opportunities to drive clean and inclusive growth across multiple sectors.

Natural and historic built environment and respecting environmental limits

- 2.6 The plans, programmes and strategies reviewed identify the importance of protecting and enhancing the natural and built environment. The natural and built environment contributes to sustainable and distinctive places to live and work and helps to deliver positive and sustainable economic growth. National policy identifies the need to provide net gains for biodiversity and sets out the importance of respecting environmental limits in the context of climate change including flood risk, reuse of existing resources and improving resilience. Recently a national plan to deliver effective tree-based climate mitigation has been published and the Environment Act includes a measurable output for biodiversity net gain.

Health and Well-being

- 2.7 The reviewed plans and strategies set out the importance of delivering an integrated approach to new development. Access to services and facilities, the creation of safe lifetime neighbourhoods and the availability of local greenspace are vital in the creation of healthy and inclusive communities which meet changing needs. Supporting healthy communities forms part of one of the three overarching objectives for achieving sustainable development. National planning policy sets out that planning policy and decisions should aim to achieve healthy places which enable and support healthy lifestyles.

Rural Areas

- 2.8 Rural areas are home to a significant proportion of our population. Rural businesses make a substantial contribution to the economy and should be supported to grow. Agriculture remains an industry that has faced many challenges but is an important feature of our rural areas. Rural areas experience social issues such as poor access to services and facilities, whilst the growth of their economies may be hampered by poorer broadband speeds. National Policy seeks to support a prosperous rural economy. Programmes such as connecting Devon and Somerset has invested in digital communication in our rural areas. In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.

Access to New Technologies and Digital Communications

- 2.9 The importance of digital infrastructure is identified nationally with a target for all parts of the country to have full fibre broadband coverage by 2033 and for the majority of the population to have 5G coverage by 2027. It is seen as a fourth utility with everyone benefiting from improved connectivity. It is identified that improved connectivity increases innovation and productivity across the economy, bringing significant rewards⁵. Mid Devon has some of the most digitally isolated areas in the UK and poor broadband speed and mobile coverage is identified as a

⁵ Department for Digital, Culture, Media & Sport (2018) Future Telecoms Infrastructure Review

barrier for economic growth⁶. A local government led programme is underway to help improve the digital connectivity of Devon and Somerset.

Homes

- 2.10 The reviewed plans and strategies has highlighted an urgent need to address the housing emergency. An insufficient numbers of homes have been provided to meet needs and there is an increasing gap between the cost of new homes and wages. There is a need to address housing affordability and diversify the housing market, opportunities may include alternative housing solutions such as custom and self-build, modern methods of construction and cohousing/community led housing. There is also a need to consider specialist housing such as that for older persons, this may rise to the need for proposals including sheltered accommodation, care homes and nursing homes. There is also a requirement to assess the need for traveller sites and to plan for these in a sustainable manner over a reasonable timescale.

Infrastructure and How We Travel

- 2.11 The reviewed plans and strategies highlight the importance of delivering infrastructure to meet the needs of existing and new communities. It is important to identify, coordinate and align infrastructure with growth. Infrastructure covers a wide range of features including roads, water, sewers, electricity, gas and telecommunications. Investment in infrastructure will drive wider economic benefit. In relation to the provision of infrastructure, there is also a goal to meet the UK's net zero target by 2050 and to decarbonise transport which will have an influence in how future infrastructure is delivered and achieved.

How Places Look and are Used

- 2.12 The 2021 NPPF significantly edits the chapter on 'Achieving Well-Designed Places' with a much bigger focus placed on making 'beautiful' and sustainable places. The use of plans, design policy, guidance and codes is identified to achieve this. The important contribution trees make to the character and quality of urban environments is emphasised in this iteration of the NPPF with the requirement for planning policies and decisions to ensure that new streets are tree-lined and opportunities are taken to incorporate trees elsewhere in developments. The role of the National Design Guide and National Model design code is also set out whereby local design guides or codes must be consistent with the principles set out in these documents. The Mid Devon Design Guide (2020) is an SPD for the current Local Plan and provides a range of non-prescriptive guidance for development within Mid Devon.

Town Centres

- 2.13 The 2021 NPPF continues to identify the important role that town centres play at the heart of local communities. The NPPF seeks planning policies and decisions that take a positive approach to their growth, management and adaptation. In 2020, there were some significant changes to the Use Class Order and permitted development rights in 2021 that allows greater flexibility for changes of use for traditional town centre uses. Plans that are local to Mid Devon

⁶ Economic Strategy for Mid Devon (2019-2024) MDDC

such as the Mid Devon Corporate Plan and the Economic Strategy seek to regenerate town centres and ensure that towns are vibrant, prosperous and have a positive atmosphere.

Communities and Neighbourhood

- 2.14 National policy seeks strong, vibrant healthy communities and the Mid Devon Corporate Plan echoes this goal in seeking sustainable and prosperous communities. The reviewed plans, programmes and strategies set out the importance of liveability of where you live for all, with access to a range of services, facilities and open spaces. Local communities are given powers to achieve a shared vision for their area through a variety of ways including Neighbourhood Plans. The Cullompton Neighbourhood Plan was formally adopted (made) in June 2021 and forms part of the statutory development plan for the Cullompton area. The Cullompton Neighbourhood Plan vision identifies Cullompton as a market town with a distinct character and identity rooted in a rich history that will be conserved as the town grows. To meet the needs of an expanding population, a mix of housing will be provided reflecting the character of the town. Housing and amenities will integrate the needs of people and nature, and the high street will be a pedestrian-friendly economic and social centre for the community.

3 Baseline information

- 3.1 The next stage of undertaking an SA focuses on collecting baseline information about Mid Devon. The information collected provides a basis for predicting and monitoring effects and helping to identify sustainability challenges. The information collected is drawn from a range of sources, such as, national plans and strategies and combined with local monitoring data.
- 3.2 Much of the information represents generic data about the district, rather than data specifically generated in relation to the development of the Local Plan. Some of it will have been relevant in the production of previous local development documents, whilst other data will have been updated more recently. Some information may not be up to date, but may be the most recently available. The information provided covers a broad range of environmental, social and economic matters which when collectively understood help to assess sustainability.

Location and characteristics

- 3.3 Mid Devon is an inland area in the south west of England, lying roughly equidistant between the Bristol and English Channel coasts. It covers an area of 353 square miles, situated between Dartmoor National Park, Exmoor National Park and the Blackdown Hills Area of Outstanding Natural Beauty and has a population of approximately 83,290⁷. The significant urban areas of Exeter and Taunton are just beyond the southern and eastern boundaries of the district respectively. Major east-west transportation routes run through the district, including the M5, A361, A30 and the Great Western Mainline Railway.

Climate change

- 3.4 The world's climate is changing with greenhouse gases such as carbon dioxide building up in the atmosphere in large quantities since the industrial revolution. These greenhouse gases form a 'blanket' around the planet which traps heat from the sun and causes the earth to heat up. The higher the amounts of greenhouse gases in the atmosphere, the warmer the Earth becomes. Recent climate change is happening largely as a result of this warming, with smaller contributions from other natural influences such as variations in the Sun's output. Evidence shows since the industrial revolution the increase in greenhouse gases is almost entirely due to human activity⁸. There are many risks associated with climate change including increased concentrations of pollutants in low water levels, damaged ecosystem services and biodiversity, increased extreme weather events such as flooding and drought, ocean acidification and changes in seasonal events. These impacts can affect a wide range of features including our natural environment, businesses, transport networks, communication links and food production.
- 3.5 In 2008, the UK passed the Climate Change Act requiring the reduction of greenhouse and other gas emissions by at least 80% of 1990 levels by 2050. In 2019 an amendment of the target for 2050 was made from 80% to 100% (net zero). In 2015, 196 parties at COP21 in Paris

⁷ Nomis Mid-year population estimates 2020

⁸ Department for Business, Energy and Industrial Strategy (2014) Climate Change Explained

adopted a legally binding international treaty on climate change to ensure the rise in global temperatures would stay below 2°C compared to pre-industrial levels.

- 3.6 In May 2019 Devon County Council agreed to declare a 'Climate Emergency' and to initiate a county-wide partnership to ensure Devon becomes Carbon Neutral by 2050. This means that the total carbon emitted by the county as a whole will need to be balanced out through an equivalent amount of carbon savings. Mid Devon District Council signed the declaration but has a more ambitious target to become carbon neutral by 2030.
- 3.7 Since declaring the climate emergency and announcing carbon reduction targets, the Government has increased incentives for renewable energy schemes, which includes encouragement of planning applications for wind turbines and field-scale solar energy development. The current Local Plan is supportive of renewable energy development in sustainable locations, however it does not allocate sites for these uses, with the exception of urban extensions. Progress, is being made locally to achieving these carbon reduction targets. The 2020 Carbon Footprint report produced by Devon County Council states that the gross emissions in the county in 2019/20 were 48% below our baseline year of 2012/13 and the net carbon footprint was 51% below the base year.
- 3.8 In March 2020, Covid-19, a contagious disease caused by severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2) was first declared by the World Health Organisation as a pandemic. Various measures were introduced in England during the pandemic to minimise social contact including lockdowns, which restricted travel, social contact and encouraged home working. In 2020, according to the latest Carbon Brief analysis UK, the greenhouse gas emissions were reduced by 11% largely due to lockdown restrictions. The report notes that since this was a unique situation, the emissions are expected to rise again, depending on the speed of the recovery, remaining restrictions and the impact of ongoing structural changes.

Wealth and prosperity

- 3.9 National Government has an objective to achieve prosperity across the UK. Locally there is an ambition to deliver a growth agenda and increase prosperity. The Mid Devon economy is typified by high rates of employment. Of the 47,100 residents (ONS population estimates 2017) aged between 16 and 64, 85% were economically active. This is significantly higher than the South West and the UK rates. However, many of the jobs in Mid Devon are low waged and low skilled. The average work place earnings are 11% lower than the national average. The percentage of Mid Devon workforce holding a degree or higher qualification (NVQ 4+) at 31.4% is well below the national average. Mid Devon has strong links to surrounding areas, particularly to Exeter to the south, with over a third of the resident population commuting out of the district for work. Mid Devon is relatively strong in manufacturing, but its economy is dominated by traditionally low productivity (GVA) sectors such as retail, distribution and agriculture. There are high levels of self-employment and a large number of micro-enterprises particularly in the rural areas. Of the 4,510 businesses in Mid Devon, 92.2% are micro businesses with less than 10 employees. While Mid Devon has a high 3-year business survival rate, the business start up rates are relatively low compared to national and regional averages⁹.

⁹ Economic Strategy for Mid Devon (2019-2024) MDDC

Opportunities in the current Local Plan have been sought by setting out policies that will help deliver growth in a high-quality environment and through allocations including at J27 of the M5 motorway which has potential to serve as an arrival point and gateway for visitors to the district as a destination in its own right that can benefit the economy.

- 3.10 The rural economy is recognised as providing an important contribution to the National economy. Agriculture is an important part of the Mid Devon economy. While much farming activity falls outside the planning system, agricultural development can be essential to supporting modern farming and ensure a sustainable rural economy. The current Local Plan includes a policy specifically for agricultural development. It also includes policies for equestrian, tourism and leisure development, and also to support the diversification of the rural economy.
- 3.11 The United Kingdom formally left the European Union on 31st January 2020 and a transition period ended on 31st December 2020. Rules governing the new relationship between the United Kingdom and the European Union took effect from the 1st January 2021. While there have been some notable immediate impacts on certain sectors of the economy and supply chains nationally, there remains longer term uncertainty, including for farming and financial sectors. The national economy has also been impacted by the Covid-19 pandemic through shutdowns and disruption these have caused. In Mid Devon, the effect of the pandemic has had, and will likely continue to have, an impact on the local economy. Devon County Council modelling evidence suggest that the Mid Devon economy will retract by around 10% (roughly 3% more than the rest of the UK) and it anticipates a 5-year recovery journey¹⁰. The biggest concern for the District is the rise in unemployment.

Natural and historic built environment and respecting environmental limits

- 3.12 Mid Devon has a wealth of heritage assets adding to the character of the district. There are 2,584 listed buildings and of those 48 are Grade I listed. The area has 49 scheduled monuments, 3 registered parks and gardens, a wide range of non-scheduled archaeological remains and 169 non-designated heritage assets. The history of the three main towns in the district Tiverton, Cullompton and Crediton form a large part of their character. Tiverton grew from a ford across the rivers Exe and Lowman to become the biggest town in the district. Its historic centre has many buildings from a number of different periods. Cullompton is also an old town with some Grade I and almost a hundred Grade II listed buildings and Crediton is a historic market town with medieval burghage plots still visible in the south side of the High Street.
- 3.13 There are 51 Conservation Areas, 17 of those have Conservation Area Appraisals (CAA), and 12 out of the 17 also have Management Plans. Cullompton has an Article 4 direction in place, which offers a degree of protection over and above that of the conservation area designation. There are currently 22 heritage assets registered at risk: 3 conservation areas, 3 Grade II* listed buildings and 16 Scheduled monuments. There are also potential conflicts between the protection of heritage assets and mitigating the impact of climate change, for example, where

¹⁰ Mid Devon District Council (January 2021) Covid 19 Economic Response Update, Economy Policy Development Group

home owners wish to install renewable energy features, such as solar PV arrays on roofs in a conservation area or on a listed building. Such developments may not positively contribute to local character or may reduce the significance of the heritage value of a building. This represents a potential conflict of sustainability objectives.

3.14 Due to the geology and landform in Mid Devon, there is a great variety of biodiversity in the district. The landscape is also a valuable resource for agriculture and tourism. There's almost 500 miles of Public Rights of Way and a wealth of green infrastructure. There are 12 Sites of Special Scientific Interest (SSSI), 3 local nature reserves, 2 nature reserves managed by Devon Wildlife Trust, over 8 km² of ancient woodland and over 200 regionally important geological sites. The east part of the district is a part of Blackdown Hills Area of Outstanding Natural Beauty, a small portion of Dartmoor National Park is within the southern border and the district in addition shares its northern border with Exmoor National Park. While there are no designated European sites (e.g. SPAs, SACs), some are within 10 km of the district with the closest, the Culm Grasslands' immediately adjacent to the north western boundary. Part of the western side of the district also falls within the transition zone of North Devon Biosphere Reserve, an area recognised for its high biodiversity value combined with sustainable use of natural resources for the benefit of local communities. The Grand Western Canal meanders 11¼ miles from Tiverton to the hamlet of Lowdwells (near the Somerset border). It is designated as a Country Park and a Local Nature Reserve (LNR) as well as forming part of the heritage of the district it encompasses a wide range of habitats such as woodland, hedgerows, open water and ponds.

3.15 Biodiversity is however in long-term decline, with habitats becoming increasingly fragmented and degraded as a result of changing land use and agricultural practices. Analysis by the Natural History Museum¹¹ suggests the United Kingdom has just 53% of its biodiversity remaining as a result of human activity, and is one of the most depleted countries in the world in terms of biodiversity, whilst the State of the Nature Report¹² assets that within the last forty years, more than 1 in 7 wildlife species have either been threatened with extinction, or have become extinct. National policy seeks to reverse this trend.

Health and well-being

3.16 A Joint Strategic Needs Assessment for Devon (June 2021) looks at the current and future health care needs of the local population to inform and guide the planning and commissioning of health, well-being and social care services within a local authority area. Mid-Devon has a growing aging population, with the 65-84 age group predicted to grow by 23% from 2021 to 2040, and the 85+ age group nearly doubling over that period. While younger age groups are proportionately smaller compared to the rest of England, health inequalities are still significant across these age groups. Hospital admissions for children and young people in Devon are considerably higher for mental health conditions, self-harm and injuries.

¹¹ Ashworth, James (October 2021) Analysis warns global biodiversity is below 'safe limit' ahead of COP 15, Natural History Museum

¹² State of nature report (2019) National Biodiversity Network

- 3.17 The Covid-19 pandemic has highlighted health inequalities including the differences in people's health and well-being that result from the conditions in which they are born, grow, live, work and age. For example, the pandemic has impacted social and community networks, showing that lack of social contact has a detrimental impact on mental health (causing or facilitating anxiety and depression). It has also had a negative impact on individual lifestyle factors such as lack of exercise and unhealthy diet, causing other health issues.

Rural areas

- 3.18 Mid Devon is predominantly rural with a significant proportion of the land in agricultural use, which is an important industry for rural areas. It supplies most of our food and helps to influence the character and appearance of the countryside through the impact of farming practices and how land is managed. Agricultural Labour Force figures show that approximately 8% of the Mid Devon workforce is directly involved in agriculture, and 18.5% of Mid Devon businesses are dependent on agriculture either as primary producers, processors, manufacturers or retailers. Food processing is a major element of the manufacturing sector.
- 3.19 Mid Devon has a network of villages and hamlets. Their provision of local shops, services and community facilities plays a vital role in maintaining rural prosperity and contributes to the overall sustainability of the district. Larger villages can often be complete, compact and connected neighbourhoods, whereas smaller villages and more rural areas rely on their access to larger settlements for their services and facilities or work in connection with each other as a cluster. However, changing shopping and cultural habits and lack of opportunities for the growth of village communities can impact on the vitality and viability of villages.
- 3.20 While some villages benefit from a connection to the railway network (Yeoford, Copplestone, Lapford), others are reliant on local bus services for public transport. For most people residing outside the three main towns reliance on the car is, and will continue to be, the main means of travel. The 2011 Census has shown that nationally, 48.9% of rural households had 2 or more cars or vans compared with 28.5% of urban households. In general, people living in rural areas will have lower levels of accessibility and journey times are likely to be longer to places of employment, schools, shops, healthcare and other facilities.
- 3.21 National planning policy makes clear that planning policies and decisions should support a prosperous rural economy through the sustainable growth and expansion of all types of business – through both conversion of existing buildings and well-designed new buildings. This can include farm diversification and the development of other land-based rural businesses.

Access to new technologies and digital communications

- 3.22 Mid Devon has some of the most digitally isolated areas in the whole of the UK in terms of broadband speeds and coverage, which is mostly due to the highly rural nature of the area. In comparison to other local authority areas in Devon, Mid Devon has 28% of connections less than 30MB, in comparison to 16% each in East Devon and Teignbridge and 8% in Exeter City¹³. There is a programme underway, 'Connecting Devon and Somerset' which a local government-

¹³ Economic Strategy for Mid Devon (2019-2024)

led partnership and has been set up to deliver next generation broadband infrastructure to areas where the market has failed to invest. It is bringing connectivity and opportunities to many more isolated homes, businesses and communities helping to plug the gaps in commercial infrastructure.

Homes

- 3.23 The baseline evidence of local housing need in Mid Devon indicates a need to provide approximately 365 new homes per annum. This is based on the standard method for assessing local housing need as set out in national planning policy. The standard method identifies the minimum annual housing need figure and there is generally an expectation that the standard method will be used to inform plan preparation.
- 3.24 Nationally, for many years there has not been enough new homes being built to meet needs, and there has been an increasing gap between the price of those homes and being able to afford to buy or rent them. In Mid Devon (2019) full time employees can typically expect to spend around 9.3 times their workplace-based annual earnings on purchasing a home, higher than the England average ratio of 7.8. Housing affordability is a significant issue in Mid Devon. Access to housing for those on lower incomes is only likely to be achieved through the provision of defined affordable housing at below market rent or price levels. There is a need to pay particular attention to providing affordable and social rent properties. The majority of new affordable homes are built as a developer contribution on market housing schemes. The current local plan requires that on sites on 11 homes or more in Tiverton, Cullompton and Crediton a target of 28% affordable homes will need to be provided. On sites elsewhere of 6 homes or more a target of 30% affordable homes applies.
- 3.25 As a rural district, there are a number of distinct housing challenges including a highly dispersed, ageing housing stock and pockets of social isolation (often relating to age, poverty, slow broadband speeds and lack of transport). Mid Devon also has an ageing population and projections indicated that the biggest rise in future population growth will occur amongst older people with the proportion of people over 60 is likely to increase significantly over the next 20 years. The current Local Housing Needs Assessment indicates that approximately 7% of Mid Devon's population were limited a lot in their day to day activities and 17% were limited a little in their day to day activities due to a long term health problem or disability. Furthermore, it is estimated that approximately 20.3% of households in Mid Devon include a member with a disability. The trend in demographic changes is likely to result in greater demands for housing suitable for older people and those with disabilities including sheltered accommodation, care homes and nursing homes.
- 3.26 In addition, there is strong demand for self-build and custom housebuilding in Mid Devon. There are currently 72 entries on the Council's Register, although secondary demand sources indicate that the actual demand is significantly higher. As part of the previous Local Plan, the Council also prepared a longer term strategic demand assessment. This identified that there is a demand for approximately 44 custom and self-build plots per year and 4 intermediate affordable custom and self-build plots per annum. The Council has a legal duty to grant sufficient permissions for custom and self-build plots to meet a demand equivalent to the

number of plots within a given 'base period' (12 month period from each October) on the register.

- 3.27 Furthermore, National planning policy makes clear the requirement for local authorities to assess the need for travellers sites and to plan for these in a sustainable manner over a reasonable timescale. The current local plan includes provision for 25 new pitches for gypsies and travellers as part of major housing developments on the edge of Tiverton, Cullompton and Crediton. These locations are considered the most sustainable for new sites, although the Local Plan allows for other sites in suitable locations elsewhere in Mid Devon.

Infrastructure and how we travel

- 3.28 Mid Devon is situated to the north of the city of Exeter, one of the most rapidly expanding economies in the country, and falls within its sphere of influence as part of both the Exeter Travel to Work Area and Exeter Housing Market Area. The district is well connected and accessible to the South West and beyond by the M5 motorway and the Great Western mainline railway. Bus service provision varies significantly across the District with some villages benefitting from a daily service and others having no service at all. This in turn creates a reliance on private car use. The current Local Plan seeks to maximise this opportunity by allocating land for development and setting out policies that will help deliver quality growth in a high-quality environment. The existing Local Plan 2013 – 2033 seeks to ensure that new development is served by appropriate and timely delivery of infrastructure. In addition, it makes provision for facilities such as schools, green infrastructure and community halls, as well as care homes or other provision for older people in recognition of the district's aging population and its associated needs. The plan also guides development to locations where there is sufficient sewerage capacity, or require that increased capacity will be provided.
- 3.29 National policies identify the importance of delivering infrastructure and sustainable transport to meet the needs to existing and new communities. It is important to identify, coordinate and align infrastructure with growth. Investment in infrastructure will drive wider economic benefit. There is also a goal to meet the UK's net zero target by 2050 and to decarbonise transport. Alongside this the Government announced a phasing out of the sale of new petrol, diesel and hybrid cars from 2030 with all new cars and vans to be fully zero emission from 2035.
- 3.30 There are currently multiple stakeholders involved in infrastructure. For example, Devon County Council is the local transport authority and local education authority, Highways England is responsible for motorways and major A-roads and Network Rail is responsible for the railway network. Infrastructure includes a wide range of services and facilities including utilities such as electricity, gas and waste water and with various stakeholders such as Western Power Distribution, National Grid and Wessex Water.

How places look and are used

- 3.31 Mid Devon is one of 14 councils nationally chosen to test the new National Model Design Code. The design code seeks to ensure that the future developments have regard to the local character, protect the environment and include wellbeing factors. The document provides detailed guidance on the production of local design codes, and it expands on ten characteristics of good design set out in the National Design Guide. The new National Planning Policy

Framework (2021) focuses strongly on designing beautiful places, expecting every street to be tree-lined and recommends to refuse poor quality schemes.

- 3.32 In addition to the planning policy on high quality design in the current Local Plan, the council has recently adopted a new Mid Devon Design Guide. It contains guidance on how development can be built in accordance with good design practice. It states that the design has to maintain the distinctiveness of the district, addressing climate change, build sustainably and protect and enhance natural and built environment.
- 3.33 One of major development projects in Mid Devon is Culm Garden Village. It is one of 14 areas designated by the Government and is to be developed under the Garden City Principles. Since the Mid Devon Design Guide and the National Model Design Code put emphasis on character and distinctiveness, the design of the Garden Village will have an important role to play in showcasing high quality design that reflects the principles of both guidance.

Town centres

- 3.34 Mid Devon's three main towns – Tiverton, Cullompton and Crediton each have key roles in providing a range of shops, employment and services for their communities and their environs. However, their town centres face a challenging future due to changing national retailer requirements, online shopping and reduced consumer spending. This has become more pronounced due to the Covid-19 pandemic and with greater reliance on shopping over the internet and home deliveries.
- 3.35 It is recognised that the town centre is at the heart of a market town's community. For this reason the adopted Local Plan identifies 'primary shopping areas' in the three main town centres, where the shopping function will be safeguarded and enhanced. Within these 'primary shopping areas' are areas of 'primary shopping frontage' where retail development is concentrated, including a high proportion of uses such as food, drinks, clothing and household goods. The Local Plan has a requirement that at ground floor level the proportion of A1 (retail), A2 (financial and professional) and A3 (café and restaurant) will not be permitted to fall below 85% of all units.
- 3.36 In September 2020 the Government simplified the use classes order to help achieve its policy objective to rejuvenate and safeguard the vitality and viability of town centres. This included replacing use Classes A1, A2, A3 and Class B1 (Business) into a new 'Class E' (Commercial, Business and Service), which has enabled a wider range of use changes within this new class. The Government has subsequently brought into force from 1st April 2021, and which will take effect from 1st August 2021 a permitted development right for change of use from the Class E to residential use, which is intended to help bringing forward new homes through the conversion of existing buildings. This only applies to properties under 1,500 square metres of floorspace, and to properties that have been in Class E use for 2 years and have been vacant for 3 months ahead of a prior approval application date to the Council. Prior approval is where confirmation is sought from the Council that specified parts of a development are acceptable, before work can commence, and this allows the Council to consider the proposals and their likely impacts in regard to certain factors (e.g. noise, odour, waste handling, opening hours, air

quality, design and appearance, transport impact, risk from flooding) and how these may be mitigated.

Communities

- 3.37 Mid Devon currently has three designated towns and twenty two designated villages. At the time of writing Mid Devon has one 'made' neighbourhood plan at Cullompton and three further designated areas at Tiverton, Silverton and Crediton. It also has one of only 14 areas in the Country awarded Garden Village Status by the Government in January 2017, the Culm Garden Village, which has the potential to deliver up to 5,000 sustainable new homes in a country park landscape, with jobs, community facilities and transport all integrated with Cullompton.
- 3.38 The District of Mid Devon is highly rural in nature with more than half of the population of some 83,000 scattered in villages and in the rural hinterland. Mid Devon has a very low population density of 0.9 people per hectare¹⁴ and there is the challenge of ensuring we have sustainable neighbourhoods with everyday needs within easy reach for our communities for the wide range of neighbourhoods in our district.
- 3.39 2019 data in comparison to 2015 demonstrates that Mid Devon has become less deprived with a ranking of 162 out of 317 in comparison to 152 out of 317. However Mid Devon is ranked poorly at 54 for living environment in the deprivation domain. This measures the proportion of houses that do not have central heating, the proportion of homes that fail to meet the decent homes standard, air quality and road traffic accidents involving pedestrians and cyclists¹⁵. The Covid-19 pandemic has highlighted the importance of living conditions and the quality of the physical environment. The need for social distancing and restrictions imposed on public gatherings and travel have meant changes to the way we live, work and take leisure activities.

¹⁴ Ministry of Housing, Communities & Local Government (September 2019) The English Indices of Deprivation 2019

¹⁵ Ministry of Housing, Communities & Local Government (September 2019) The English Indices of Deprivation 2019

4 Likely future changes without implementation

- 4.1 Further to establishing the baseline position, there is also the need to consider the likely evolution of the environment without the implementation of Plan Mid Devon. This also helps to inform the identification of sustainability issues. It is worth noting that the Adopted Mid Devon Local Plan 2013-2033 is currently in place, and so in the medium term, there are a range of spatial planning policies to tackle some of the wider objectives and challenges identified in the relevant plans, programmes and strategies and baseline conditions. Indeed a range of policies from this adopted plan may remain in Plan Mid Devon if they are considered effective, robust and up-to-date. However, there is a legal requirement to review Local Plan policies and spatial development strategies at least once every 5 years. As such, although the Adopted Local Plan extends to 2033 there is a probability that the Adopted Plan would be found out-of-date prior to 2033 where there is a change in circumstances and/or context. Where this may occur, development proposals would be considered on an ad hoc basis and will predominantly be guided by national planning policy and other legislation.
- 4.2 Establishing changes in the future is not always straightforward with a range of factors that can pull in different directions. There is also an element of the unknown, however based on what we know presently, set out below is a description of the key potential future changes in the absence of an update to the Local Plan.

Climate change

- 4.3 International awareness of Climate Change and its impacts has increased. Locally Devon County Council agreed to declare a 'Climate Emergency' and to initiate a county-wide partnership to ensure Devon becomes Carbon Neutral by 2050. Mid Devon District Council signed the declaration but has a more ambitious target to become carbon neutral by 2030. This position needs to be endorsed through relevant plans and programmes, including the Local Plan Update. The current Plan supports low carbon opportunities and identifies locations for sustainable development however the Plan does not provide the emphasis on carbon neutrality required to meet the ambitious net zero target for the Council.
- 4.4 Today there is a different context to when the current adopted Local Plan was written. The experience gained from the Covid-19 pandemic crisis has led to changes in the way people work with an increase in homeworking and changes in the way people travel. More recent concepts such as a circular economy which is based on the principles of designing out waste and pollution, keeping products and materials in use, regenerating natural systems, the One Planet concept where development through its low impact either enhances or does not significantly diminish environmental quality are not currently placed at the forefront of the adopted Local Plan. Without an updated Local Plan, opportunities to meet the changes in demands, the way people live and work, new concepts and information which in turn can support our response to Climate Change and help Mid Devon and the UK achieve its carbon neutrality targets may not be fully appreciated.

Wealth and prosperity

- 4.5 The current Local Plan identifies the economic needs up to 2033, however there may have been a change of circumstances since the adoption of this Plan with potential changes in retail behaviour and the impacts of Covid-19 and Brexit on the economic picture in Mid Devon. Without a review of the Local Plan there will not be the opportunity to promote and support those businesses in this changing economic environment through planning policy. More flexible or pro-active policies may be needed to avoid stagnation of the local economy and to encourage and attract inward investment.

Natural and historic built environment and respecting environmental limits

- 4.6 Whilst many environmental and heritage designations are protected by other legislation, without an updated Local Plan the impacts of future developments outside of the parameters of the Adopted Local Plan will be considered ad hoc and reactive as applications come forth. An updated Local Plan provides the opportunity to plan strategically and provide strategic mitigation where required to meet the range of challenges identified including the tension between different sustainability objectives such as mitigating the impacts of climate change, the protection of the built environment and the mitigating the net decline of biodiversity. It can support by directing development that may be needed due to changing circumstances and requirements to those areas where impacts can be minimised or in doing so identify where this is not possible and provide mitigation or a clear justification of overriding public interest.

Health and well-being

Public health and land use planning are closely linked, with the planning system we have today born out of a need to address public health. Our recent experience of the Covid-19 pandemic with the need for social distancing and restrictions imposed on public gatherings and travel have meant changes to the way we live, work and take leisure activities. The types of homes people live in, the availability of private amenity space, proximity of places of employment, schools, shops, and access to green space and opportunities for walking, cycling and other forms of exercise have been brought into focus. The current Local Plan already promotes healthy communities through the delivery of important services, facilities and healthy travel. However, without the updated Local Plan the opportunity to reflect on the changes in how we live and identification of areas for improvement may not be fully achieved. There would also be the risk that the features in the adopted Local Plan which seek to promote healthy living may be weakened where the plan is found out of date in future years.

Rural areas

- 4.7 Mid Devon has a network of villages and hamlets. Their provision of local shops, services and community facilities plays a vital role in maintaining rural prosperity and contributes to the overall sustainability of the district. Without the updated Local Plan, changing shopping and cultural habits and lack of opportunities for the growth of rural communities could impact on the vitality and viability of rural areas in Mid Devon. The current Local Plan provides the protection of community facilities, without an updated Local Plan there is the risk the Plan could be found out-of-date whereby National Planning policies would then take precedence.

Access to new technologies and digital communications

- 4.8 Mid Devon still has some of the most digitally isolated areas in the whole of the UK in terms of broadband speeds and coverage, which is mostly due to the highly rural nature of the area. There is a programme underway, 'Connecting Devon and Somerset' which a local government-led partnership and has been set up to deliver next generation broadband infrastructure to areas where the market has failed to invest. It is bringing connectivity and opportunities to many more isolated homes, businesses and communities helping to plug the gaps in commercial infrastructure. However further intervention is needed, there may be areas in Mid Devon where the latest technologies and digital communications are not fully reached. Continual improvement of our access to new technologies and digital communications is needed for our communities both for their social and economic well-being. A lack of investment in this area can impact on the growth for businesses and future competitiveness of Mid Devon. Without the updated Local Plan opportunities to be pro-active and reflect on the importance of this area in light the Covid-19 pandemic, which has increased our reliance on digital communications for businesses and communities, could be missed.

Homes

- 4.9 There is potentially a need to amend the supply of housing within the time period of the Local Plan and beyond it due to changing housing needs and national requirements. In the absence of this, certain policies within the current Adopted Local Plan will become out-of-date and the housing development will not be plan led. There is also a risk that housing affordability will continue to worsen, and the gap between the price of homes and household income will continue to increase. Specific housing types for older people and people with disabilities such as sheltered accommodation, care homes and nursing homes and/or accessible and adaptable housing may not be provided for without local planning policies which may become a significant issue given Mid Devon's ageing population and likely future demographic changes.
- 4.10 In addition, in order to accord with the latest national policy there is a need to support diversification of housing supply, for example through the provision of self-build and custom housebuilding, Modern Methods of Construction and co-housing/community led housing. In respect of custom and self-build there is a legal requirement to grant enough suitable serviced plots to meet the demand. In the absence of further policy, there is a risk of failing to discharge this duty. Finally, there is a requirement in national policy to assess the need for traveller sites and to plan for these in a sustainable manner over a reasonable timescale. The absence of an updated Local Plan misses the opportunity to identify new sites for gypsy and traveller accommodation as part of larger developments on the edge of towns, or in suitable sustainable rural or semi-rural locations elsewhere in the district. Failure to do so may lead to the Council not meeting its legal duties through the Public Sector Equality Duty.

Infrastructure and travel

- 4.11 There may be a need to amend the supply of housing or commercial development due to a changing context and national requirements, for example where there is a higher population predicted either within the adopted plan period or a need to plan beyond the current plan period of 2033. Without an updated Local Plan, development will be ad hoc and applications

will be determined without the updated Local Plan spatial overview. There may be consequential cumulative adverse impacts where development is not planned for strategically. Issues may include, air pollution, carbon emissions, congestion and highway safety. An updated Local Plan provides the opportunity to strategically plan development for a 20 year period including beyond 2033 and sustainably plan for future development which takes into account cumulative impacts. This can also facilitate step change in reaching national and local aspirations that have come forth subsequent to the Adopted Local Plan such as the Climate Change Emergency declaration. Changes also include the Government announcement that from 2035 all new cars and vans must be fully zero emission which is likely to result in an increase in the number of electric vehicles. Although the existing Local Plan already includes minimum standards for the provision of electric vehicle charging infrastructure, this was not in the context of this latest announcement. Without an updated Local Plan the opportunity to fully realise the requirements for new development in the latest context may not be met. There are multiple stakeholders involved in infrastructure and travel, without an updated Local Plan any new development will risk having a limited strategic overview and may not achieve early collaboration between the wide range of infrastructure stakeholders.

How places look and are used

- 4.12 National government has placed an emphasis on good design in recent years with the National Design Guide 2019, NPPF 2021 and trialling local design codes of which Mid Devon is a pilot. In the absence of the updated Local Plan, there is the potential that places won't reach their full potential of good design. Opportunities to improve place making, local communities and good design may be missed. Without an updated Local Plan we may fail to seize opportunity to set a high bar for beauty and design quality in accordance with the National Design Code, Guide and ambitions of the NPPF.

Town centres

- 4.13 Mid Devon's three main towns Tiverton, Cullompton and Crediton each have key roles in providing a range of shops, employment and services for their communities and their environs. However, the town centres face a challenging future due to changing national retailer requirements, online shopping and reduced consumer spending. This has become more pronounced due to the Covid-19 pandemic. The current Local Plan recognises that the town centre is the heart of a market town's community and identifies 'primary shopping areas' and 'primary shopping frontage' where retail development is concentrated. The adopted Local Plan seeks to protect the vitality of these areas by supporting retail, financial and professional units and café and restaurant uses. It had an aim of ensuring the level of A1, A2 and A3 uses did not fall below 85%. However, changes to use classes in 2020 and permitted development rights in 2021 has meant that this policy can no longer achieve its objective in the same way. While these changes have the potential to enable more people to live in the three main town centres in Mid Devon, increase footfall and help support the evening economy, it also has potential to result in the loss of shops and other commercial uses, breaking up areas of primary shopping frontage and eroding the character and appearance of their primary shopping areas. It is not known what the scale of impact might be and whether the benefit of more residential use in town centres might outweigh any losses of commercial uses and would not fundamentally

harm the vitality and viability of the town centres. Without the updated Local Plan consideration of the changes to the current environment such as the use classes and changing shopping habits cannot be fully considered with policies to support our changing needs.

Communities

- 4.14 The current Local Plan designates 22 villages and 3 towns. Sustainable development underlies the adopted Local Plan with development guided to our more sustainable locations in the District. The Covid-19 pandemic has highlighted the importance of living conditions and the quality of the physical environment. The need for social distancing and restrictions imposed on public gatherings and travel have meant changes to the way we live, work and take leisure activities. The types of homes people live in (and their affordability), the availability of private amenity space, proximity of places of employment, schools, shops, and access to green space and opportunities for walking, cycling and other forms of exercise have been brought into focus. The reviewed plans, programmes and strategies set out the importance of liveability of where you live for all. Without an updated Plan there is the risk the Plan could be found out of date in which development would be ad hoc without strategic overview and may not lead to sustainable neighbourhoods. The opportunity to bring to the forefront the concept of the 20 minute neighbourhood whereby daily needs of residents are within a short distance from their homes may not be fully achieved.

5 Sustainability issues and challenges

5.1 The next stage in the appraisal process involves the identification of any sustainability challenges that relate to Mid Devon. These issues will have been highlighted as part of the review of relevant plans and, baseline data and identifying the likely future changes for the district without the implementation of Plan Mid Devon set out earlier in this document. This initial list bullet point the key sustainability issues identified at this stage of the SA and may expand further as a result of consultations undertaken as the Local Plan is prepared. The issues identified will also inform the sustainability objectives which form the basis of the framework to appraise the Local Plan strategy and policies as set out in the next section of this document.

5.2 This scoping report has highlighted the following sustainability issues within Mid Devon:

- Covid-19 Recovery
- Climate change
- Reaching Carbon Neutral Targets
- Waste reduction
- No natural progression of business space for businesses
- Low levels of inward commuting but strong out-commuting
- Low retention of high attaining school leavers
- Achieving clean growth
- Low business start up rates
- Uncertainty of the outcomes of the UK formally leaving the European Union
- Potential impacts on the natural and built environment from development
- Biodiversity levels continuing to fall
- Rich historic environment with some heritage assets at risk
- Conflict between some sustainability objective e.g. climate change and historic environment
- Deprivation in living environment
- Air quality issues
- High car dependency across the district
- Rural accessibility
- Access to new technology and digital communications
- Poor broadband speeds
- Meeting Mid Devon's future housing needs
- Housing becoming increasingly unaffordable
- Traffic congestion on specific routes in Mid Devon and cumulative traffic impacts
- Low wage and low skilled jobs leading to commuting out of the district for work
- Low business start up rates
- Ensuring well-designed places
- Town centre challenges due to changing national retailer requirements, online shopping and reduced consumer spending.
- Declining town centre health
- Access to everyday needs through sustainable modes of transport or everyday resources within easy reach

- Lack of, or unsafe pedestrian and cycling routes
- An aging population
- Loss of community services and facilities

6 A framework to assess sustainability

- 6.1 A framework is used to understand the sustainability effects of the Local Plan as it is being developed. This framework is central to the process of the SA and has been developed consisting of sustainability objectives, each of which includes a number of elements against which a policy will be appraised. The framework includes factors highlighted through this report that will affect the sustainability of the Local Plan.
- 6.2 The framework below offers a similar approach to that used in the previous Mid Devon SA for the current Local Plan 2013-2033. This approach is considered to offer flexibility as the new Local Plan will contain both high level strategic policies, site allocations and detailed policies to guide development management decisions.
- 6.3 The sustainability objectives proposed are distinct from the objectives of the Local Plan, though they may in some cases overlap with them. Some of the objectives have an interrelationship and some elements covered will cut across each other, however to allow analysis certain features have been collated under particular objectives. They will provide a way of checking whether the Local Plan objectives are sustainable and will test the social, environmental and economic effects of the plan. The indicators are not fixed at this stage, and can be amended in response to input received as a result of the scoping consultation exercise, if required.

Sustainability objective	Elements covered include
A) Protection of the natural environment	Habitats and biodiversity; flora and fauna; protected species; landscape
B) Protection and promotion of a quality built environment	Heritage assets, including listed buildings, conservation areas, scheduled ancient monuments, registered parks and gardens, locally listed assets, archaeology; design and quality of development
C) Mitigating the effects of climate change	Reduced flood risk; promotion of low carbon or renewable energy; reductions in carbon emissions; walking and cycling provision; low carbon buildings; climate emergency and moving to net-zero carbon
D) Safeguarding and minimising resource use	Quality of soils, including contaminated land; water quality, including consideration of water framework directive objectives; minimisation of waste; impact on best and most versatile agricultural land
E) Promoting economic growth and employment	Increasing jobs; reducing out-commuting; skills training; rural vitality; tourism provision

Sustainability objective	Elements covered include
F) Supporting retail	Safeguarding the vitality and viability of town centres; relationship between new development and town centres; supporting viability of shopping facilities in rural areas
G) Meeting housing needs	Supply of housing; housing mix; house size; housing affordability; appropriate housing density to location; proximity to services and facilities
H) Ensuring community health and wellbeing	Community support for proposals; access to open space and recreation; limiting air, noise and light pollution to levels that do not damage human health or natural systems; integrated and sustainable forms of travel including walking, cycling and public transport; social deprivation; safe and secure environments; sustainable neighbourhoods; rural vitality
I) Delivering the necessary infrastructure	Roads and transportation; schools; health services; community facilities; green infrastructure; telecommunications; new technologies and digital connectivity

Table 1: Sustainability Appraisal Framework Objectives

6.4 In order to consider the impact of the Local Plan against the sustainability objectives, a scoring system is proposed as set out below. A score will be provided against each of the objectives to highlight a policy or proposal's sustainability impacts. The use of a scoring system with a range from +3 to -3 will highlight the scale of any potential impact so that it is possible to differentiate between a marginal or significant impact. The value and vulnerability of any existing designations including any recognised protection status of landscapes likely to be affected will also be considered and will influence the score. Pre and post mitigation scores will be provided where appropriate. Collectively, this will allow consideration of a policy's overall impact and permit comparison with other policies or proposals. Where negative impacts are highlighted, it will also permit proposals or policies to be modified and then rescored in order to determine whether their sustainability impacts have been made more positive.

Score	Rationale
+3	The policy/proposal will have a significant positive contribution towards achieving the objective
+2	The policy/proposal will have a positive impact in contributing towards achieving the objective
+1	The policy/proposal will have a minor positive impact in contributing towards achieving the objective
0	The policy/proposal will have no impact or will have some positive and some negative impacts thereby having a balanced effect in contributing towards achieving the objective
-1	The policy/proposal will have a minor negative impact in contributing towards achieving the objective
-2	The policy/proposal will have a negative impact in contributing towards achieving the objective
-3	The policy/proposal will have a significant negative contribution towards achieving the objective

Table 2: Sustainability Appraisal Framework Scoring Matrix

- 6.5 For site based appraisals, an appraisal guidance table is provided at Appendix 4 to help support consistent scoring for comparable sites. This sets out general guidance in applying the SA Framework pre-mitigation scoring for common considerations when assessing site options. A cumulative approach is suggested when considering each objective, for example, if a site scores a slight negative on more than one element within an objective an overall negative impact would be considered. Where the impact is uncertain an indicative score should be provided along with a '?'. In some cases, the scoring may differ from this guidance due to site-specific context. Post-mitigation guidance has not been provided, as the mitigation considered is likely to be different for each site and will be assessed on its own merit.
- 6.6 In addition to the scoring process, a brief description of the option considered will be provided which will identify the magnitude and spatial extent of the effects and a summary of information will be provided. This summary will describe the impact against each of the sustainability objectives, setting out the nature of the impact, how each is experienced and whether any of the impacts noted are offset by other effects of the policy. The summary can also set out additional mitigation measures that may be considered, the nature of impacts, probability, duration, frequency and whether the effects are reversible. It will describe whether impacts are secondary, cumulative, synergistic, temporary, permanent, short, medium or long-term. Furthermore the transboundary nature of the effects will be summarised where relevant. To ensure a proportionate approach, appraisals will focus on the environmental, economic and social impacts likely to be significant¹⁶. Where no or negligible impacts are considered these may not be mentioned in the appraisal

¹⁶ National Planning Policy Guidance – Strategic environmental assessment and sustainability appraisal.

7 Consultation

- 7.1 To meet the requirements of the SEA Directive, the Council must seek the views of the three statutory environmental consultation bodies – Natural England, the Environment Agency and Historic England. They are consulted upon and have the opportunity to comment on the scope and level of detail of the environmental information contained within this report. Local communities and other bodies are also being consulted on the content of this report.

Appendix 1: Signposting table of how the SA meets the SEA Directive Requirements (Schedule 1 – Criteria for Determining the Likely Significance of Effects on the Environment)

SEA Directive Requirements (Schedule 1)	Covered in SA
1. The characteristics of plans and programmes, having regard, in particular, to -	
(a) the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	Chapter 1 Introduction of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021', sets out the purpose of the plan and the area it covers. This Chapter identifies examples of the types of projects such a planning applications that will follow the Local Plan's framework.
(b) the degree to which the plan or programme influences other plans and programmes including those in a hierarchy;	Chapter 1 Introduction of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021', sets out the purpose of the plan and the area it covers. It provides examples of the types of other plans and programmes that will be influenced by it.
(c) the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development;	Chapter 1 Introduction of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021', identifies that a key objective of the Local Plan as set out in the NPPF (2021) is to contribute to the achievement of sustainable development.
(d) environmental problems relevant to the plan or programme; and	Chapter 2 Relevant Plans, Programmes and Strategies of and Appendix 3 Reviewed Plans, Programmes and strategies (full list), Chapter 3 Baseline Information, Chapter 4 Likely Future Changes Without Implementation and Chapter 5 Sustainability Issues and Challenges of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021' combined identify the full suite of environmental problems relevant to the Local Plan. Chapter 5 Sustainability Issues and Challenges provides a summary of these environmental problems.
(e) the relevance of the plan or programme for the implementation of Community legislation on the environment	Chapter 2 Relevant Plans, Programmes and Strategies of and Appendix 3 Reviewed Plans, Programmes and strategies (full list) 'Plan Mid Devon Sustainability Appraisal Scoping report 2021' identifies relevant plans,

SEA Directive Requirements (Schedule 1)	Covered in SA
(for example, plans and programmes linked to waste management or water protection).	programmes and strategies for the implementation of Community legislation on the environment including those in relation to waste management or water protection. Chapter 6 A framework to assess sustainability identifies a framework to assess the sustainability effects of the Local Plan including minimisation of waste and consideration of water framework directive objectives.
2. Characteristics of the effects of and the area likely to be affected, having regard, in particular, to -	
(a) the probability, duration, frequency and reversibility of the effects;	Chapter 6 A Framework to Assess Sustainability of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021' sets out a framework the sustainability effects of the Local Plan whereby in addition to a scoring process the probability, duration, frequency and reversibility of the effects are considered in a summary of information for each appraised option.
(b) the cumulative nature of the effects;	Chapter 6 A Framework to Assess Sustainability of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021' sets out a framework the sustainability effects of the Local Plan, whereby the cumulative nature of effects is considered in the summary of each appraised option. A guidance table Appendix 4 SA Framework – Site Appraisal Guidance is also provided for site based appraisals which suggests a cumulative approach when considering each objective.
(c) the transboundary nature of the effects;	Chapter 2 Relevant plan, programmes and strategies of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021' identifies relevant plans and programmes. Transboundary effects will also be considered at a later stage once options are considered as the Local Plan develops.
(d) the risks to human health or the environment (for example, due to accidents);	Chapter 6 A Framework to Assess Sustainability of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021' sets out a framework the sustainability effects of the Local Plan, this includes risks to human health or the environment.
(e) the magnitude and spatial extent	Chapter 1 Introduction of the 'Plan Mid Devon

SEA Directive Requirements (Schedule 1)	Covered in SA
of the effects (geographical area and size of the population likely to be affected);	Sustainability Appraisal Scoping report 2021' sets out the spatial extent of Mid Devon Local Plan and the population. Chapter 6 a Framework to Assess Sustainability sets out a framework to assess suitability whereby this will be applied to each option considered which will include a brief description of the option to be considered.
(f) the value and vulnerability of the area likely to be affected due to— (i) special natural characteristics or cultural heritage; (ii) exceeded environmental quality standards or limit values; or (iii) intensive land-use; and	Chapter 6 A Framework to Assess Sustainability of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021' sets out a framework the sustainability effects of the Local Plan which will include consideration of the value and vulnerability of the area likely to be affected and notes that this will influence the framework scoring for each option assessed where applicable. This is repeated in Appendix 4 SA Framework – Site Appraisal which provides an appraisal guidance template for site based options.
(g) the effects on areas or landscapes which have a recognised national, Community or international protection status.	Chapter 6 A Framework to Assess the Sustainability of the 'Plan Mid Devon Sustainability Appraisal Scoping report 2021' sets out a framework for the sustainability effects of the Local Plan which will include consideration of the protection status of landscapes, including recognised protection status of such landscapes.

Appendix 2: Signposting table of how the SA meets the SEA Directive Requirements (Schedule 2 – Information for Environmental Reports)

SEA Directive Requirements (Schedule 2)	Covered in SA
a) an outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes;	<p>Sustainability Appraisal Scoping Report (2021):</p> <p>‘Chapter 1 Introduction’ of this report sets out the contents and main objectives of the plan.</p> <p>‘Chapter 2 Relevant Plans, Programmes and Strategies’ of this report sets out the relationship with other relevant plans and programmes.</p> <p>‘Appendix 3 Reviewed Plan, Programmes and Strategies (full list)’ provides a full list of reviewed plans and programmes.</p>
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	<p>Sustainability Appraisal Scoping Report (2021):</p> <p>‘Chapter 3 Baseline information’ of this report considers the relevant aspects of the current state of the environment. ‘Chapter 4 likely future changes without implementation’ considers the likely evolution without the implementation of the updated Local Plan.</p>
c) the environmental characteristics of areas likely to be significantly affected;	<p>Sustainability Appraisal Scoping Report (2021):</p> <p>‘Chapter 2 Relevant Plans, Programmes and Strategies’ of this report sets out the relationship with other relevant plans and programmes which have been grouped into themed areas.</p> <p>‘Chapter 3 Baseline information’ of this report considers the relevant aspects of the current state of the environment, it provides some identification of existing environmental characteristics that could be affected by the Plan</p> <p>‘Chapter 4 Likely Future Changes without Implementation’ identifies the environmental characteristics likely to be significantly affected in the</p>

SEA Directive Requirements (Schedule 2)	Covered in SA
	<p>absence of an updated Local Plan.</p> <p>‘Chapter 5 Sustainability issues and challenges’ of this report summarises the sustainability issues identified by the Sustainability Appraisal scoping report.</p> <p>‘Chapter 6 A Framework to Assess Sustainability’ sets out nine sustainability objectives covering the wide range of themes likely to be relevant for the Local Plan. It is intended that these objectives within the framework proposed will provide a way of checking the environmental, social and economic characteristics of areas likely to be significantly affected by Plan Mid Devon as it is developed.</p> <p>‘Appendix 3: Reviewed Plans, Programmes and Strategies (full list)’ provides a full list of reviewed plans and programmes and provides greater detail on environmental characteristics likely to be affected and therefore which should be considered as part of the updated Local Plan.</p> <p>‘Appendix 4: SA Framework – Site Appraisal Guidance’ provides a template framework to assess sites following the nine sustainability objectives identified in Chapter 6 A Framework to Assess Sustainability.</p>
d) any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	<p>Sustainability Appraisal Scoping Report (2021):</p> <p>‘Chapter 3 Baseline Information’ of this report considers the relevant aspects of the current state of the environment, it provides identification of existing environmental challenges which are relevant to the plan including any areas of particular environmental importance.</p>
e) the environmental protection objectives, established at international, Community or national level, which are relevant	<p>Sustainability Appraisal Scoping Report (2021):</p> <p>‘Chapter 2 Relevant Plans, Programmes and Strategies’ of this report sets out the relationship with</p>

SEA Directive Requirements (Schedule 2)	Covered in SA
to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	<p>other relevant plans and programmes which have been grouped into themed areas. This chapter identifies factors and policy defined by legislation, national policies and other plans and strategies at a local level which are relevant to the plan, including environmental considerations to be taken into account during the Plan preparation.</p> <p>‘Appendix 3: Reviewed Plans, Programmes and Strategies (full list)’ provides a full list of reviewed plans and programmes which is summarised in Chapter 2.</p>
f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors (these effects should include secondary, cumulative, synergistic, short, medium and long-term, permanent and temporary, positive and negative impacts);	<p>Sustainability Appraisal Scoping Report (2021)</p> <p>‘Chapter 6 A Framework to Assess Sustainability’ sets out nine sustainability objectives covering the wide range of themes likely to be relevant for the Local Plan. It is intended that these objectives within the framework proposed will provide a way of checking the environmental, social and economic characteristics of areas likely to be significantly affected by Plan Mid Devon as it is developed. This chapter recognises the interrelationship between the objectives with some elements covered cutting across each other, however to allow analysis certain features have been collated under particular objectives. The chapter sets out the how the effects will be considered including secondary, cumulative, synergistic, short, medium and long-term, permanent, temporary, positive and negative impacts through a scoring system and summary.</p> <p>‘Appendix 4: SA Framework – Site Appraisal Guidance’ provides a template framework to assess sites following the nine sustainability objectives identified in Chapter 6 A Framework to Assess Sustainability.</p>

SEA Directive Requirements (Schedule 2)	Covered in SA
g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	<p>Sustainability Appraisal Scoping Report (2021)</p> <p>‘Chapter 6 A Framework to Assess Sustainability’ sets out a framework to assess the sustainability of the Plan. It provides the opportunity to consider mitigating factors in the policy or proposal and the ability to suggest additional mitigation where appropriate. It will also permit proposals or policies to be modified and then rescored in order to determine whether their sustainability impacts have been made more positive.</p> <p>‘Appendix 4: SA Framework – Site Appraisal Guidance’ provides a template to assess sites following the Framework set out in Chapter 6.</p>
h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	<p>Sustainability Appraisal Scoping Report (2021)</p> <p>This has not been undertaken at the scoping stage of the SA. The Local Plan is at a Regulation 18 consultation stage which represents a scoping stage of the Plan to decide what should be included in the Plan. As such reasons for selecting alternatives is not possible. However the SA scoping does introduce the proposed framework to assess sustainability in Chapter 6 ‘A Framework to Assess Sustainability’, which describes how the assessment is to be undertaken and includes an ‘uncertain’ effect as part of the framework to assist in identifying where there were any difficulties encountered in compiling the required information.</p>
i) a description of the measures envisaged concerning monitoring in accordance with regulation 17;	<p>This has not been considered at the scoping stage of the SA. The Local Plan is at a Regulation 18 consultation stage which represents a scoping stage of the Plan to decide what should be included in the Plan. As such a description of the measures envisaged concerning monitoring cannot yet be considered. This will be considered at a later stage as the plan</p>

SEA Directive Requirements (Schedule 2)	Covered in SA
	progresses.
j) a non-technical summary of the information provided under the above headings.	<p>Sustainability Appraisal Scoping Report (2021)</p> <p>A non-technical summary is published alongside the Sustainability Appraisal Scoping Report (2021). A summary of which paragraphs meet the requirements of the above headings is provided below:</p> <ul style="list-style-type: none"> a) Para 1 – 3 b) Para 4 – 6 c) Para 7 – 8 d) Para 3-8 e) Para 3 f) Para 7 – 8 g) Para 7 – 8 h) N/A at this stage of the Local Plan process i) N/A at this stage of the Local Plan process
The report must include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Article 5.2)	<p>Sustainability Appraisal Scoping Report (2021)</p> <p>Chapter 1 ‘Introduction’ provides an introduction and context of Mid Devon District and the proposed production of a Local Plan. The Report considers relevant plans and programmes in Chapter 2, baseline information about Mid Devon in Chapter 3, Sustainability issues and challenges in Chapter 5 and set out a framework to assess sustainability for consultation in Chapter 6.</p> <p>The Chapter 1 ‘Introduction’ and signposting table identifies the stage of the Local Plan and this signposting table in Appendix 2 makes clear where certain matters are more appropriately assessed at different levels e.g. where the SEA directive has not been met within the SA due to the stage of the Local Plan.</p>
Who should be consulted during SEA/SA process	

SEA Directive Requirements (Schedule 2)	Covered in SA
<p>Authorities with environmental responsibility, when deciding on the scope and level of detail of the information which must be included in the environmental report (Article 5.4)</p>	<p>Sustainability Appraisal Scoping Report (2021):</p> <p>Chapter 7 'Consultation' identifies that the Council will provide the opportunity to the three statutory environmental consultation bodies Natural England, Environment Agency and Historic England to comment on the SA. The opportunity to comment on the scope and level of detail of the information contained within the scoping report will also be provided to local communities and other bodies for a minimum of 6 weeks. Every person and organisation including statutory consultees that appear on the Mid Devon Planning Policy database at the time of publication will be informed of the opportunity to comment on the Plan Mid Devon Scoping Report and associated documents including the SA.</p>
<p>Authorities with environmental responsibility and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Article 6.1, 6.2)</p>	<p>Sustainability Appraisal Scoping Report (2021):</p> <p>Chapter 7 'Consultation' identifies that the Council will provide the opportunity to the three statutory environmental consultation bodies Natural England, Environment Agency and Historic England to comment on the SA. The opportunity to comment on the scope and level of detail of the information contained within the scoping report will also be provided to local communities and other bodies for a minimum of 6 weeks. Every person and organisation including statutory consultees that appear on the Mid Devon Planning Policy database at the time of publication will be informed of the opportunity to comment on the Plan Mid Devon Scoping Report and associated documents including the Sustainability Appraisal. It is the earliest stage in the plan preparation process providing early and effective opportunity within appropriate timeframes for authorities with environmental responsibility and the public to express their opinion.</p>

SEA Directive Requirements (Schedule 2)	Covered in SA
Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Article 7)	Not relevant to the SA of the Mid Devon Local Plan.
Decision-making	
The environmental report and the results of the consultations must be taken into account in decision-making (Article 8)	<p>Sustainability Appraisal Scoping Report (2021)</p> <p>This SA Scoping Report 2021 was provided alongside the suite of materials relevant to the Plan Mid Devon Issues Scoping Consultation to MDDC Cabinet November 2021, who in taking into account the materials before them including the SA would decide on whether to consult on the materials presented.</p> <p>Consultation will be undertaken on the Plan Mid Devon Scoping Report and the Sustainability Appraisal Scoping Report. The results of the consultation will be taken into account in decision-making.</p>
Provision of information on the decision	
<p>When the plan or programme is adopted, the public and any countries consulted under Article 7 must be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> • the plan or programme as adopted • the environmental report • a statement summarising <ol style="list-style-type: none"> a. how environmental considerations have been integrated into the plan or programme b. how the environmental report has been taken into 	<p>Sustainability Appraisal Scoping Report (2021)</p> <p>This requirement is only required when the plan or programme is adopted. The Local Plan is at a Regulation 18 consultation stage which represents a scoping stage of the Plan to decide what should be included in the Plan.</p>

SEA Directive Requirements (Schedule 2)	Covered in SA
<p>account,</p> <p>c. the opinions expressed in response to:</p> <p>i. the invitation referred to in regulation 13(2)(d)</p> <p>ii. action taken by the responsible authority in accordance with regulation 13(4)</p> <p>have been taken into account;</p> <p>d. how the results of any consultations entered into under regulation 14(4) have been taken into account;</p> <p>e. the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and</p> <p>f. the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme (regulation 16)</p>	
Monitoring	
<p>Monitoring of the significant environmental effects of the plan's or programme's implementation with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action (regulation 17(1)).</p> <p>Monitoring arrangements may comprise or include arrangements established for other purposes</p>	<p>This has not been considered at the scoping stage of the SA. The Local Plan is at a Regulation 18 consultation stage which represents a scoping stage of the Plan to decide what should be included in the Plan. As such, monitoring measures will be considered at a later stage as the plan progresses.</p>

SEA Directive Requirements (Schedule 2)	Covered in SA
(regulation 17(2)).	

Appendix 3: Reviewed Plans, Programmes and Strategies (full list)

Climate Change

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Climate Change)
The 2008 Climate Change Act (Amended 2019)	The Climate Change Act places a legal requirement on the Government to dramatically reduce the UK's greenhouse gas emissions by 2050. It must also prepare the UK for the effects of climate change. An amendment to the Act was made in 2019 to the 2050 target of reducing greenhouse gas emissions from 80% to 100%.
Paris Agreement 2015	Legally binding international treaty on climate change. Adopted by 196 Parties at COP21 In Paris 12 Dec 2015 and entered into force on 4 Nov 2016. Global agreement to limit global warming to well below 2 degrees Celsius compared to pre-industrial levels. Countries aim to reach global peaking of greenhouse gas emissions as soon as possible to achieve a carbon neutral world by mid-century.
Connecting the Culm (2012 – present) [2021 last updated]	The Connecting the Culm project is part of Co-Adapt, an international programme working to test ways of making river catchment more resilient to the impacts of climate change (mainly flooding and drought), using nature-based solutions.
Devon climate emergency declaration (2019) DCC, MDDC	At a full Council Meeting 21 Feb 2019, DCC agreed to declare a 'Climate Emergency' and to initiate a county-wide partnership to ensure Devon becomes Carbon Neutral by 2050. This action was prompted by the 15 th Special Report from the United Nation's Intergovernmental Panel on Climate Change (IPCC) warning that a 2°C Rise in global temperatures would put up to 30% of all species at risk of extinction, 90% of tropical coral reefs would be lost, crop yields would reduce and droughts would become more common. The IPCC has recommended that by 2030, global GHG emissions should be reduced by 45% of 2010 levels and 100% by 2050. MDDC joined DCC along with other organisations to form the Devon Climate Emergency Response Group. May 2019 the partnership endorsed a declaration to reduce carbon emissions through 'collective action, innovation and influence' and is now a formal partner in the process to produce a county-wide carbon plan.
The Carbon Plan: Delivering our Low Carbon Future (HM Government, 2011)	The Carbon Plan sets out how the UK will achieve decarbonisation within the framework of energy policy. Within the next 10 years the plan requires the development and deployment of new technologies that will be needed to halve emissions in the 2020s. Domestic transport emissions account for nearly a quarter of UK emissions; to achieve target vehicles will need to run on ultra-low emission technologies such as electric batteries, hydrogen fuel cells and plug-in hybrid technology. These changes will bring

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Climate Change)
	environmental benefits including improved local air quality. Encouraging the use of public transport, cycling or walking will boost the reduction in emissions. By 2050, all buildings will need to have an emissions footprint close to zero, using better insulation, energy-efficient products and having heating from low carbon sources. Manufacturing processes will need to deliver a fair share of emissions cuts. By 2050 emissions from the power sector will need to be close to zero.
Clean Growth Strategy (2017) HM Government	Clean growth means growing our national income while cutting greenhouse gas emissions. This strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of 'clean growth'. Objectives 1. To meet domestic commitments at lowest net cost 2. To maximise social and economic benefits for UK. To meet objectives UK will nurture low carbon technologies, processes and systems that are as cheap as possible. Key policies and proposals include improving business and industry efficiency. Improving energy efficiency of homes. Roll out low carbon heating. Accelerate shift to low carbon transport. Deliver clean, smart, flexible power. Enhance the benefits and value of natural resources. Lead in the public sector. Government leadership in driving clean growth.
National Planning Policy Framework (MHCLG, 2021)	The planning system should support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience, encourage reuse of existing resources, including the conversion of existing building and support renewable and low carbon energy and associated infrastructure.
Mid Devon Corporate Plan 2020-2024	Encourages growth in locations that provide low carbon homes. Support clean growth industry sectors. Zero carbon policies for new development. Encourage retro-fitting of measures to reduce energy use in buildings. Encourage 'green' sources of energy, supply new policies and develop plans to de-carbonise energy consumption in Mid Devon. Identify opportunities to work with landowners to secure additional hedgerow planning and reforestation. Encourage new housing and commercial developments to be exemplars in terms of reducing carbon use. Increase recycling and reduce waste. Explore large-scale tree-planting projects and re-wilding and address carbon pressure. Promote sustainable farming. Encourage communities to deliver their own projects to reduce carbon emissions. Use new development as opportunities to help communities to become increasingly sustainable and self-sustaining at neighbourhood level (district heating, energy use, recycling/re-use systems etc). Increase recycling rates and reduce amounts of residual waste generated.

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Climate Change)
Ten Point Plan for a Green Industrial Revolution (Nov 2020)	The plan outlines how the UK will invest in clean and innovative/pioneering technologies to mitigate the effect of climate change. The points cover strategies on clean technologies (offshore wind, low carbon hydrogen, nuclear power, zero emission vehicles, green public transport, cycling and walking, jet zero and green ships), greener buildings, investing in carbon capture, usage and storage, while protecting the natural environment.
Devon Waste Plan to 2031 (Adopted 2014) DCC	Provides the policy framework for decisions by Devon County Council on planning applications for waste management development over the period to 2031. Over the period to 2031, Devon will lead the way in sustainable waste management by working towards a zero waste economy while treating unavoidable waste as a valuable resource.
Resources and Waste Strategy (DEFRA, 2018)	Sets out how we will preserve our stock of material resources by minimising waste, promoting resource efficiency and moving towards a circular economy. Minimise the damage caused to our natural environment by reducing and managing waste safely and carefully and by tackling waste crime.
National Planning Policy for Waste (2014)	Sets out waste hierarchy and locational criteria for waste management.
Waste Management Plan for England (DEFRA, 2021)	The Waste Management Plan for England is an analysis of the current waste management situation in England. The plan does not introduce new policies or change how waste is managed in England. Aim is to bring current waste management policies together under one national plan.
<u>Climate change – sustainability conclusions</u> The UK is committed to achieving targets in reducing greenhouse gas emissions in order to tackle climate change. Development has a significant part to play to help achieve these targets for reducing carbon emissions. Planning needs to minimise vulnerability to the impacts of climate change, and support the delivery of renewable and low carbon energy development. Improving the energy efficiency of the fabric of buildings, reuse materials and encouraging low or net zero carbon energy sources will limit CO ₂ emissions. Minimising waste and following the waste hierarchy will contribute to tackling climate change.	

Wealth and prosperity

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Wealth and Prosperity)
The Plan for Growth (HM Treasury/BIS, 2011)	The Government's economic policy objective is to achieve strong, sustainable and balanced growth evenly shared across the country and between industries. Goals include making the UK one of the best places in Europe to start, finance and grow a business (through the implementation of a presumption in favour of sustainable development, liberalisation of use classes and guarantees on planning application decision timetable) and encouraging investment and exports as a route to a more balanced economy (including through increased investment in low carbon technologies).
National Planning Policy Framework (MHCLG, 2021)	Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
Build Back Better Plan (HoSW LEP – Accessed from website 2021)	Evidence base identifies Energy, High Value Engineering and Digital as the dynamic heart of the local economy (Devon, Somerset, Plymouth and Torbay) with opportunities to drive clean and inclusive growth across multiple sectors. Build back better focuses on accelerating opportunities through the delivery of transformational LEP sponsored programmes of activity.
Local Industrial Strategy (HoSW LEP, 2020)	Sets out how we can realise the area's potential (Devon, Somerset, Plymouth and Torbay) capitalising on new and emerging technologies whilst reducing the area's carbon footprint, increasing social mobility and protecting and enhancing the natural environment.
Mid Devon Corporate Plan 2020-2024	Economy is one of four priorities in the Corporate Plan. Opportunities it identifies include working with developers to secure plans for the J27 'Devon Gateway' development site. Consider acquiring or creating new business parks to accelerate economic growth. Identify strategic and tactical interventions to create economic and community confidence and pride in the places we live. Facilitate the creation of exciting new commercial opportunities within strategic developments.
Economy Strategy for Mid Devon (2019-2024)	This Economic Strategy sets out the District Council's ambition to support and drive forward the local economy over the next five years. It reviews the statistical evidence that underpins the local economy and the national and regional policy framework within which it is set. The strategy identifies the overall aims of the Council – to increase wages and skills, increase prosperity and deliver a growth agenda.

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Wealth and Prosperity)
Safeguarding Our Soils: A Strategy for England (DEFRA, 2009)	Planning decisions must take sufficient account of soil quality, particularly when significant areas of the best and most versatile agricultural land are involved. The document also considers the need for local authority officers to make proportionate and robust decisions regarding the remediation of contaminated land. Sustainable remediation that does not involve the wholesale removal and replacement of soil should be encouraged.
Rural Economy Growth Review (DEFRA, 2011)	Businesses in rural areas make a substantial contribution to the national economy, generating about 22% of employment. Between 2001 and 2009, the population of England's rural areas grew 10% faster than urban areas. There are strong interdependencies between market towns and their rural hinterlands. Smaller businesses play a relatively strong role in rural areas, accounting for over 50% of employment in rural areas, whilst home working rates are more than twice as high in rural than urban areas. Growth of rural businesses is restricted by broadband coverage, with 23% of rural household having no or slow connections. Populations of rural areas tend to be older than urban populations, and there are a substantially lower proportion of ethnic minority backgrounds.
Foresight. The Future of Food and Farming (Government Office for Science, 2011)	The global food system will experience an unprecedented confluence of pressures over the next 40 years. Population size will increase, raising demand, whilst competition for land, water and energy will intensify, while the effects of climate change will become increasingly apparent. Priorities for action include making sustainable food production central in development; working on the assumption there is little new land for agriculture; promoting sustainable intensification; including the environment in food system economics; reducing waste; anticipate major issues with water availability for food production and work to change consumption patterns.
Build Back Better: our plan for growth (2021) HM Treasury	The plan sets out government's strategy to support economic growth through significant investment in infrastructure, skills and innovation. The objective is to achieve economic prosperity across the UK. It includes stimulating short-term economic activity and drive long-term productivity improvements via record investment in broadband, roads, rail and cities; supporting productivity growth through high-quality skills and training; supporting our small and medium-sized enterprises to grow through new schemes to boost productivity; invest in net zero to create new opportunities for economic growth and jobs across the country.
Clean Growth Strategy (2017) HM Government	Clean growth means growing our national income while cutting greenhouse gas emissions. This strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of 'clean growth'. Objectives 1. To meet domestic commitments at lowest net cost 2. To max social and economic benefits for UK. To meet objectives UK will nurture low carbon technologies, processes and systems that are as cheap as possible. Key policies and proposals include improving business and industry efficiency,. Improving energy efficiency of homes. Roll out low carbon heating. Accelerate shift to low carbon transport. Deliver clean, smart,

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Wealth and Prosperity)
	flexible power. Enhance the benefits and value of natural resources. Leading in the public sector. Government leadership in driving clean growth.
Policy brief – how increased connectivity is boosting economic prospects of rural areas (DEFRA, 2014)	The policy brief identifies the importance of rural areas is set to grow as increased connectivity enables more flexible working, further growth in knowledge-based industries in rural areas and increased transfer of innovation. The continuation of such trends could be expected to lead to stronger productivity growth, job creation and higher output in rural areas than urban. The Government is supporting these trends and enabling rural areas to harness their economic potential by investing in connectivity.
<p><u>Economy and economic development – sustainability conclusions</u></p> <p>The planning system should support the development of strong, sustainable and balanced economic growth. National Government has an objective to achieve prosperity across the UK. The rural economy is recognised as providing an important contribution to the National economy. Mid Devon is largely a rural district and the rural economy is an important feature to be considered. There is a greater focus on clean growth which links to the Climate Change priorities. Locally there is an ambition to deliver a growth agenda and increase prosperity. Energy, high value engineering and digital area identified as the heart of the local economy with opportunities to drive clean and inclusive growth across multiple sectors.</p>	

Natural and historic built environment and respecting environmental limits

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Natural and historic built environment and respecting environmental limits)
Natural Environment and Rural Communities (NERC) Act 2006	The act places a duty on public authorities (replacing s74 of the Countryside and Rights of Way Act 2000) to have regard to biodiversity as far as is consistent with the proper exercise of their functions.
Wildlife and Countryside Act 1981	The act sets in place protective measures for wildlife, including wild birds and plants.
Countryside and Rights of Way Act 2000	An Act to make provision for public access to the countryside. Requires local authorities to have regard to nature conservation when performing rights of way functions, including power to divert PROWs away from SSSIs. The act gives greater protection to wildlife and natural features by making provisions for the conservation of biodiversity, and improving protection for SSSIs.
National Planning Policy Framework (MHCLG, 2021)	The framework requires that the planning system should contribute to and enhance the natural environment. Great weight should be given to conserving and enhancing landscape and scenic beauty of National Parks and Areas of Outstanding Natural Beauty. The historic environment should be protected, enhanced and supported through planning policies, preventing unnecessary devaluation of the historic assets and their settings. Planning policies and decisions should contribute to protection and enhancement of biodiversity and minimise impacts on and providing net gains for biodiversity. Local plans should also make provision for green infrastructure, requiring new developments to include green infrastructure. Local planning authorities are required to support the transition to low carbon future, taking full account of flood risk, minimise vulnerability, encourage the reuse of existing resources and improve resilience. The framework identifies that strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources. It cautions to take into account all sources of flood risk and the current and future impacts of climate change.
Blackdown Hills AONB Management Plan (2019-24)	The plan highlights the special qualities of the AONB as the isolated, unspoilt rural area; the diversity of landscape patterns and pictures; the unique geology; and the architectural appeal. Priorities include maintaining and enhancing the features that make the landscape distinctive; ensure conservation and understanding of the historic environment (buildings, archaeology, landscape); to conserve and enhance important wildlife habitats and unique geology by forming coherent and resilient networks; to protect high

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Natural and historic built environment and respecting environmental limits)
	quality water, air, soils and land form impacts of the climate change; to support sustainable farming and forestry practices that conserve and enhance the special qualities of the AONB; sustainable recreation and tourism, based on the qualities of the landscape; new development to be of the highest quality, in keeping with landscape, historic character and other special qualities; to provide and manage appropriate transport networks and services; and a sustainable rural economy that conserves and enhances landscape character.
Exe Estuary Management Plan 2016-2021	The Plan gives consideration to the management of the wider Exe catchment area. Policies include usage of sustainable drainage systems to improve water quality in the catchment, improved understanding about the link between catchment land use, water quality and sediment deposition in the Estuary, and development or co-ordination of partnerships to identify, manage and improve water quality within the Exe Estuary and its catchment. It further points out that the ecological status of the catchment is affected by factors such as source pollution from mixed agricultural run-off and point source sewage discharges.
A Green Future: Our 25 Year Plan to Improve the Environment (2018)	The national plan outlines the steps the government proposes to take to enhance the natural environment. Those steps include land sustainability, recovering nature, increasing resources efficiency and reducing pollution and waste, overall protection and improvement of the environment. The government introduced plans for a Nature Recovery Network to protect and restore wildlife and provide opportunities to re-introduce species that we have lost from our countryside. It also outlined the plan to commission a Review of National Parks and AONBs.
Natural Environment and Rural Communities (NERC) Act (2006)	The act created Natural England and the Commission for Rural Communities. It also expanded the biodiversity duty to all local authorities, community, parish and town councils, police, fire and health authorities and utility companies. Section 40 of the act requires every public authority to have due regard to the conservation of biodiversity.
The England Trees Action Plan 2021-2024 (2021)	The government has committed to spend over £500 million to increase tree planting rates across the UK. The action plan encourages local authorities to form partnerships with local communities and work with developers to plant and manage trees.
Emergency Tree Plan for the UK (2020)	The Plan aims to deliver effective tree-based climate mitigation. The key recommendations are to expand the tree cover by protecting the existing trees and woodland, afforestation, promote natural regeneration and increase public funding for the protection, restoration and expansion of native woodland. It encourages local authorities to protect trees outside woods,

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Natural and historic built environment and respecting environmental limits)
	commission and deliver tree and woodland strategies by 2020 and ensure that development land includes trees.
Government Forestry and Woodlands Policy Statement (Forestry Commission England 2013)	The policy statement sets out clear priorities for future Government policy-making, focused on protecting, improving and expanding our public and private woodlands. It covers, among other things, the future of the Public Forest Estate, woodland creation and management, the economic development of the forestry sector, community involvement in local woodlands and tree health.
Conservation of Habitats and Species Regulations 2017 (as amended) including 2019 Regulations	Provides the protection of European Site and sets out the requirements of a Habitat Regulations Assessment to assess the impact of a plan or programme on a European site.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services (DEFRA, 2002)	The strategy sets a mission for the next decade requiring a halt to overall biodiversity loss, support to healthy well-functioning ecosystems and to establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people. In particular, reducing environmental pressures on biodiversity is a specific concern. This will be undertaken through reforms of the planning system to ensure a strategic approach to planning for nature.
England Biodiversity Strategy – Climate Change Adaptation Principles (DEFRA, 2008)	The document sets out principles for conserving biodiversity and protecting them from the direct and indirect impacts of climate change. The principles include conserving existing biodiversity, conserving protected areas and all other high quality habitats, conserving the range and ecological variability of habitats and species, maintaining existing ecological networks, creating buffer zones and high quality habitats, understand change is inevitable, make space for the natural development of rivers and coasts and raise awareness of the benefits of the natural environment to society.
Environment Act (2021)	The Act makes provision for environmental targets, improvement plans and policies, about air quality, water and land drainage, measurable biodiversity net gain in planning, local nature recovery strategies, habitats regulation and tree felling.

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Natural and historic built environment and respecting environmental limits)
The Nature of Devon – A Biodiversity and Geodiversity Action Plan (Devon County Council, 2005)	Objectives of the action plan include ensuring that planning policies recognise the importance of biodiversity and the geological features of Devon, to ensure consideration is given to nature conservation issues in the implementation of planning, to reconcile the objectives of bio- and geodiversity conservation with the need for economic and social development in achieving environmental sustainability and to maintain a dialogue with relevant authorities leading to the identification of all sites of national or international geological heritage which do not benefit from SSSI status.
National Heritage Protection Plan (English Heritage, 2012)	The plan seeks to ensure that England's historic environment is not needlessly at risk of damage, erosion or loss; is experienced, understood and enjoyed by local communities; contributes to sustainable and distinctive places to live and work; and helps deliver positive and sustainable economic growth.
The Heritage Statement 2017 (DCMS)	Sets out the Government's vision and strategy for Heritage and the historic environment. At government level we will continue to emphasise the value of the historic environment and its role in creating great places to live, work and visit.
Flood and Water Management Act (2010)	Outlines local authorities to take responsibility for the co-ordination of flood risk management in their area. The 'lead local flood authority' will be the County Council and they will develop, maintain, apply and monitor a strategy for local food risk management. The act mandates that policies should aim to reduce water consumption and prevent surface water flooding.
South West River Basin Management Plan (Environment Agency, 2015)	The plan is prepared under the European Water Framework Directive, which requires all EU countries throughout the European Union to manage the water environment to consistent standards. This plan provides a framework for action and future regulation. Priorities include prevention of deterioration of water bodies, statutory protection of bodies of water that have specific uses, implementation of legally binding objectives for each quality element in every water body and progressive reduction of pollution of groundwater.
EU Water Framework Directive (2000/60/EC)	This directive establishes a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater. The framework promotes sustainable water use, ensures reduction of pollution of groundwater and prevents its further pollution. The framework also contributes to mitigating the effects of floods and droughts for provision of the sufficient supply of good quality surface water and groundwater, and for the protection of territorial and marine waters. It is transposed into UK law and therefore remains in place following Brexit.

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Natural and historic built environment and respecting environmental limits)
Future Water: The government's water strategy for England (Defra 2008)	The strategy sets out a framework for water management and vision for the water sector in 2030. It sets out the steps that are needed to provide sustainable delivery of secure water supplies and an improved and protected water environment. Minimum water efficiency standards for all new homes, preparation of 25-year water resources management plans by water companies, supporting farmers in the adoption of more environment-friendly farming practices and promotion of sustainable drainage are just a few of measures the strategy is putting forward.
Devon Minerals Plan 2011-2031(Adopted 2017) DCC	Provides the policy framework for decisions by DCC on planning applications for mineral development over the period to 2033, together with decisions on non-mineral development by other planning authorities that may affect mineral resources. Vision: minerals development in Devon will provide timely and adequate supply of minerals of national and local importance, while maintaining the County's quality of life and reinforcing the quality, distinctive character, diversity and sustainability of its outstanding environment.
<p data-bbox="181 708 1444 740"><u>Natural and historic built environment and respecting environmental limits – Sustainability conclusions</u></p> <p data-bbox="181 767 2056 965">The plans, programmes and strategies reviewed identify the importance of protecting and enhancing the natural and built environment. The natural and built environment contributes to sustainable and distinctive places to live and work and helps to deliver positive and sustainable economic growth. National policy identifies the need to provide net gains for biodiversity and sets out the importance of respecting environmental limits in the context of climate change including flood risk, reuse of existing resources and improving resilience. Recently a national plan to deliver effective tree-based climate mitigation has been published and the Environment Act was passed in 2021.</p>	

Health and well-being

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Health and well-being)
Lifetime neighbourhoods (MHCLG, 2011)	The report contains guidance on the design of neighbourhoods to make them inclusive regardless of age or disability. The components that make up lifetime neighbourhoods include good access (enabling residents to get out and about in the area they live), services and amenities (neighbourhoods with a mix of residential, retail and employment uses and access to services including health, post office, banking facilities or cash machines), safe and inclusive built environments, with locally accessible greenspace and a range of affordable housing choices (based on inclusive design principles with adaptable space/layout to meet changing needs).
Laying the Foundations: A Housing Strategy for England (HM Government, 2011)	Housing and planning policies should widely positively reflect the wide range of circumstances and lifestyles of older people, who already occupy nearly a third of all homes. Planning for homes and communities where older people can remain involved with their families, friends and communities and able to choose where and how they live. New housing developments need to make suitable provision for ageing populations in the long-term, ensuring a mix of property types, including Lifetime Homes.
National Planning Policy Framework (DCLG, 2021)	Planning policies and decisions should aim to achieve healthy, inclusive and safe places. Planning policies and decisions should help to provide social, recreational and cultural facilities and services the community needs. Public safety should be promoted. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change.
Mid Devon Corporate Plan 2020-2024	Promote new, more integrated approaches to promoting good health and healthier living especially in the context of planned new developments. Seek opportunities to address public health issues and disparities to improve the health and wellbeing of everyone in Mid Devon. Work with NHS and other health bodies to promote use of our leisure centres.
Health and Social Care Act (2012)	The Bill is a part of a plan to modernise the NHS. It introduces Health and Wellbeing Boards in all upper tier local authorities that will strengthen joint working between local government and the NHS. The local democratic legitimacy of commissioning of health and care services is increased by the boards as they bring together various stakeholders to assess and develop strategy to address the needs.
Joint Health and Wellbeing Strategy (2020-2025) 2019	The strategy sets out four priorities: (1) to create opportunities for all by narrowing gaps in educational attainment and adult skills, reducing child poverty levels, supporting economic growth in more disadvantaged areas and increasing social mobility; (2) to create healthy, safe, strong and sustainable communities by improving housing conditions and reduce homelessness, creating conditions

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Health and well-being)
Devon Health and Wellbeing Board	for good health, physical activity and social interaction, supporting healthy workplaces and schools and helping keep communities safe; (3) to focus on mental health by reducing loneliness, identifying people at risk and intervening and promoting a positive approach; and (4) to support people to stay as healthy as possible for as long as possible by enabling people to live healthier lives, detecting the early signs of disease, supporting those living with long-term conditions and supporting carers to improve and maintain their own health and wellbeing.
<p><u>Health and wellbeing – sustainability conclusions</u></p> <p>The reviewed plans and strategies set out the importance of delivering an integrated approach to new development. Access to services, the creation of safe lifetime neighbourhoods and the availability of local greenspace, services and facilities for communities are vital in the creation of healthy, inclusive communities which meet changing needs.</p>	

Rural areas

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Rural areas)
Rural Statement (DEFRA, 2012)	Rural areas are home to one-fifth of the English population, and 28% of England's businesses. The key priorities include wanting rural businesses to make a sustainable contribution to national growth; engaging directly with rural communities; wanting rural people to have fair access to public services and be actively engaged in shaping the places in which they live.
Rural Economy Growth Review (DEFRA, 2011)	Businesses in rural areas make a substantial contribution to the national economy, generating about 22% of employment. Between 2001 and 2009, the population of England's rural areas grew 10% faster than urban areas. There are strong interdependencies between market towns and their rural hinterlands. Smaller businesses play a relatively strong role in rural areas, accounting for over 50% of employment in rural areas, whilst home working rates are more than twice as high in rural than urban areas. Growth of rural businesses is restricted by broadband coverage, with 23% of rural household having no or slow connections. Populations of rural areas tend to be older than urban populations, and there are a substantially lower proportion of ethnic minority backgrounds.
Foresight. The Future of Food and Farming (Government Office for Science, 2011)	The global food system will experience an unprecedented confluence of pressures over the next 40 years. Population size will increase, raising demand, whilst competition for land, water and energy will intensify, while the effects of climate change will become increasingly apparent. Priorities for action include making sustainable food production central in development; working on the assumption there is little new land for agriculture; promoting sustainable intensification; including the environment in food system economics; reducing waste; anticipate major issues with water availability for food production and work to change consumption patterns.
Policy brief – how increased connectivity is boosting economic prospects of rural areas (DEFRA, 2014)	The policy brief identifies the importance of rural areas is set to grow as increased connectivity enables more flexible working, further growth in knowledge-based industries in rural areas and increased transfer of innovation. The continuation of such trends could be expected to lead to stronger productivity growth, job creation and higher output in rural areas than urban. The Government is supporting these trends and enabling rural areas to harness their economic potential by investing in connectivity.
National Planning Policy Framework (MHCLG, 2021)	In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs. To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies and decisions should support a prosperous rural economy. Planning policies and

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Rural areas)
	decisions should contribute to and enhance the natural and local environment, and recognise the economic and other benefits of the best and most versatile agricultural land. Where significant development of agriculture is necessary, areas of poorer quality land should be preferred to those of a higher quality.
Safeguarding Our Soils: A Strategy for England (DEFRA, 2009)	Soil is a fundamental and essentially a non-renewable natural resource, providing an essential link between the components that make up our environment. Soils vary hugely from region to region and even from field to field. Soils perform valuable functions including nutrient cycling, water regulation, carbon storage, support for biodiversity and wildlife, and providing a platform for food and fibre production and infrastructure. Soils have been degraded by human actions, and are vulnerable to erosion, compaction and loss of organic matter; such changes are likely to be exacerbated by climate change. By 2030 all England's soils will be managed sustainably and degradation threats tackled successfully. Planning decisions must take sufficient account of soil quality, particularly when significant areas of the best and most versatile agricultural land are involved. The document also considers the need for local authority officers to make proportionate and robust decisions regarding the remediation of contaminated land. Sustainable remediation that does not involve the wholesale removal and replacement of soil should be encouraged.
Mid Devon Corporate Plan (2020-2024) MDDC	Rural Devon is a great gift to us and the planet. We will challenge the suburbanisation of the countryside while encouraging growth in locations that provide low carbon homes for our communities. This will sit alongside the economic opportunities of greater digital connectivity in rural areas, our support for clean growth industry sectors and a thriving agricultural industry that showcases sustainable food-to-fork practices and low food miles to market.
Economy Strategy for Mid Devon (2019-2024)	The strategy identifies high levels of self-employment and a large number of micro-enterprises particularly in the rural areas. Mid Devon remains a largely rural district with outstanding natural capital but with issues around rurality, including economic isolation and a lack of services and resources in the rural areas which suppress rural potential. There is a need for greater investment in digital infrastructure and support for a diversified rural economy to unlock rural economic growth. The strategy has an objective for the district's rural economy to be successful and is synonymous with being truly 'Green'.
Connecting Devon and Somerset (2014-present) programme	Connecting Devon and Somerset is a local government-led partnership and has been set up to deliver next generation broadband infrastructure to areas where the market has failed to invest. It is bringing connectivity and opportunities to many more isolated homes, businesses and communities helping to plug the gaps in commercial infrastructure.

Rural areas – sustainability conclusions

Rural areas are home to a significant proportion of our population. Rural businesses make a substantial contribution to the economy and should be supported to grow. Agriculture remains an industry that has faced many challenges but is an important feature of our rural areas. Rural areas experience social issues such as poor access to services and facilities, whilst the growth of their economies may be hampered by poorer broadband speeds. National Policy seeks to support a prosperous rural economy. Programmes such as connecting Devon and Somerset has invested in digital communication in our rural areas. In rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.

Access to new technologies and digital communications

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Access to new technologies and digital communications)
Economic Strategy for Mid Devon (2019-2024) MDDC	The Economic Strategy sets out the District Council's ambition to support and drive forward the local economy from 2019-2024. With regard to digital connectivity it identifies that poor broadband speed and coverage are a significant barrier to growth for businesses. Mid Devon has some of the most digitally isolated areas in the whole of the UK in terms of broadband speeds and coverage and some of the district's worst served areas for broadband area also the areas with the worst transport infrastructure. Broadband is recognised as playing an ever increasingly strong role within business and therefore it is imperative that broadband issues across the district area addressed.
Greater Exeter Digital Connectivity Strategy (Adroit Economics for and on behalf of Greater Exeter Local Authorities) (2018)	The strategy is intended to provide a framework for both immediate and long term local authority initiatives and will provide the basis for inclusion of digital connectivity policy in the land use planning process, through inclusion of policy in the GESP. Greater Exeter's digital connectivity targets to reflect UK Government's latest targets. The Proposed Greater Exeter digital connectivity strategy seeks to be forward looking, to identify and put measures in place to help deliver future connectivity needs and infrastructure. Note the Great Exeter Strategic Plan is no longer being sought however the strategy is still relevant for the area previously considered by GESP which includes the Mid Devon District area.
Creating transformational digital infrastructure for Greater Exeter (scoping report from CBN in association with Adroit economics, 2019)	Provides outputs of consultation and exploration process design to support the implementation of the Greater Exeter Strategic Plan through the creation of new digital infrastructure. The report sets out three sections, making the case for intervention, describing the methods and collaborative frameworks that can be used and recommended actions and structures designed to enable the implementation of transformational digital infrastructure. Note the Great Exeter Strategic Plan is no longer being sought however the report is still relevant for the area previously considered by GESP which includes the Mid Devon District area.
Connectivity and Infrastructure (DCC, 2021 area of focus)	By focusing on connectivity and take-up, investing in digital and non-digital infrastructure and promoting innovation, research and development we aim to help improve productivity and build a stronger local economy which will create higher standards of living or people in Devon, especially those in isolated rural areas. Aim is to ensure everyone in Devon has some access to a PC and the

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Access to new technologies and digital communications)
	internet, all people and businesses have the opportunity to benefit from high-speed broadband connection, including rural and isolated areas, key community buildings including schools and libraries are well served with a high quality broadband infrastructure, gaps are closed in regional and local inequality of access.
Connecting Devon and Somerset (2014-present) programme	Connecting Devon and Somerset is a local government-led partnership and has been set up to deliver next generation broadband infrastructure to areas where the market has failed to invest. It is bringing connectivity and opportunities to many more isolated homes, businesses and communities helping to plug the gaps in commercial infrastructure.
The digital communications Infrastructure strategy (DCMS, 2015)	The 2015 strategy announces an ambition that ultrafast broadband of at least 100 Mbps should become available to nearly all UK premises. Freeing up further 4G spectrum, piloting superfast satellite connections and looking to increase the Universal Service Obligations will ensure that rural communities are not left behind. The Government's role in supporting industry is to remove barriers to investment, to cut the red tape that increases the cost of rollout and to ensure the continuance of the stable regulatory framework that makes the UK an attractive place to invest.
Connectivity – building world-class digital infrastructure for the UK (DCMS,2017)	The UK's digital infrastructure must be able to support the rapid increase in traffic providing coverage with sufficient capacity to ensure data can flow at the volume, speed and reliability required to meet the demands of modern life. Broadband and mobile must be treated as the fourth utility, with everyone benefiting from improved connectivity. Improved connectivity also increases innovation and productivity across the economy, bringing significant economic rewards. For most people, it is the quality of connection that matters, not the means of delivery. Look at what consumers want as they go about their lives where they live, work and travel in this digital age.
Future Telecoms Infrastructure Review (DCMS, 2018)	In the coming decades, fixed and mobile networks will be the enabling infrastructure that drives economic growth. The UK is the world leader in superfast connectivity with more the 9% of premises covered. However, next generation Fibre to the Premises (FTTP) or 'full fibre' coverage is only 4% whereas world leaders like South Korea (c99%) and Japan (c97%). Mobile coverage is also improving with 67% of UK landmass has 4G signal from at least one operator (78% in 2017). For the UK to be the best place to start and grow digital businesses, we need greater investment to build fixed and wireless networks that are fit for the future. The Government has set clear, ambitious targets for the availability of full fibre and 5G networks, 15 million premises connected to full fibre by 2025, coverage across all parts of the country by 2033. Majority of the population to have 5G by 2027.
London Plan (2021)	Example of plan which provides a planning policy to drive full fibre technology. Policy S16 sets a minimum standard for every new home and business in London to be able to receive full fibre broadband connections. This seeks to benefit the residents and

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Access to new technologies and digital communications)
	businesses of new development but also by pulling wholesale infrastructure into the area to serve the new building, this will make installing connections to any surrounding homes or businesses more affordable.
National Planning Policy Framework (MHCLG, 2021)	Advanced, high quality and reliable communications is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology and full fibre broadband connections.
Access to new technologies and digital communications – sustainability conclusions <p>The importance of digital infrastructure is identified nationally. It is seen as a fourth utility with everyone benefiting from improved connectivity. It is identified that improved connectivity increases innovation and productivity across the economy, bringing significant rewards. Mid Devon has some of the most digitally isolated areas in the UK and poor broadband speed and mobile coverage is identified as a barrier for economic growth. Already there is a local government led programme to improve the digital connectivity of Devon and Somerset.</p>	

Homes

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Homes)
Housing and Planning Act 2016 (HM Government, 2016)	This act introduced a number of changes to housing policy and the planning system. Part 1 – New Homes in England, addresses the issues of starter homes and self-build and custom house building.
Self-build & Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016); Self-build & Custom Housebuilding Regulations 2016; and Self-build & Custom Housebuilding (Time for Compliance & Fees) Regulations 2016 (HM Government, 2015 – 2016)	<p>A package of legislation that places a number of duties and responsibilities on local authorities to increase the supply of self-build and custom housebuilding. In summary, the duties are:</p> <ul style="list-style-type: none"> • A requirement to keep and maintain a register of individuals / associations of individuals who are interested in self-build and custom housebuilding; • A requirement to have regard to the register when carrying out planning, housing, land disposal and regeneration functions; and • A duty to grant planning permission which requires that suitable development permission is granted for enough suitable serviced plots of land to meet the demand for self-build and custom housebuilding in the area.
Fixing our broken housing market (HM Government, 2017)	This sets out plans to boost the supply of new homes in England and includes measures to build homes faster and diversify the housing market.

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Homes)
National Planning Policy Framework (MHCLG, 2021)	The National Planning Policy Framework supports the Government's objective to significantly boost the supply of homes. Strategic policies should be informed by a local housing needs assessment, conducted using the standard method in national planning guidance. Within this context, the size, type and tenure of housing need for different groups in the community should be assessed and reflected in planning policies. Planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability.
Planning policy for traveller sites (MHCLG, 2015)	There should be fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. Local planning authorities should work collaboratively to develop fair and effective strategies to meet need through the identification of land for sites, planning over a reasonable timescale. In doing so, the Green Belt should be protected, and plan-making should aim to reduce the number of unauthorised developments. New policies should be fair, realistic and inclusive, and should increase the number of traveller sites in appropriate locations, reducing tensions between settled and traveller communities and enabling provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure whilst having due regard to the protection of local amenity and the environment.
Planning Practice Guidance (MHCLG, 2012 – 2021)	This sets out how the government's planning policies for England are expected to be applied. One key area is 'Housing and economic needs assessment' which sets out the methodology for assessing local housing needs. The standard method identifies the minimum annual housing need figure and there is generally an expectation that the standard method will be used to inform plan preparation.
Affordable Homes Update – Written Ministerial Statement (UK Parliament, 2021)	This statement issued substantial changes to planning policy which came into effect on 28 June 2021. The issues covered in the statement include, the definition of a First Homes, eligibility criteria, setting developer contributions, plans, development management and transitional arrangements, level of discount, exception sites and delivering shared ownership homes.
Self and Custom Build Action Plan (HM Government, 2021)	This sets out a number of interventions including better access to mortgage finance through a new 'Help to Build' scheme in order to deliver low deposit mortgages and improve the affordability of home ownership.

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Homes)
'Denied the Right to a Safe Home': Exposing the Housing Emergency (Shelter, 2021)	This states that the UK is experiencing a housing emergency characterised by millions of people denied a safe home, thousands of families stuck in temporary accommodation and people living on the streets. It argues that the current housing system is unaffordable, unfit, unstable and discriminatory.
Planning for Sustainable Rural Communities (One Planet Council, 2010)	This is a sustainable development scheme (originally introduced in Wales) which takes forward low impact developments that either enhances or does not significantly diminish environmental quality. One Planet Developments can take a number of forms including single homes, co-operative communities or larger settlements.
Mid Devon Corporate Plan 2020 - 2024	'Homes is a key priority within the Corporate Plan. Some of the key aspirations include delivering more affordable housing and greater numbers of social rented homes; working with Community Land Trusts; introducing zero carbon policies, encouraging Modern Methods of Construction and self-build opportunities and working to initiate the delivery of the new garden village at Culm
Mid Devon Sustainable Housing Strategy 2021 - 2025	Sets a clear direction for the next five years, to offer more housing with more choice by developing new homes and improving existing homes and communities. There is particular focus on affordable and social rent properties alongside a strong commitment to having low-carbon, accessible and adaptable homes. The strategy is divided into four chapters: Housing, Optimise, Making the Most and Engage (HOME).

Housing – sustainability conclusions

Nationally the country has not been building enough homes to house its population, and therefore significantly boosting the supply of homes is a priority. The proportion of the population of people above retirement age has increased and there is a need to provide appropriate housing in response. Providing for an ageing population or people with disabilities may need to be addressed through the delivery of homes that can be adapted as peoples circumstances change, or through the delivery of extra care housing. Housing diversification is a key issue and the Plan will need to provide a wider range of alternative housing solutions including Modern Methods of Construction, custom and self-build and co-housing/community led housing. A wide variety of home types should be provided, across a range of tenures to meet the needs of the population. In response to the fact that house prices are nearly ten times local earnings, there is a need to provide affordable housing to address long social housing waiting lists. Such issues are also acutely felt in some of the more rural locations of the district, where house prices may be even higher, and will need to be addressed through affordable housing delivery to meet an identified need. Provision for the needs of gypsies and travellers should be made planned for which seeks to balance their locational, economic and social needs with the protection of amenity and the environment. There is a need for modern homes to be environmentally sustainable, and meets the consumer demands of the population, including provision of sufficient storage space and private outdoor space.

Infrastructure and Travel

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Infrastructure and Travel)
National Infrastructure Plan 2016-2021 (Infrastructure and Projects Authority, 2015)	This Plan runs until 2021 and so a further update may be available during the Local Plan preparation process. The National Infrastructure Delivery Plan sets out how the government will support the delivery of infrastructure projects and programmes to 2021. It includes dedicated support for private sector investment. Investment in infrastructure will drive wider economic benefits including; supporting growth and creating jobs, raising the productive capacity of the economy, driving efficiency, boosting international competitiveness.
National Infrastructure Strategy (HM Treasury, Nov 2020)	The Strategy sets out the government's plans to transform the UK's infrastructure networks. It is based around three central objectives: economic recovery; levelling up and strengthening the Union; and meeting the UK's net zero emissions target by 2050. This will be enabled by clear support for private investment and through a comprehensive set of reforms to the way infrastructure is delivered.
Gas Generation Strategy (DECC, 2012)	Gas is an integral part of the UK's generation mix and is a reliable, flexible source of electricity. The government expects that gas will continue to play a major role in our electricity mix over the coming decades, alongside low-carbon technologies as we decarbonise our electricity system. Measures outlined in the plan are designed to ensure that: adequate gas generation capacity is available, including ensuring we maintain an appropriate capacity margin to maintain security of electricity supply; flexible plant is available to meet the intermittency associated with renewables and that the necessary gas supply infrastructure is in place to support the role of gas in generation.
National Planning Policy Framework (MHCLG, 2021)	Identify and coordinate the provision of infrastructure. Align growth and infrastructure. Strategic policies should look ahead over a minimum 15 year period from adoption to anticipate and respond to long-term requirements and opportunities such as those arising from major improvements infrastructure. The Framework does not contain specific policies for nationally significant infrastructure projects which are determined by the Planning Act 2008 and relevant national policy statements for major infrastructure. Transport issues should be considered from the earliest stages of plan-making and development proposals so potential impacts of development on transport can be addressed, opportunities are realised, opportunities to promote walking, cycling and public transport are pursued, environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account. The planning system should actively manage patterns of growth in support of these objectives. Significant

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Infrastructure and Travel)
	development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.
Department for Transport Outcome Delivery Plan 2021-2022 (2021)	Improve connectivity across the UK and grow the economy by enhancing the transport network, on time and on budget. Build confidence in the transport network as the country recovers from Covid-19 and improve transport users' experience, ensuring that the network is safe, reliable and inclusive. Tackle climate change and improve air quality by decarbonising transport. Increase global impact by having an innovative, outward-facing approach.
Outcome and response to ending the sale of new petrol, diesel and hybrid cars and vans (2021)	The main outcomes were: 1) The phase out for the sale of new petrol and diesel cars and vans will be brought forward to 2030. 2) From 2035, all new cars and vans must be fully zero emission at the tailpipe.
Local Transport Plan: Devon and Torbay Strategy 2011-2026	Devon and Torbay's transport system will offer business, communities and individuals safe and sustainable travel choices. The transport system will help to deliver a low carbon future, a successful economy and a prosperous, healthy population living in an attractive environment. Objectives include: deliver and support new development and economic growth; making best use of transport network and protect existing transport assets; work with communities to provide safe, sustainable and low carbon transport choices; strengthen and improve the public transport network; and make Devon the 'place to be naturally active'.
<u>Infrastructure – sustainability conclusions</u>	
The reviewed plans and strategies highlight the importance of delivering infrastructure to meet the needs of existing and new communities. It is important to identify, coordinate, align infrastructure with growth. Investment in infrastructure will drive wider economic benefit. There is also a goal to meet the UK's net zero target by 2050 and to decarbonise transport.	

How places look and are used

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (How places look and are used)
National Planning Policy Framework (2021, MHCLG)	The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Plans should set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations and are grounded in an understanding and evaluation of each area's defining characteristics. To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and Model Design Code, and which reflect local character and design preferences. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or codes.
National Design Guide (2019)	This guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It sets out the characteristics of well-designed places and demonstrates what good design means in practice. It forms part of the government's collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools. Buildings are an important component of places, however good design involves careful attention to other important components of places including the context for places and buildings, hard and soft landscape, technical infrastructure, social infrastructure, layout, form and scale, appearance, landscape, materials and detailing.
National Model Design Code (2021)	The National Model Design Code provides detailed guidance on the production of design codes, guides and policies to promote successful design. The Code sets out clear design parameters to help local authorities and communities decide what good quality design looks like in their area. It forms part of the government's planning practice guidance and expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design. The code focusses on the layout of new development (including street pattern), how landscaping should be approached (including the importance of streets being tree-lined), the factors to be considered when determining whether facades of buildings are sufficiently high quality, the environmental performance of place and buildings and taking into account local vernacular, heritage, architecture and materials.
Mid Devon Design	The document highlights the important role of local Design Guides in setting out an understanding the local context and analysis of

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (How places look and are used)
Guide SPD (2020)	local character and identity. The guide provides a variety of non-prescriptive guidance, reinforces the identification and facilitation of local distinctiveness and through design representation of the unique landscape and settlement form of Mid Devon and interaction between the two. The Design Guide provides easy steps to ensure the design of sites throughout the district are influenced and respond to the district's contrasting distinctiveness by responding to the character understanding the district and how the landscape influences the design
<p>How places look and are used – Summary</p> <p>The 2021 NPPF significantly edits the chapter on 'Achieving Well-Designed Places' with a much bigger focused placed on making 'beautiful' and sustainable places. The use of plans, design policy, guidance and codes is identified to achieve this. The important contribution trees make to the character and quality of urban environments is emphasised in this iteration of the NPPF with the requirement for planning policies and decision to ensure that new streets are tree-lined and opportunities are taken to incorporate trees elsewhere in developments. The role of the National Design Guide and National Model design code is also set out whereby local design guides or codes must be consistent with the principles set out in these documents. The Mid Devon Design Guide (2020) is an SPD for the current Local Plan and provides a range of non-prescriptive guidance for development within Mid Devon.</p>	

Town centres

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Town centres)
National Planning Policy Framework (2021, MHCLG)	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. Planning policies should define a network and hierarchy of town centres, define the extent of town centres and primary shopping areas, retain and enhance existing markets and where appropriate introduce new ones, allocate a range of suitable sites in town centres or edge on centre where appropriate, recognise the importance role of residential development in town centres.
Mid Devon Corporate Plan 2020-2024 (MDDC)	Promote the regeneration of our town centres by working with landlords and property developers to improve and increase the supply of quality housing. Identify strategic and tactical interventions to create economic and community confidence and pride in the places we live, this includes a continued focus on Town Centre Regeneration.
Economy Strategy for Mid Devon (2019-2024)	Towns are vibrant, prosperous and have a positive atmosphere. The Council working with town centre and rural partners can help to: reshape the retain and leisure offer of our town centres and improve the physical environment so that people want to shop and spend their leisure time there, create a 'sense of place' so that people are proud to live and work in Mid Devon and promote the natural beauty of the rural landscape and the historic built environment.
Mid Devon Town Centre Masterplans (2021 ongoing)	Mid Devon District Council has planned to undertake masterplans for the town centres of Tiverton, Cullompton and Crediton. These masterplans have not yet been finalised or adopted however should be considered when updating a new Local Plan.
The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020	The 2020 use class order is relevant in this section of the plans, programmes and strategies reviewed as it significantly amends the use classes including replacing traditional town centre use classes A1, A2 and A3 into Class E which has a wider range of uses (Commercial, Business and Service). A permitted development right for change of use from Class E to residential use in 2021 has also been introduced.

Town Centres – Summary

The National Planning Policy Framework (2021) continues to identify the important role that town centres play at the heart of local communities. The NPPF seeks planning policies and decisions that take a positive approach to their growth, management and adaptation. Plans that are local to Mid Devon such as the Mid Devon Corporate Plan and Economic Strategy seek to regenerate town centres and ensure that towns are vibrant, prosperous and have a positive atmosphere. There were some significant changes in in the Use Class Order in 2020 and permitted development rights in 2021 that allows greater flexibility for changes of use for traditional town centre uses.

Communities and Neighbourhood

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Communities and Neighbourhood)
Localism Act 2011	The aim of the act was to devolve more decision making powers from central government to local communities. The act contained a number of changes to the planning system, including the abolition of the regional strategies and the new 'duty to cooperate'. The act contains more rights for communities, including the community right to bid for assets of community value, community right to build, and neighbourhood planning.
National Planning Policy Framework (MHCLG, 2021)	Support strong, vibrant, healthy communities. Planning policies and decisions should aim to achieve healthy, inclusive and safe places. Planning policies and decisions should help to provide social, recreational and cultural facilities and services the community needs. Public safety should be promoted. Access to a network of high quality open spaces and opportunities for sport and physical activity is important for the health and well-being of communities, and can deliver wider benefits for nature and support efforts to address climate change. Sufficient school places available to meet the needs of existing and new communities. Ensure fast delivery of other public infrastructure such as further education colleges, hospitals, criminal justice accommodation. Non- strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and enhancing the natural and historic environment and setting out other development management policies. Neighbourhood planning gives communities the power to develop a shared vision of their area. Communities can use Neighbourhood Development Orders and Community Right to Build Orders to grant planning permission. The NPPF seeks to achieve well designed places which function well and add to the overall quality of the area, are visually attractive, sympathetic to the local character and history, create attractive, welcoming and distinctive places to live, work and visit, support local facilities, transport networks, green and other public spaces, places that are safe, inclusive and accessible.
Mid Devon Corporate Plan (2020-2024) MDDC	Creating sustainable and prosperous communities. Affordable housing for local people. Bring higher skill and better paid jobs, promoting economic development and greater economic diversity. Strategic cycle routes. Digital connectivity. Post-16 education provision. Promote new, more integrated approaches to promoting good health and healthier living. Improve the health and well-being of everyone in Mid Devon. Reduce long distance commuting and support people seeking to led a more 'local' life; living, working, eating, shopping and spending locally.

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Communities and Neighbourhood)
Equality Act (2010)	The Act provides a legal framework to protect the rights of individuals and advance quality of opportunity for all.
Cullompton Neighbourhood Plan (2020-2033)	Cullompton Neighbourhood Plan was approved on 6 th May 2021. The Council formally adopted (made) the Cullompton Neighbourhood Plan on 30 th June. The Plan forms part of the statutory development plan for the Cullompton area and carries full weight for guiding planning applications submitted to the Council for determination and decisions on these. Their vision identified Cullompton as a market town with a distinct character and identity rooted in a rich history that will be conserved as the town grows. To meet the needs of an expanding population, a mix of housing reflecting the character of the town. Housing and amenities will integrate the needs of people and nature. The high street will be a pedestrian-friendly economic and social centre for the community.
Lifetime neighbourhoods (MHCLG, 2011)	The report contains guidance on the design of neighbourhoods to make them inclusive regardless of age or disability. The components that make up lifetime neighbourhoods include good access (enabling residents to get out and about in the area they live), services and amenities (neighbourhoods with a mix of residential, retail and employment uses and access to services, safe and inclusive built environments, with locally accessible greenspace and a range of affordable housing choices (based on inclusive design principles with adaptable space/layout to meet changing needs).
Government response to the second report of 2017-2019 of the Housing, Communities and Local Government Select Committee inquiry into housing for older people (MHCLG, 2018)	Our society is ageing with 18% of people over 65 and 2.4% over 85 in 2016 and the proportion of those over 85 is projected to double over the next 25years. While this is something to celebrate, it also presents challenges as people's housing needs and preferences change as they grow older and may want to make changes to the way that they live. This paper recommends the Government introduces a new national strategy for older people's housing.

Plans/programmes/ strategies reviewed	Key messages for Local Plan and SA (Communities and Neighbourhood)
Policy paper	
Culm Garden Village (2017)	The Culm Garden Village is one of 14 areas awarded Garden Village Status by the Government in January 2017. Located to the east of Cullompton, the Garden Village has the potential to delivery up to 5,000 sustainable new homes in a country park landscape, with jobs, community facilities and transport, all integrated with Cullompton itself. The Garden Village should be a holistically planned new settlement that enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities.
Communities and Neighbourhood – sustainability conclusions National policy seeks strong, vibrant healthy communities and the Mid Devon corporate plan echoes this goal in seeking sustainable and prosperous communities. The reviewed plans, programmes and strategies set out the importance of liveability of where you live for all with access to a range of services, facilities and open spaces. Local communities are given powers to shared vision for their area through a variety of ways including Neighbourhood Plans.	

Appendix 4: SA Framework – Site appraisal guidance

The following table sets out general guidance in applying the SA Framework pre-mitigation scoring for common considerations when assessing site options. This guidance will help support consistent scoring for comparable sites. A cumulative approach is suggested when considering each objective, for example, if a site scored a slight negative on more than one element within an objective an overall negative impact would be considered. The value and vulnerability of any existing designations likely to be affected will also influence the score. Where the impact is uncertain an indicative score should be provided along with a ‘?’. In some cases, the scoring may differ from this guidance due to site-specific context. Post-mitigation guidance has not been provided, as the mitigation considered is likely to be different for each site and will be assessed on its own merit.

Sustainability objective	Elements covered	Pre-Mitigation
A) Protection of the natural environment	Habitats and biodiversity; flora and fauna; protected species; landscape	<p>Neutral impact</p> <ul style="list-style-type: none"> • If the site is within a town or existing development forms a backdrop of the site • If the site is appropriately screened, for example by being hidden in a fold of a hill <p>Slight negative impact</p> <ul style="list-style-type: none"> • Small site on the landscape (less 100 dwellings/10,000sqm) • Impact on a Tree Preservation Order • Impact on a protected landscape • Impact on local wildlife • Loss of hedgerows that provide screening • Existing development forms a backdrop but the site is highly visible <p>Negative impact</p> <ul style="list-style-type: none"> • Large site on the landscape (100 dwellings/10,000sqm +) • Site is highly visible and there is no existing development forming a backdrop

Sustainability objective	Elements covered	Pre-Mitigation
B) Protection and promotion of a quality built environment	Heritage assets, including listed buildings, conservation areas, scheduled ancient monuments, registered parks and gardens, locally listed assets, archaeology; design and quality of development	<p>Positive impact</p> <p>Large scale town centre improvements</p> <p>Slight positive impact</p> <ul style="list-style-type: none"> • Small scale town centre improvements • Good relationship with the settlement <p>Slight negative impact</p> <ul style="list-style-type: none"> • Impact on Listed Buildings / Conservation Area • Impact on Archaeological potential • Poor relationship with the settlement
C) Mitigating the effects of climate change	Reduced flood risk; promotion of low carbon or renewable energy; reductions in carbon emissions; walking and cycling provision; low carbon buildings	<p>Slight positive impact</p> <ul style="list-style-type: none"> • Bus service • Train service <p>Neutral impact</p> <ul style="list-style-type: none"> • Flood zone 1 • No train services (as limited areas have a train service and therefore it would not necessarily be expected of all areas in Mid Devon) <p>Slight negative impact</p> <ul style="list-style-type: none"> • Small scale development, potential impact on groundwater (less 100 dwellings/10,000sqm) • No delivery of Sustainable Urban Drainage • Small watercourse • Source Protection Zone • No bus service

Sustainability objective	Elements covered	Pre-Mitigation
C) Mitigating the effects of climate change (continued)		<ul style="list-style-type: none"> Large scale sites due to potential carbon impact <p>Negative impact</p> <ul style="list-style-type: none"> Large scale development, potential impact on groundwater (100 dwellings/10,000sqm +) Flood Zone 2/3
D) Safeguarding and minimising resource use	Quality of soils, including contaminated land; water quality, including consideration of water framework directive objectives; minimisation of waste; impact on best and most versatile agricultural land	<p>Positive impact</p> <ul style="list-style-type: none"> Brownfield land <p>Neutral impact</p> <ul style="list-style-type: none"> Small scale grade 4-5 agricultural land <p>Slight negative impact</p> <ul style="list-style-type: none"> Large scale grade 4-5 agricultural land Small scale grade 3 agricultural land Minerals Consultation Zone <p>Negative impact</p> <ul style="list-style-type: none"> Small scale grade 1-2 agricultural land Large scale grade 3 agricultural land Contaminated land <p>Significant Negative Impact</p> <ul style="list-style-type: none"> Large scale grade 1-2 agricultural land <p><i>Small scale = <20ha</i> <i>Large scale = >20ha</i></p>

Sustainability objective	Elements covered	Pre-Mitigation
E) Promoting economic growth and employment	Increasing jobs; reducing out-commuting; skills training; growth of rural businesses; tourism provision	<p>Significant positive impact</p> <ul style="list-style-type: none"> Large scale commercial development <p>Positive impact</p> <ul style="list-style-type: none"> Small scale commercial development <p>Slight positive impact</p> <ul style="list-style-type: none"> Large scale residential development <p>Neutral impact</p> <ul style="list-style-type: none"> Small scale residential development <p>Negative impact</p> <ul style="list-style-type: none"> Small scale loss of commercial development <p>Significant negative impact</p> <ul style="list-style-type: none"> Large scale loss of commercial development <p><i>Small scale = <100 dwellings / 10,000sqm</i> <i>Larger scale = > or equal to 100 dwellings /10,000sqm</i></p>
F) Supporting retail	Safeguarding the vitality and viability of town centres; relationship between new development and town centres	<p>Significant positive impact</p> <ul style="list-style-type: none"> Commercial development within a town centre <p>Positive impact</p> <ul style="list-style-type: none"> Large scale residential development within a town (> or equal to 100 dwellings) <p>Slight positive impact</p> <ul style="list-style-type: none"> Small scale residential development within a town (< 100 dwellings)

Sustainability objective	Elements covered	Pre-Mitigation
F) Supporting retail (continued)		Neutral impact <ul style="list-style-type: none"> Commercial development outside of a town centre Residential or commercial development within a village
G) Meeting housing needs	Supply of housing; housing mix; house size; housing affordability; appropriate housing density to location; proximity to services and facilities	Significant positive impact <ul style="list-style-type: none"> Residential large scale development Positive impact <ul style="list-style-type: none"> Residential medium scale development Slight positive impact <ul style="list-style-type: none"> Residential small scale development Neutral impact <ul style="list-style-type: none"> Commercial development <i>Small scale = 1-19 dwg</i> <i>Medium scale = 20-99 dwg</i> <i>Large scale = 100+dwg</i>
H) Ensuring community health and wellbeing	Community support for proposals; access to open space and recreation; limiting air, noise and light pollution to levels that do not damage human health or natural systems; integrated and sustainable forms of travel	Positive impact <ul style="list-style-type: none"> Provides a community service Slight positive impact <ul style="list-style-type: none"> Town sites - walking distance to services Neutral impact <ul style="list-style-type: none"> Village sites - designated village

Sustainability objective	Elements covered	Pre-Mitigation
H) Ensuring community health and wellbeing (continued)	including walking, cycling and public transport; social deprivation; safe and secure environments	<p>Slight negative impact</p> <ul style="list-style-type: none"> • Pollution • Town sites – beyond walking distance to services • Village sites - not a designated village • Village sites – designated village but large development e.g. 100+ housing • Requires footpath provision • Loss of undesigned recreational land • Impact but not loss of designated open space <p>Negative impact</p> <ul style="list-style-type: none"> • Loss of a community service • Loss of a designated Local Green Space • Large site which will require new community services and facilities
I) Delivering the necessary infrastructure	Roads and transportation; schools; health services; community facilities; green infrastructure; telecommunications	<p>Positive impact</p> <ul style="list-style-type: none"> • Significant infrastructure e.g. relief road <p>Slight positive impact</p> <ul style="list-style-type: none"> • Green infrastructure is provided <p>Neutral impact</p> <ul style="list-style-type: none"> • Access is achievable • School has capacity for additional development <p>Slight negative impact</p> <ul style="list-style-type: none"> • No infrastructure provided, small site (<100 dwellings/10,000sqm) • School is at capacity, places can be supported through developer contributions

Sustainability objective	Elements covered	Pre-Mitigation
I) Delivering the necessary infrastructure (continued)		<ul style="list-style-type: none"> • Access is achievable but would require additional works <p>Negative impact</p> <ul style="list-style-type: none"> • School is at capacity, development proposed would require a new school

Equalities Impact Assessment

Screening Report

1. What is an Equalities Impact Assessment?

1.1. The requirement to undertake formal Equalities Impact Assessment (EqIA) of plans was introduced in the Equality Act 2010. The Act has replaced previous anti-discrimination legislation and added new forms of discrimination. Authorities are required to have regard to the provisions of the Equality Act, namely the Public Sector Equality Duty which requires public authorities to have due regard for equalities considerations when exercising their functions. There are three aims of the general equality duty:

- Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- Advance equality of opportunity (remove or minimise disadvantage, meet people's needs, take account of disabilities, encourage participation in public life); and
- Foster good community relations between people (tackle prejudice and promote understanding).

1.2. There are nine 'protected characteristics' as defined by The Equality Act 2010. The Act seeks to protect people from discrimination on the basis of these characteristics. They are:

- Age (including children and young people);
- Disability (including physical disability, mental health);
- Gender reassignment;
- Marriage and civil partnership;
- Pregnancy and maternity;
- Race;
- Religion or belief (including lack of belief);
- Sex; and
- Sexual orientation.

1.3. 'Gender reassignment', 'Marriage and civil partnership' and 'Sexual orientation' are not as directly related to planning policy as the other protected characteristics. As there are less clear links to planning policy, these three protected characteristics will not be assessed in the Issues Paper stage in the preparation of the new Local Plan (Regulation 18).

1.4. 'Due regard' is demonstrated through undertaking an equality assessment. The purpose of the equality assessment is:

- To understand the actual or potential effect of your functions, policies or decisions on different people;
- To consider if there are any unintended consequences for some groups;
- To consider if the policy will be fully effective for all target groups;
- To help you identify practical steps to tackle any negative effects or discrimination;
- To advance equality and to foster good relations; and
- To document the results.

1.5. The Equalities Impact Assessment encourages the council to look at its decision-making and what impact it has on different people. This can help the council to identify practical steps to tackle any negative impacts or discrimination, and to advance equality to ensure that their policy making is more effective.

2. The purpose of the report

- 2.1. The purpose of this report is to assess the content of the Issues Paper consultation document (Regulation 18) to determine whether the authority producing it has complied with their duty under the Equality Act 2010 or whether further information and/or actions are required.

3. The document being assessed

- 3.1. Plan Mid Devon Issues Paper consultation document (November 2021) is being assessed prior to its publication for public consultation. The preparation of the document has been guided by national planning policy and legislation, and national planning practice guidance.
- 3.2. The Issues Paper consultation document (November 2021), identifies issues that are relevant to the preparation of a new Local Plan for Mid Devon and the future planning of the district. These issues include housing need and affordability, Gypsy and Traveller sites, employment and rural prosperity, town centres, infrastructure, environmental protection and climate emergency, historic and natural environment, design of development, and current proposals for large scale leisure and retail development at Junction 27, and for the Culm Garden Village.

4. The key people or organisations involved in the preparation of the Issues document

- 4.1. The Issues Paper consultation document has been prepared by the Forward Planning Team within the Planning, Economy and Regeneration Service of the Mid Devon District Council. The document is subject to approval by the Council's Cabinet.

5. What is the main aim or purpose of the current or proposed new policy and what are the intended outcomes?

- 5.1. There is a legal requirement for Mid Devon District Council to complete a review of the Local Plan every five years starting from the date of the adoption of the Local Plan. The current Mid Devon Local Plan was adopted on 29th July 2020 and the Council has agreed to commence the review of the Local Plan now. The new Local Plan has been given the working title 'Plan Mid Devon' and a timeframe of 2023-2043. The first step towards the new Local Plan is to produce an Issues consultation document for consultation purposes. The Issues consultation document outlines the topics that will need to be addressed through policies and proposals in the new Local Plan, which affects those who live and work in the Mid Devon area. These topics include:

- Responding to the climate emergency and moving to a zero carbon future;
- Delivering growth, infrastructure and regeneration to meet our needs ;
- Housing affordability and choice;
- Maintaining and enhancing the natural and built environment, and respecting environmental limits;
- Improving our health and well-being;
- Supporting rural vitality and a prosperous rural economy.

- 5.2. The Issues consultation document will be consulted on in early 2022. The document seeks views on the scope and content of the Local Plan (in accordance with regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012).

6. Are there gaps in evidence which make it difficult or impossible to form an opinion on how the existing or proposed policy, strategy, procedure, project or service does or might affect different groups of people?

6.1. The Issues consultation document is intended to gather initial opinions on what the Plan Mid Devon 2023-2043 should address. At this stage, no firm proposals are being consulted upon and so different groups of people will not be disadvantaged provided they are able to respond to the consultation. A number of measures are being considered to ensure an inclusive approach to community involvement ensuring as far as possible all sections of the community can be involved. The Council will gather new evidence to help inform the preparation of the new Local Plan as it is being progressed.

7. Conclusion

7.1. A full Equalities Impact Assessment is not required at this Regulation 18 Issues stage in plan making and the Public Sector Equalities Duty is met as at this early stage no firm proposals are being consulted upon. The elements of the consultation are not likely to result in negative equality impacts that would require justification nor mitigation, as no policy or development is proposed or potential locations identified.

7.2. The conclusion of this report is that the Issues Paper is unlikely to have a significant negative effect under the Equality legislation and thus there is no need for it to be subject to a full Equalities Impact Assessment. As Plan Mid Devon evolves it may be necessary to undertake further screenings of the Plan Mid Devon and potentially, supporting documents, which may conclude that a full Equalities Impact Assessment and/or action is required to ensure that the Public Sector Equality Duty is met.

7.3. However, as the Council is at the beginning of the preparation of the new Local Plan, the Equalities Impact Assessment will be updated in the subsequent stages of the Local Plan and its emerging policies and proposals (including the Draft Policies and Site Options report, Regulation 19 Publication (Proposed Submission consultation) and the adopted Plan).

7.4. This report will be made available and published together with the Plan Mid Devon Issues Paper.

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CABINET

4TH JANUARY 2022

REPORT OF DIRECTOR OF PLACE

LOCAL DEVELOPMENT SCHEME UPDATE 2022

Cabinet Member(s): Cllr Richard Chesterton, Cabinet Member for Planning and Economic Regeneration

Responsible Officer: Richard Marsh, Director of Place

Reason for Report: To update the Local Development Scheme and provide an updated timetable for the production of a new Local Plan for Mid Devon.

RECOMMENDATION to Cabinet:

1. That the revised Local Development Scheme (Appendix 1) be approved for the period from 12th January 2022.

Financial Implications: The Local Development Scheme has no direct financial implications, however the preparation of planning policy documents have associated production costs. Budgetary provision has been provided for this statutory function with the use of earmarked reserves, which will be reviewed as the preparation of the Local Plan is progressed.

Legal Implications: A Local Development Scheme is required under section 15 of the Planning and Compulsory Purchase Act 2004. It must specify (among other matters) the documents which, when prepared will comprise the Local Plan for the area. It must be made available publicly and kept up to date.

Risk Assessment: Preparing and updating local plans is a statutory requirement. A Local Plan may be subject to challenge if it can be demonstrated that it was not drawn up in compliance with the Local Development Scheme. The proposed Local Development Scheme provides an accurate, updated timetable for the production of development plans.

Budget and Policy Framework: No direct budget implications. Although the preparation of a new Local Plan will have significant associated production costs.

Equality Impact Assessment: The Local Development Scheme sets out the Council's project plan and timescales for the development of local development documents. It would not in itself lead to any impacts on the equality strands protected under the Equality Act 2010 (the "protected characteristics"). The new Local Plan will be subject to a full Equality Impact Assessment.

Relationship to Corporate Plan: The new Local Development Scheme, appended to this report, sets out a timetable for a new Local Plan, which will set the strategy for guiding new development in the district, allocate sites for housing and economic development, the provision of infrastructure, as well as policies for the protection of

the environment and managing development. The plan will help meet the Corporate Plan priorities: 'Economy', 'Homes', 'Community' and 'Environment'

Impact on Climate Change: The preparation of local plans is a key method for climate change mitigation and environmental protection, through appropriate policies and development strategy.

1.0 Introduction/Background

- 1.1 Local Planning Authorities are required to prepare and keep up to date a development plan for their area. It is important that the development plan is kept up to date to ensure that it reflects recent changes in the planning system, the Council's current corporate objectives and provides a sound basis for decision making. Therefore, a project plan needs to be put in place to ensure the review is completed efficiently.
- 1.2 The Planning and Compulsory Purchase Act 2004 as amended by the Localism Act 2011 requires local authorities to prepare and maintain a Local Development Scheme (LDS) for the district. The LDS provides interested people and organisations with the Council's project plan for the preparation of local development documents. The Council's adherence to the LDS is part of the legal compliance check applied to Local Plans at their examinations. The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017 has introduced a legal requirement to review local development documents within certain time periods. In respect of a local plan, a review must be completed every five years starting from the date of adoption of the local plan. Consequently, this LDS review incorporates a timescale for the production of a new local plan.

2.0 Changes to the current Local Development Scheme

- 2.1 The current LDS was approved by the Cabinet at its meeting on the 4th February 2021 (minute 305). This followed an earlier decision by the Cabinet at the same meeting to approve the preparation of a new Local Plan for Mid Devon (minute 304).
- 2.2 Since these Cabinet decisions, the preparation of the new Local Plan (which has the working title 'Plan Mid Devon') has been commenced and good progress has been made. This has included:
 - The gathering of technical evidence and other work related to the new Local Plan, including a call for sites, the Housing and Economic Land Availability Assessment, a new homes occupier survey, Playing Pitch Strategy, assisting the preparation of the Housing Strategy, and a rural settlement services study (in progress).
 - The completion of a draft Issues consultation paper to meet the requirements of Regulation 18 of the Town and Country

Planning (Local Planning) (England) Regulations 2012 (as amended).

- 2.3 Approval will be sought from this Cabinet meeting for the 'Plan Mid Devon' Issues Paper and its Sustainability Appraisal Scoping Report (SA) and Equalities Impact Assessment Screening Report (EqIA) to be published for public consultation.
- 2.4 There are a number of changes that need to be made to the LDS in order to ensure it is up-to-date and complies with the requirements of Section 15 of the Planning and Compulsory Purchase Act 2004 (as amended).
- 2.5 The current approved LDS includes the following programme for key milestones for the preparation of the new Local Plan:

Current approved LDS	
Stage	Date
Reg 18 Issues Consultation	August – October 2021
Draft Policies and Site Options Consultation	October – November 2022
Reg 19 Publication (Proposed Submission) consultation	January – February 2024
Submission	May – June 2024
Examination and Main Modifications	September 2024 – March 2025
Adoption	June 2025

- 2.6 The proposed amended programme for the key milestones is set out below:

Proposed amended LDS	
Stage	Date
Reg 18 Issues Consultation	January – March 2022
Draft Policies and Site Options Consultation	June – July 2023
Reg 19 Publication (Proposed Submission) consultation	May - June 2024
Submission	September – October 2024
Examination and Main Modifications	November 2024 – May 2025
Adoption	July 2025

- 2.7 The amendments to the programme for the key milestones are necessary to reflect that the Regulation 18 Issues Consultation has been delayed by 5 months. This has arisen through a desire to provide an opportunity for extensive involvement of Members in shaping the content of the 'Plan Mid Devon' Issues Paper, and also due to a reduced capacity of the Forward Planning team over a period dating back to April 2019, where a number of posts have been vacant and recruitment has been protracted due to challenges in attracting suitable

applicants. The Forward Planning team has not reached its full capacity until mid-September 2021.

2.8 Member engagement has included a series of 12 meetings:

Planning Policy Advisory Group (PPAG) on:

- 25th March – scope, content and themes for Issues Paper
- 1st July – housing needs briefing and standard method
- 4th August – emerging draft Issues Paper
- 7th September – emerging draft Issues Paper
- 16th September – sections of completed Draft Issues Paper
- 11th October – Sustainability Appraisal and Equalities Impact Assessment
- 15th October – sections of completed Draft Issues Paper
- 17th November – Final Draft Issues Paper

Place based focus meetings for all Members:

- Tiverton 7th July
- Cullompton 13th July
- Crediton 15th July
- Rural Areas 16th July

2.9 The series of meetings has been welcomed by Members and has enabled in-depth consideration and thorough discussions across the full range of issues relevant to the future planning of Mid Devon, which the new Local Plan will need to address. This is with the exception of development targets and its distribution across the district, which the Planning Policy Advisory Group has agreed will be subject to the later stages for preparing the new Local Plan. The series of meetings has provided a solid foundation for the content and direction of the new local plan at this early stage in its preparation, including 6 proposed top priorities that could help guide a spatial development strategy for the district and policies for the development and use of land and buildings.

2.10 The proposed amendments to the LDS include a programme for key milestones that will enable the new Local Plan to be adopted by July 2025. This will be 5 years from the date of the adoption of the current Mid Devon Local Plan by the Council at its meeting on 29th July 2020 (minute 38), and will be in accordance with the legal requirement for a review of the Local Plan to be completed every five years starting from the date of the adoption of the Local Plan.

2.11 The proposed amendments show a reduction by 4 months in the period between consulting on a Draft Policies and Site Options Report and the Regulation 10 Publication Plan. This may be assisted through frontloading work in the preparation of the Issues Paper, but will be subject to the outcome of the consultation and work needed to progress the local plan to its Regulation 19 publication stage. The amended LDS also includes a reduced period for the examination process. The period following the submission of the Local Plan and its

examination will be subject to agreement with the Planning Inspectorate, the issues and matters that are identified by an appointed Planning Inspector and the need for any main modifications to be made to be consulted on and made to the Plan so that it is capable of being adopted. The ability to achieve the key milestones in the LDS will also be subject to:

- Maintaining the current capacity of the Forward Planning Team; and
- Future reforms to the planning system, and changes to the relevant planning acts and regulations, national planning policy and planning practice guidance which may require alteration to the programme for preparing the new Local Plan.

Joint Strategic Planning

- 2.12 The Cabinet is reminded that the LDS does not include a timetable for preparing a joint strategy for strategic planning with Exeter City, East Devon and Teignbridge District Councils (decision by the Council at its meeting on 1st July 2021, minute 21). This is since the joint strategy will not be a statutory development plan or subject to a formal process for plan making (through the Act or Regulations). The joint strategy is currently subject to a procurement process to secure a suitable consultant to take the project forward.

Commencement of a new Local Plan for Mid Devon

- 2.13 In accordance with the legal requirement to review local development documents within certain time periods, it is necessary to establish a project plan for preparing a new Local Plan for Mid Devon. The proposed LDS attached at Appendix 1 sets out the timetable for this.

3.0 Groups Consulted

- 3.1 The Planning Policy Advisory Group (PPAG) was consulted at its meeting on 29th November 2021 and has endorsed the revised timetable in the LDS. The Draft Policies and Site Options Consultation stage has subsequently been amended to June – July 2023 with the agreement of the Director of Place and Cabinet Member for Planning and Economic Regeneration.

4.0 Approval of the LDS

- 4.1 The Cabinet Report of 9th June 2016 'Planning policy documents for consideration by the Planning Policy Advisory Group, Cabinet and Council' states that Cabinet is the only body that needs to give approval to the adoption of a new LDS. There is no longer a requirement for the LDS to be signed off by the Secretary of State. If approved, the new LDS will be published on the Council's website.
- 4.2 It is recommended that the LDS is approved and is published on the Council's website with effect from 12th January 2022.

Contact for more Information: Tristan Peat, Forward Planning Team Leader,
07967 179669 tpeat@middevon.gov.uk

Richard Marsh, Director of Place
rmarsh@middevon.gov.uk

Circulation of the Report: Cabinet Member and Leadership Team

List of Background Papers and relevant links:

Cabinet meeting 4th February 2021 Local Development Scheme and New Mid Devon Local Plan
<https://democracy.middevon.gov.uk/ieListDocuments.aspx?CId=133&MId=1264&Ver=4>

Council meeting 29th July 2020 Adoption of the Local Plan
<https://democracy.middevon.gov.uk/ieListDocuments.aspx?CId=156&MId=1335&Ver=4>

Council meeting 1st July 2021 Approval given to prepare a Joint Strategy
<https://democracy.middevon.gov.uk/ieListDocuments.aspx?CId=156&MId=1472&Ver=4>

Appendix 1

Mid Devon District Council

Local Development Scheme – 12th January 2022

1. INTRODUCTION

1.1 Mid Devon District Council is required to prepare and maintain a Local Development Scheme (LDS) for the district. The LDS provides interested people and organisations with the Council's project plan for the preparation of local development documents. The Planning and Compulsory Purchase Act 2004 states that the LDS must specify:

- The local development documents which are to be 'development plan documents'
- The subject matter and geographical area to which each development plan document relates
- The timetable for preparation and revision of the development plan documents

1.2 Local authorities can update their LDS at such times as considered appropriate. The previous Mid Devon version has been in place since February 2021.

1.3 The Town and Country Planning (Local Planning) (England) (Amendment) Regulations 2017 has introduced the requirement to review local development documents within certain time periods. In respect of local plans, a review must be completed every five years, starting from the date of adoption of the local plan. Consequently, this LDS provides a timescale for the production of a new local plan.

2. THE LOCAL PLAN

2.1 The National Planning Policy Framework (NPPF) makes clear that development plans (including Local Plans) are key to delivering sustainable development and local authorities should produce a development plan for their area, which includes strategic and also non-strategic policies. The Local Plan can be reviewed in whole or in part to respond flexibly to changing circumstances.

2.2 Mid Devon's Local Plan 2013 – 2033 was adopted on the 29 July 2020. It guides development in the district over the period to 2033 and aims to ensure that new homes, jobs and services needed by communities are located in the most sustainable places. It will also help deliver the infrastructure, facilities and other developments needed to make this possible.

2.3 Devon County Council has a strategic planning role and is responsible for minerals and waste planning in Devon including the production of mineral and waste plans. The Devon Minerals and Waste Plan is currently made up of two parts which are development plan documents. The two documents are:

Document	Adopted	Scope	Subject matter
Devon Minerals Plan 2011-2033	February 2017	Devon	The Devon Minerals Plan contains the County Council's vision and objectives for minerals planning and provides the policy framework and site proposals to maintain the supply of minerals and limit the impacts of their working.
Devon Waste Plan	December 2014	Devon	The role of the Devon Waste Plan is to establish the overarching principles and policy direction for waste planning in Devon, it also identifies strategic sites for energy recovery across the County and a series of planning policies for making decisions on planning applications. The Plan covers the period to 2031.

2.4 Neighbourhood Plans were introduced through the Localism Act 2011.

Neighbourhood Plans are a community-led framework for guiding the future development and growth of an area which conform to the strategic policies of the Local Plan. Neighbourhood Plans, once 'made' will be adopted as part of the overall development plan. The Cullompton Neighbourhood Plan was 'made' / adopted by the Council on 30th June 2021 following a successful referendum held on 6th May 2021.

2.5 The following Neighbourhood Plans are currently under development within the Mid Devon area:

- Crediton Neighbourhood Plan
- Silverton Neighbourhood Plan
- Tiverton Neighbourhood Plan

2.6 A proposed neighbourhood area designation for Newton St Cyres parish is currently being consulted on.

2.7 Supplementary Planning Documents (SPDs) are not part of the Local Plan, nor are they development plan documents. Therefore, information on their production is not set out within the LDS. Instead, such information can be found on the Mid Devon website at <https://new.middevon.gov.uk/planning-policy/supplementary-planning-documents/>.

3.0 NEW LOCAL PLAN FOR MID DEVON

3.1 The Council is currently preparing a new Local Plan for Mid Devon (which will be known as 'Plan Mid Devon'). This new Local Plan will cover Mid Devon District (excluding part of the district within the Dartmoor National Park). Once adopted it will form part of the statutory Development Plan for Mid Devon together with other development plans (once adopted) including the Devon Minerals and Waste Local Plans and Neighbourhood Plans. The new Local Plan will include a spatial development strategy, strategic policies and non-strategic policies for the use and development of land and buildings in Mid Devon.

3.2 The new Local Plan, once adopted, will supersede the Mid Devon Local Plan Review 2013 - 2033.

3.3 The following table sets out the timetable for production and adoption of the document:

Stage	Date
Reg 18 Issues Consultation	January – March 2022
Draft Policies and Site Options Consultation	June – July 2023
Reg 19 Publication (Proposed Submission) consultation	May - June 2024
Submission	September – October 2024
Examination and Main Modifications	November 2024 – May 2025
Adoption	July 2025

4.0 PROGRESS REPORTING

4.1 The Council produces an Annual Monitoring Report (AMR) in December each year, covering the 'monitoring year' (of the preceding April-March period). A new AMR will be prepared which will set out the timetable for the preparation of the new Local Plan, the stages which has been reached in relation to key milestones, and if they are behind schedule, the reasons for this.

4.2 The AMR will be made available on the Mid Devon website at:
<https://new.middevon.gov.uk/planning-policy/monitoring/>

5.0 IMPLEMENTATION

5.1 This LDS will have effect from 12th January 2022.

6.0 REVIEW

6.1 The Planning and Compulsory Purchase Act 2004 states that local authorities can revise their LDS at such times as they consider appropriate. The Mid Devon District Council website will be updated to set out if the LDS has been subject to further revision. Proposed changes are subject to approval by the Council's Cabinet.

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CABINET

4TH JANUARY 2022

REPORT OF DIRECTOR OF PLACE

CULLOMPTON CONSERVATION AREA ASSESSMENT AND MANAGEMENT PLAN

Cabinet Member Cllr Richard Chesterton, Cabinet Member for Planning and Regeneration

Responsible Officer Richard Marsh, Director of Place

Reason for the Report: To approve the Amended Draft Cullompton Conservation Area Assessment and Management Plan (CAMP) to be forwarded onto Full Council for adoption.

RECOMMENDATION:

That Cabinet recommends to Council that:

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 be approved.

Financial Implications: Cullompton has been awarded a High Street Heritage Action Zone (HAZ) status by Historic England. This has secured money in the form of a grant from Historic England to be invested in a core area at the centre of the Conservation Area. This money will be invested in the form of grants and public realm work. The Draft Cullompton CAMP is a key document in the partnership with Historic England. It has been produced in house as part of the match funding by Mid Devon District Council towards the High Street Heritage Action Zone (HAZ) agreement with Historic England.

This report does not 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 Cullompton CAMP, but can be used to help guide and support public and private sector investment.

Budget and Policy Framework: The preparation of the Draft CAMP has been undertaken as part of match funding from Mid Devon District Council for the Cullompton High Street HAZ (funded by Historic England). The document has been produced in house with the help of staff from ICT and redeployed from Leisure services.

The Policy Framework is extensive and is listed in section 2.4 of the CAMP. In summary it includes Statute, The National Planning Policy Framework, the adopted Mid Devon Local Plan and other documents that have been adopted or approved by the Council as well as locally determined policies and strategies, and national guidance that form an integral part of the decision making process.

The area defined within the conservation area boundary would have statutory protection under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) where the Local Planning Authority is required, with respect to any buildings or other land in a conservation area, to give special attention to the desirability of preserving or enhancing the character or appearance of that area.

Legal Implications: The CAMP, which includes alterations to the extent of the Cullompton Conservation Area, needs to be compatible and adopted in accordance with relevant legislation, national guidance and Council policy, of which the principal elements are the Planning (Listed Buildings and Conservation Areas) Act 1990; the Council's Statement of Community Involvement; and the Conservation Area Appraisal, Designation and Management, Historic England Advice Note 1, 2019. Following the public consultation on the draft CAMP earlier this year, before adopting the CAMP, as the local planning authority the Council should have regard to relevant views expressed, making any amendments it considers appropriate before proceeding to adopt the plan and advertising the relevant changes to the conservation area.

The CAMP will not form part of the Development Plan; nor will it be a Supplementary Planning Document. Instead once it is adopted, it will be a material consideration in the determination of planning, listed building consent and advertisement consent applications relating to Cullompton Conservation Area.

District Solicitor (Ref:C081221)

Risk Assessment: Failure to review the conservation area and to formulate proposals for preservation and enhancement could be seen as a failure by the LPA to carry out its statutory duties. The production of the CAMP is also to support regeneration of the Cullompton Town Centre as part of the High Street HAZ, and it is a key document in this respect. Failure to produce it may harm the High Street HAZ going forward. Overall there could be 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 CAMP is considered to be a key document by Historic England with regards to the High Street HAZ project. Its production is part of the agreement with Historic England, and a decision to not approve it could have a detrimental effect on the partnership with them.

Equality Impact Assessment: No equality issues are identified for this report. However, in the consideration of proposals for development affecting the conservation area, there will be a need to balance accommodating accessibility for people with disabilities with the need to preserve the historic environment.

Impact on Climate Change: The implementation of the CAMP will be considered part of a suite of documents produced by the District Council such as the Cullompton Town Centre Masterplan SPD that is currently being prepared, where climate change is a core principle, and advice and guidance from Historic England on Climate Change and Heritage.

Relationship to Corporate Plan: The CAMP includes a suite of 29 principles to help guide management in the Cullompton Conservation Area. It will ensure the delivery of the 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 A draft CAMP was approved for public consultation by the Cabinet at its meeting on 8th April 2021 (minute 358).
- 1.2 The public consultation was undertaken between the 28th June and 13th August 2021, and was in accordance with the Council's Statement of Community involvement.
- 1.3 The purpose of this report is to approve revisions to the draft CAMP which are proposed following the public consultation.

2.0 Method of Consultation:

- 2.1 Consultation for the CAMP was undertaken at the same time as a consultation on the Cullompton Town Centre Masterplan and Delivery Plan, and changes to the public realm as part of the High Street Heritage Action Zone (HAZ), and was undertaken in accordance with the Council's Statement of Community involvement
- 2.2 A public meeting as required by the legislation took place on the 27th of July. This was held remotely via 'Zoom' in light of the potential risks to public health through public gatherings from Covid-19. The County Archaeologist and Dr Firth of the Connecting the Culm project also spoke at this meeting. People at that meeting who wished to comment were guided to the online process, or they could post in their comments, or visit the library and leave their comments in the collection box
- 2.3 Additionally, three face to face public consultations took place when Council Officers attended the Farmers Market in Cullompton on the 24th of July; the Art Week at The Walronds on the 26th July; and at Tesco's in Cullompton in the late afternoon on the 26th of July.

3.0 Results of Consultation

- 3.1 The consultation attracted a total of 67 responses.
- 3.2 These are attached to the report at three appendices.
 - **Appendix 3:** Responses received from Organisations
 - **Appendix 4 and 5:** Results of public consultation. Appendix 5 is where individual letters were received. Appendix four is from online comments where people were asked to rate their view from 1 to 5, and could give additional comments.
- 3.3 In each of the appendices the comments made are commented on by the Council Officer.
- 3.4 Changes proposed to the CAMP as a result of consultation are listed in **Appendix 2**
- 3.5 The amended CAMP with the changes proposed in appendix 2 is at **Appendix 1** along with the maps that form part of it.
- 3.6 Given the number of replies and that many of them are multifaceted in response to the questions raised in the questionnaire, it is difficult to summarise them. But the thrust is supportive. Bar graphs have been prepared to summarise where people have given a score between 1 and 5 (1 strongly disagree 5 strongly agree).

4.0 Next Steps

- 6.1 Subject to Cabinet approval the updated CAMP attached in Appendix 1 will be reported to the Full Council for formal adoption.

- 6.2 The formal adoption of the CAMP by the Council will be advertised in the London Gazette and local newspaper as required by The Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended).

5.0 Conclusion

The Cullompton CAMP will provide a framework to guide development in a coordinated and comprehensive manner. Once adopted, it will be capable of being a material planning consideration to help guide the decisions made on planning applications. The production of an adopted CAMP for Cullompton is fundamental to the regeneration of Cullompton and moving the High Street HAZ forward.

Consultation has been undertaken in line with Council Policy and statutory requirements and the document has been amended accordingly.

Contact for more information: Greg Venn, Conservation Officer
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Circulation of the Report: Members of the Planning Policy Advisory Group (PPAG) and Ward Members

Appendix 1.

**Proposed Cullompton Conservation Area Assessment and Management Plan
with attached maps with proposed changes found at Appendix 2.**

Appendix 2

8 Summary of Changes to draft CAMP post consultation:

Page 8:

Section 2.1: Substitute last para with

“The amended document was then taken to Cabinet on the 4th of January 2022 where the results of the consultation and amendments were considered then to Full Council for Adoption.”

Third and Fourth paragraph in section 2.2. Update to read

“This document was consulted on in accordance with the Council’s Statement of Public Involvement between the 28th June and 13th August 2021. It was part of a wider consultation on Cullompton Planning Masterplan and changes to the public realm as part of the High Street Heritage Action Zone (HAZ).

A public meeting as required by the legislation took place on the 27th of July. This was a Zoom meeting as it was felt that given the high incidence of Covid that there may well be reluctance to attend a meeting in a public building. The County Archaeologist and Dr Firth of the Connecting the Culm project also spoke at this meeting. People at that meeting who wished to comment were guided to the online process, or they could post in their comments, or visit the library and leave their comments in the collection box.

Additionally, three face to face public consultations took place when Council Officers attended the Farmers Market in Cullompton on the 24th of July; the Art Week at The Walronds on the 26th July; and at Tesco’s in Cullompton in the late afternoon on the 26th of July.

The next steps will be to take the revisions to the Council’s Cabinet for approval, then to Full Council for adoption.”

Page 15: Delete second para in section 3.3.1 and insert new paragraph after para ending Tiverton Road to say “The fort was in use from around AD 55 until around AD85, but the civil settlement continued after the military had moved on. Although initially dependent on the military for its existence, as with later periods the Romano-British settlement would have been supported by its advantageous location on the transport network, its farmed hinterland and local industry (e.g., Iron). The siting of the fort and the settlement beside its approach roads has had a lasting influence on the layout of the town.”

Page 15: second para of 3.3.2. Delete “In 1020 Cullompton passed to Gytha, the Danish princess who married Earl Godwin and mother of King Harold.”

Page 15: amend para 4 of 3.3.2 to read Heland (in Kentisbeare - Henland was an enclave in the Parish of Cullompton until the late 19th C.)

Page 16: change first para of “The key phases/components section from Minster /St Andrew’s Parish Church - existing minster church, apparently dedicated to St Mary, was replaced by a new parish church during 15th century (re-dedication to St Andrew granted 1436);” to “Minster /St Andrew’s Parish Church - existing

minster church, apparently dedicated to St Mary, was replaced by a new parish church during 15th century (later rededicated to St Andrew);”

Page 17: second para of Post-mediaeval processing and trading centre Add "The road north towards Wellington from a toll gate near Goblin Lane was also a turnpike managed by the Tiverton Turnpike Trust (this joined the road from Tiverton to Wellington at Waterloo Cross). There was a total of five turnpike roads meeting at Cullompton but only four trusts."

Page 24: Rogue line of text at bottom of map deleted.

Page 30. Remove reference to telephone box in section 8, landmark buildings, in green box.

Page 30. Change Manor Court Hotel to Manor House Hotel in section 8, landmark buildings, in green box

Page 58: Last paragraph of Materials. Change Manor Court Hotel to Manor House Hotel.

Page 61: Third para in Significant Buildings and Groups. Change to read “Former Conservative Club now Frankie’s Sports Bar”

Page 62: Second Para in Key Unlisted Buildings. Add at end:” Add Kings Head now being converted to restaurant”

Page 67: Fourth para of Key Unlisted Buildings. Change “Pen-y-dur” to “Pen y Dre”

Page 68: Forth para of Tree and Green Spaces: Change all “Roman Camp” to “Roman Fort”

Page 80: last para: add ”and some have been removed and not replaced”.

Page 81: Management Plan Principle 7, add War Memorials Trust so to read “the Highway Authority, The War Memorials Trust, and local interest groups”

Page 81: Management Plan Principle 8: Add and “replace where missing” and “Any resurvey to consider anti-theft measures” MPP8 to read "Management Plan Principle 8: That the Council engage with Town Council, the Highway Authority and Local Interest groups to survey and refurbish, and replace where missing the historic street signage and furniture and identify inappropriate street furniture beyond the area to be enhanced as part of the Heritage Action Zone. Any resurvey to consider anti-theft measures"

Page 94: Bibliography: Add

Conservation Area Appraisal, Designation and Management Second edition, Historic England Advice Note 1, 2019

Devon Historic Market and Coastal Towns Survey report on Cullompton (Cornwall Archaeology, 2013: [HYPERLINK](https://archaeologydataservice.ac.uk/archives/view/devon_eus_2017/downloads.cfm)
"https://archaeologydataservice.ac.uk/archives/view/devon_eus_2017/downloads.cfm
" Archives: EUS: Downloads (archaeologydataservice.ac.uk)).

Appendix 3

9.0 Public Consultation: Responses received from Organisations

9.1 Cullompton Town Council

The Town Council considered the consultation at Full Council on the 26th August 2021. They resolved

Conservation Area Appraisal and Management Plan (CAMP) Consideration was given to a Town Council response to:

- (i) The consultation on the Conservation Area Appraisal and Management Plan (CAMP). (Supporting Paper J to the agenda)*
- (ii) The consultation on the Cullompton Town Centre Masterplan. (Supporting Paper K to the Agenda)*
- (iii) The consultation on the Cullompton High Street Heritage Action Zone Public Realm Enhancement (HSHAZ). (Supporting Paper L to the Agenda)*

RESOLVED

- (i) that the Town Council is broadly in favour of the proposed changes to the conservation area*
- (ii) With regard to the Cullompton Town Centre Masterplan there needs to be provision for the storage and removal of general rubbish*

Officer Comment: Noted.

9.2 Historic England

Overall, we wish to congratulate your authority on the suite of initiatives associated with the regeneration of Cullompton it is responsible for. These very much provide a rationale for our own interest in the town's agenda, channelled principally through the High Street Heritage Action Zone (HSHAZ). All these relevant activities provide a robust and coordinated framework which will not only contribute to the successful delivery of the HSHAZ but create a sustainable regime which can continue to build on this once the scheme has concluded in the spring of 2024.

Conservation Area Appraisal and Management Plan

1. *At the outset we should say how much we welcome this document and being given an opportunity to comment on it as there is no statutory requirement on the part of the Council to consult us. The document is thorough and our thoughts are therefore few, focusing primarily on the issues which have been identified and how the Management Plan aims to accommodate them.*

Officer Comments: Noted

2. *In terms of format etc. the document is obviously quite big and we wonder whether it could be broken down a little more – perhaps by the inclusion of more photos to help illustrate key themes or messages, and whether the Management Plan might benefit from being a standalone document? That way the Appraisal, which is essentially definitive, can remain as a constant, and only the Management Plan need be updated*

from time to time in response to changing circumstances. It will be helpful for the document(s) to be dated on eventual adoption, and to include reference to Historic England guidance on Conservation Areas in the bibliography, if not also at the beginning as a rationale for the structure and contents. It might also be worth considering whether the individual character areas can be available on a standalone basis, as separate pull-outs maybe?

Officer comments: 2. It is felt that as there a part 1 – Conservation Area Assessment and Part 2 – Management plan the is effectively two parts and that part 2 can be amended as necessary. There is no need for two discrete documents.

The individual character areas already start on new pages and can be easily extracted.

The comments on what should be referenced are noted and amendments made as necessary.

Historic England's advice is already reference in section 2.3. It is added to the Bibliography

3. *We have no comments on the proposed changes to the boundary. These are suitably reasoned and add value to the Area's designation overall. But as an aside, it will be important to ensure that the parts of the HSHAZ are which are to be funded are within any eventual Conservation Area boundary.*

Officer comments: All of the HAZ area is within the conservation area

4. *There is an impressive and extensive capturing of relevant issues and a correspondingly extensive schedule of proposed management responses. It is not clear why these are called "management principles" rather than proposals or actions, and such a term might risk creating the impression of them being conceptual rather than tasks to be actually pursued. It would be helpful to have these identified as priorities (i.e. high, medium, low), and the timeframe in which they should be pursued (i.e. short, medium and long term) even if specific deadlines for enacting them can't be defined, perhaps in the form of an action plan. In this respect identifying where possible sequencing, connectivity and dependency relationships which might exist between any of the proposals would be helpful too. That way the Management Plan has in-built monitoring and review provisions.*

Officer Comments: A delivery plan will be drawn up with resources to deliver them after the adoption of the CAMP.

5. *Map 5 refers to key negative areas, and responses to these are covered in the Management Plan. But we note that there is no reference to potential for enhancement of the Bullring (though it is identified as a visually important open space in Map 4). This may not be a "key negative area" within the definition of how that term is applied here but the area is identified for enhancement within the emerging Town Centre Masterplan and as a project to be funded within the HSHAZ. It might therefore be desirable to achieve consistency between the two documents in the referencing of the area. The provision of such a "hook" in the Management Plan isn't necessary to substantiate funding through the HSHAZ*

but complementary affirmation may be useful when seeking other funding in the future - particularly if heritage in nature - for the enhancement of this area.

Officer Comments: It is noted that the area of the Higher Bullring is not noted in itself as a key negative. It is though included in a number of the key negatives in the character that relate to visual clutter, dominance of cars and traffic and within the Management Plan in the key principles 1, 2, 3 and 4, and explicitly in 7, which states:

That the Council engage with Town Council, the Highway Authority and Local Interest groups with a view to developing a scheme to redesign and reinvigorate the visually important open space and setting of the war memorial in context with the conservation area and the history of the space, and should seek to reduce clutter, and dominance of the car. Any scheme should adhere to the guidance in the Historic England publication – Streets for All: Advice for Highway and Public Realm Works in Historic Places.

6. *Map 3 identifies important historic buildings and includes proposed additions of important unlisted buildings to add to those already confirmed. If it is possible to establish a correlation/consistency between these buildings and those being identified for grant funding within the HSHAZ that would be helpful.*

Officer Comments: Noted and we are taking this on board as part of the priority matrix regarding grant aid in the HAZ.

9.3 County Archaeologist & Historic Environment Manager

Cullompton Conservation Area Appraisal & Management Plan Consultation:

The Devon County Council Historic Environment Team welcomes the opportunity to comment on the draft Cullompton Conservation Area Appraisal and Conservation Area Management Plan.

We broadly welcome the document and support its recommendations. Our comments on points of detail are as follows:

We very much welcome that the Plan has drawn significantly on the Devon Historic Market and Coastal Towns Survey report on Cullompton (Cornwall Archaeology, 2013: [Archives](#): [EUS](#): [Downloads](#) (archaeologydataservice.ac.uk)). However, we feel that this ought to be referred to in the document text and certainly with an inclusion in Appendix 3 (Bibliography).

Officer comments: The document is referred to in the text of the document immediately below the heading 3, Location and Landscape Setting. The text states: “Note the following section is largely a reproduction of the Devon Historic Coastal and Market Towns Survey for Cullompton and full acknowledgement is given in that respect”.

The reference has been added to appendix 3 – Bibliography.

Page 14-15 (Roman Settlement): *This could be clearer that the fort was in use from around AD 55 until around AD85, but that the civil settlement continued after the military had moved on. Although initially dependent on the military for its existence, as with later periods the Romano-British settlement*

would have been supported by its advantageous location on the transport network, its farmed hinterland and local industry (e.g., Iron). The siting of the fort and the settlement beside its approach roads has had a lasting influence on the layout of the town.

Officer comments: Noted and text amended. New para added one deleted.

Page 68, 9.6 (Character Area 6): refers to a 'Roman camp'. This should refer to a 'fort', 'forts' or 'fort with annexes'. A Roman 'camp' is a specific type of temporary field defence for which there is no evidence at Cullompton. Elsewhere the text does describe the fort correctly.

Officer comments: Noted and text amended.

We welcome the proposal to include the open area to the east of the Scheduled Monument within the Conservation Area. This area is important to the setting of the Roman Fort, as it is likely to contain the road approaching it from the east as well as probable below ground evidence of civil settlement. We therefore welcome Page 73, Proposed Addition 7, subject to the replacement of the word 'camp' with 'fort'.

Officer comments: Noted

Proposed Additions 1-7: We welcome all these proposed inclusions within the CA as they will contain important Roman, early medieval, medieval, and industrial archaeological evidence as well as reflecting the historic urban character of the town. Areas 5 and 6 will protect some of the last open areas of medieval burgrave plots.

Officer comments: Noted

Proposed deletions 8-14: We have no objections to these deletions.

Officer comments: Noted

Un-Listed Important Buildings: We welcome proposed additions 1-18 and have no objections to proposed deletions 19-22, or to proposed changes to adjacent buildings 1-3.

Officer comments: Noted

Management Plan Principles: We support proposed Principles 1-29. Our only comment is that Principle 7 (The War Memorial) could include reference to national organisations such as the War Memorials Trust.

Officer comments: Noted and text amended.

9.4 Highways England

In respect of the draft CAMP, we note that one of the ten main key issues relates to through traffic detracting from the environment of the town centre. As set out above (in their comments on the Masterplan), Cullompton High Street forms part of an agreed strategic diversion route to be used in the event of disruption on the M5 motorway. As such, Highways England and Devon County Council will need to fully understand the transport implications of any measures which may impact the ability of this agreed diversion route to fulfil its strategic function.

Officer Comments: We are aware of this restriction which should be overcome by the construction of the relief road. The consultants who are looking at the public realm improvements in Fore Street and High Street have a transport consultant who is aware of these issues. No change is required to the CAMP.

9.5 Cullompton Leat Conservancy Board

The Leat Conservancy Board are delighted that Cullompton Mill Leat has been recognised as an important historical feature of the town.

Paragraph 9.2 of the Appraisal identifies the 400 year old Leat as being a Special Character Area of historic interest. It is our view that the whole of the Leat from the Head Weir to where it re-joins the River Culm forms a single structure as such, the area to be included in the Conservation Area should be extended to incorporate the entire length of the leat. The document recognises that the weir and sluices outside of the conservation area are 'important unlisted buildings'. We are concerned that if these structures are outside of the conservation area the Council may have no legitimate interest with regard to alterations/works to these structures which may impact the leat downstream? The area downstream of Lower Mill will be particularly vulnerable during and after the proposed relief road works which will cross this important watercourse. It is important that the entire leat is protected.

Management Plan Principle 29 – The Leat Conservancy Board very much welcome this recommendation that a long term management plan be created for the leat. It is important that a body with authority and funding takes on responsibility for leading delivery of such a plan. We would suggest that advice be sought in developing a maintenance plan from those with expertise such as the Rivers Trust and the Connecting the Culm Project.

The following are examples of why such a plan is desperately needed:

The leat currently needs, and has for some time needed, work done to sections of eroding and subsiding banks particularly as it impacts a public footpath. We are aware that the Town Council are holding funds from DCC to get this work done. The length of time it is taking for this work to be agreed and commissioned is now over 2 years, during which time these areas have deteriorated further. Perhaps with a proper plan this work could have been done as required as routine maintenance before the condition of the banks got so bad.

Flow in the leat has declined over time. Until recently it was so reduced by vegetation growing in the watercourse that in hot weather the water levels in the leat and through the town were such that on occasion it virtually ran dry. This had a devastating effect on the wildlife and amenity. The Leat Board had tried for some time to encourage the landowners and Environment Agency to clear their blocked sections of watercourse but without success. After much delay the Town Council stepped in and with a financial contribution from the Leat Board arranged for clearance work to be carried out. The benefit has been immense. Despite a prolonged dry spell this summer the flow has remained at a healthy level and wildlife has flourished. We have never seen so many fish as we have this year and populations of ducks, moorhens, little egret and kingfisher are thriving. Clearance work will need to be carried out regularly to prevent the previous situation recurring. A long term management plan which ensures that clearance work is carried out routinely

will hopefully ensure the leat does not again experience a decline in flow due to lack of upstream maintenance. It is important to note that the works that have been so successful in restoring the flow to the benefit of the town were all done in the part of the leat upstream of area that is currently proposed to be to be in the Conservation Area.

In summary, Cullompton Leat Conservancy Board strongly support the proposed Management Plan Principle 29. We also support the proposal to include additional sections of the Mill Leat in the Conservation Area but feel that the proposal does not go far enough in leaving part of the Mill Leat and associated structures outside the conservation area.

Officer Comment: The conservation officer walked the upper part of the leat to the weir with the ward member after the CAMP went to PPAG. Management Plan Principle 29 was added after that meeting. The leat extends well beyond the historic built town core and into fields beyond. It is not within the remit of the purpose of a conservation area to extend it so far beyond the historic built development and along the water course to the weir where it starts or to where it re-joins the main river channel. This does not prevent the Management Plan Principle, which relates to the management of the leat, meaning that this relates to the whole leat.

9.6 Natural England

Natural England does not have any specific comments on this Conservation Area Appraisal and Management Plan.

Appendix 4

10.0 Public consultation:

The majority of the public comments received can be found in the attached table - **Appendix 5**. The comments from the public both by email and by filling in the paper proforma are recorded in this table. The comments of the Council Officers in response to these comments are added to the table in italic.

10.1 In addition 6 letters have been received. These state

The first letter/email comments

I attended the public consultation on proposals for the changes to the Higher Bull Ring held at the Walronds. I was pleased to have the opportunity to discuss the plans with the Conservation Officer and have the following comments to make.

You will see from my address that I have lived .. in the Bull Ring since 1979 (edited for privacy). Since then a number of changes have been made to the surrounding area but the change I would most like to see is in the parking arrangements. When I mentioned that I would like to see the parking changed to echelon parking I was told that there is a proposal to reduce the parking to parallel parking and a narrowing of the highway. I realise that the new relief road is crucial to the development of all the proposals for change through the town centre and I have several concerns about these ideas. I must admit that reducing the amount of parking in the Bull Ring would improve the view from my property but Free parking in the Town Centre is essential for the vitality of the businesses in High Street and Fore Street. The Disabled Parking was put in the present position as it is the only level area for wheelchair user to safely transfer from their vehicles. The parking is in use 24 hrs a day with those accessing the restaurants, coffee shops and take away venues. I understand the enthusiasm to reduce the number of cars on the road but planning permission has been granted for new housing estates which cannot accommodate buses and the LOTS scheme (Live Over The Shop) has resulted in numerous properties with no amenity areas or parking. The whole purpose of the HAZ scheme, as I understand it, is to encourage activity and footfall in the Town Centre. By dramatically reducing the easily accessible parking in the Town Centre the result is likely to be the loss of many established, but struggling businesses. It is essential that a compromise be found to enable better use of the Bull Ring without compromising the viability of the Town Centre which everyone wishes to regenerate.

Another concern is related to timing of the work. I do not think that any start has been made on the construction of the Relief Road. I fully understand the complexities and frustration relating to this project although I am no longer really up to date on developments. However it would be catastrophic to the businesses in the Town Centre if work were carried out in the Bull Ring at the

same time as the access roads were blocked for construction traffic for the road. What is the District Council intending to do to mitigate these problems?

I recognise that the grant from Heritage England under the HAZ scheme is time limited therefore it is disappointing that the Relief Road is unlikely to be opened in time for the impact to be known. No doubt a great deal of traffic will be diverted out of the town Centre leaving space for those who wish to visit the Town for Business, shopping and leisure activities. It is hoped that the Relief Road will enable people wishing to access the Town Centre to do so and have sufficient parking to encourage visitors to use these facilities. There will still be a number of large vehicles needing to access Tiverton Road including buses and farm machinery. The bus Stops in the Bull Ring are vital and well used.

Officer Comment: This is not a matter for the CAMP. The CAMP sees the area as one that is in need of improvement and does not say what that change should be or how it is managed. There is a separate consultation being undertaken on public realm enhancement in High Street and Fore Street.

With reference to the Conservation Area Appraisal and Management Plan I welcome the intention to overhaul the signage through the Town Centre and improve the street furniture. Many people use the bench seats and they are an important asset for those living in cramped accommodation or needing a rest before walking up St Andrew's Hill.

Office comment: Noted

Policy S11 refers to improvements to the transport Infrastructure and the opening of the Railway Station. As one who lived in Willand Road and used the train to attend school in Exeter I think it will be necessary to provide bus links to the station from the outlying estates. The reason I gave up using the train was because this ex GWR line goes in to Exeter St David's and access to the City Centre was difficult and time consuming. Will the proposed link use the Central Station?

Officer comment: Beyond the scope of the CAMP.

Page 23 includes many of the industrial activities but does not mention the Rope Works in Goblin Lane

Officer comment: A twine works is mentioned in Goblin Lane. No change proposed.

There is also reference Pen y dre which should read Pen y dre.

Officer Comment: This is misspelt on page 67 and has been corrected.

Page 30 refers to The Manor Court Hotel I think this should read The Manor Hotel.

Officer comment: The sign on the front of the building states Manor House Hotel. It is listed as The Manor House Hotel. Planning applications are registered to the Manor House Hotel. The CAMP has been corrected to Manor House Hotel in the two places required.

Page 75 I mentioned to the Conservation Area Officer that the row of properties 56-62 Fore Street and Tower View were built to burn by Charles Reynolds. The insulation provided at the time consisted of dross from Mr. Reynold's feed mills and the second and third storey rooms do not reflect the shops on the ground floor. I felt the Conservation Officer's response was very cavalier in respect of the safety of occupants. I know that the District Council carried out a survey of let properties in High Street and Fore Street, did this include fire precautions and are fire breaks provided between the commercial properties and the residential accommodation? Have fire breaks been included between the flats? If not I think the Council should include a policy to ensure that all these properties have adequate fire precautions installed to improve the safety of residents.

Officer Comment: This is beyond the scope of the CAMP. The CAMP relates to the architectural and historic interests of the area and the buildings within it. This does not relate to how they were built and if they are to modern standards. The conservation officer disputes that he was cavalier, simply stating that issues such as fire safety is beyond the scope of the CAMP, and that buildings should not be omitted from being considered of architectural interests if they are perceived to below standards in other respects.

The survey undertaken as part of the HAZ was an external survey from ground level and was only to look at exterior condition.

Part of the match funding for the HAZ comes from Mid Devon's Housing Team, and internal improvements to rented property may be fundable through this. The survey referred to was a survey of properties which they were able to access, and fire safety was a consideration.

All new building works will be required to comply with building regulations which includes fire safety.

I note the intention to address the matter of yellow lines in the Conservation Area and in particular Church Street and I accept these are unsightly. However, these lines were put there because at the time there was no other way of enforcing a No Parking policy in the area. Inappropriate parking presented a huge problem for residents, the Church and emergency vehicles and unless there is another way of ensuring an enforceable No Parking ban removing the yellow lines would be a disaster. The bollards might be of poor design and badly maintained but they have prevented many accidents to pedestrians crossing Church Street and those accessing the opticians on the corner.

Officer Comment: This is raised with regard to the poor design and lack of maintenance of the bollards and how the double yellow lines effect the view of the Church. No decision is made on how this might change.

With reference to the raised concrete kerbing and perhaps this should be replaced by surfacing to mark the line of the town water supply provided by the Bishop of Buckland in the 14th century. This ran on both sides of the street and in to the Bull Ring on the West Side going in to a culvert outside Cottonwood House.

Officer Comment: This is a matter to be covered by the works with regard to the public realm where consultation is taking place.

The second letter/email comments

Page 15. The late 4th century date of the settlement's final occupation phase ties in with it having gone out of use as a result of the fort being abandoned and Roman occupation of Britain coming to an end.

Griffith. Proc. Devon Arch. Soc, 42, 11-33, 1984, Simpson and Griffith, Proc. Dev. Arch. Soc., 51, 149-159 state that the fort went out of use before 75 AD based on finds from fieldwalking and the limited excavation done in the area to the west. The fort going out of use about this time is similar to other Roman forts in SW England. The 2nd Legion Augusta left Exeter around 75AD to go to Wales. The settlement is later and if it was connected to the fort it is more likely to have been outside one of the gates. This all seems to me to indicate that this settlement was not connected to fort – although it going out of use is consistent with the end of the Roman occupation.

Officer Comment: Consulted further with County Archaeologist. Second para of 3.31 substituted.

3.3.2 'Columtune'

The minster lands held by Battle Abbey in 1086 were called the manor of Cullompton in Domesday, and the manor was later known as Upton Weaver. It had its own tithe survey and the map is labelled as "Manor of Upton Weaver" and is described as the district of Upton Weaver in the apportionment.

Officer comment: Consulted further with County Archaeologist, and contacted the consultee for clarification. In reply he stated

In summary - I agreed with the statements there and just wanted to offer some additional evidence.

I agree that the Urban Survey Report is totally consistent with what I put in my response. I think that I was probably just trying to provide some additional evidence. The existence of Henland as an exclave of the parish is an additional piece of evidence for the statement there: "The fact that some of these are in neighbouring parishes may be evidence for Cullompton's previous wider influence"

The fact that even in the 19th century, long after the dissolution of the monasteries, Upton-Weaver was regarded as a separate district from the rest of the parish is additional evidence of the importance of this manor in the past. The tithe survey map and apportionment for Upton Weaver is available from the same site:

<https://www.devon.gov.uk/historicenvironment/tithe-map/cullompton-upton-weaver/>

Officer Comment: No changes proposed.

Henland was an exclave of the parish of Cullompton until late 19th C. (this is still evidence that the original minster was far larger)

Officer Comment: Consulted further with County Archaeologist. Text amended.

P16 re-dedication to St Andrew granted 1436. Orme's English church dedications, pp.9, 152, states that the date of the dedication festival (which is what changed around 1435) is simply the anniversary of the original dedication is not necessarily the same as the date of the patronal festival. The dedication to St. Mary can be seen in many 19th century trade directories and Orme states that Andrew was first postulated only in 1754 and was dominant only from 1873.

Officer Comment: Consulted further with County Archaeologist. Text amended.

P15. What is the evidence for Gytha's ownership? Which Cullompton manor (the one which belonged to Battle Abbey or the one which was part of Silverton in 1086?) Not in lands recorded in Domesday as held by her in 1066 according to Thorn and Thorn. Westcott claims it was held by Godwin but again this isn't consistent with Domesday.

Officer Comment: Consulted further with County Archaeologist. Text amended.

Page 17.

The road north towards Wellington from a toll gate near Goblin Lane was also a turnpike managed by the Tiverton Turnpike Trust (this joined the road from Tiverton to Wellington at Waterloo Cross). So 5 turnpike roads met at Cullompton but only 4 trusts.

Officer Comment: Consulted further with County Archaeologist. Text amended.

Page 30.

K6 phone box was removed (seems to have been no consultation on this and not offered to Parish Council to purchase AFAIK) [see also page 63]

Officer Comment: Noted. Text amended.

Page 41.

Middle Mill - base of Chimney still remains, now at risk of collapse due to tree growing in it and general neglect. Landowner not on land registry, town council unable to find who does own it despite many attempts over the years.

Officer Comments: Noted

Page 55. Should former workhouse, later the Royal British Legion, now sold, be included as a Key Unlisted building?

Officer Comment: It is felt that the alterations made to the building through the change of uses mean that it is not of sufficient interest. It remains a non-designated heritage asset

Page 58. State of Methodist Chapel and neglect of the potentially pleasant open space in front of it is a real missed opportunity for the town

Officer Comments: Noted. This is included as a key negative and noted as an important unlisted building.

Page 61. 40 High Street (Conservative Club) - Now Frankie's Sports Bar

Officer Comments: Noted and CAMP amended

Page 62. King's Head now being converted to restaurant.

Officer Comments: Noted and CAMP amended

Page 81. Principle 8 should be extended to include protection from theft - reviewing how they are affixed and if this needs to be improved. Also where owners of properties remove signage for refurbishment of property, there should be a responsibility to reinstate it in a timely manner. Recent losses: Middle Mill - stolen, The Green - also stolen, Higher Mill Lane - disappeared when the building it was attached to (then the King's Head PH) was renovated following a large collapse of a cob wall

Officer Comments: last para of 11.5.5 amended to include (and some have been removed and not replaced.

Amend principle 8 to read Management Plan Principle 8: That the Council engage with Town Council, the Highway Authority and Local Interest groups to survey and refurbish, and replace where missing the historic street signage and furniture and identify inappropriate street furniture beyond the area to be enhanced as part of the Heritage Action Zone. Any resurvey to consider anti-theft measures.

Additions to Conservation area

- *Strongly support inclusion of the mills*
- *Not clear why the area around the tannery to the west of Exeter Road not included - historic importance including old leat from the mill which runs from the Antiques centre alongside the road to re-join the Crow Brook Also the row of cottages from the Bell Inn to Colebrook Lane are also of historic interest and are a key part of the gateway to the town*

Officer Comments: Map regression shows little left on the tannery site which is of interest above ground. The one principle building on the west side is added as an important unlisted building. One other building remains as part of the modern buildings, but external inspection suggests there is little of interest left.

There is some merit at looking more closely at the row of cottages referred to. There would need to be a gap in the conservation area. At this stage and the pressing need

to have an up to date CAMP to support the HAZ it is felt necessary to move forward with the CAMP as it is and revisit these buildings in the near future.

The third letter/email comments

Having viewed your pop up display at Cullompton library I noticed that proposed changes to the conservation area could impact on me as I live in the Higher Orchard area of the town and therefore I have a couple of questions.

- 1. The dotted red line runs down the edge of my property and a section of the lane that I own, therefore part of my ownership is excluded from the new proposed area (my house) and part included (the lane outside my house). If adopted how would conservation rules impact on my rights to do anything to the lane, for example having it resurfaced at some point?*
- 2. Once again assuming the proposals are adopted how would conservation rules impact someone who wished to develop the open green area that is directly opposite me and runs for most of the length of the lane?*

Officer Comment: A response has been sent explaining that PD rights are tighter in the conservation area, but to resurface the track as existing will not need permission. Further, with regard to development on the undeveloped field, we have a statutory duty under section 72 of the Listed Building Act to have special regard to the desirability to preserving or enhancing character of the conservation area. Conservation areas are not preservation areas, but they do require a higher level of design and appreciation of the conservation area. Being in a conservation area would make development of the site a more demanding an exercise. On top of that a proposal would need to consider the setting of the SAM adjacent and the below ground arch archaeology which may well be present.

The fourth letter/email comments

I would firmly support the Council and its proposed conservation plan in bringing the land at Higher Orchard off Goblin Lane (that is currently not in use and overgrown) into the Cullompton Conservation area boundaries. There are extensive plans to develop wider Cullompton and this land and my adjacent property have uninterrupted views towards the town centre, the local Church and also the Sidmouth Gap in my opinion this view needs to be preserved and protected for future generations.

Officer comments: Noted

The fifth letter/email comments

I have asked my neighbour (edited for privacy) to send you this email on my behalf supporting the field at Higher Orchard Cullompton being added to the conservation boundary in the newly proposed Cullompton Conservation Plan.

Officer comments: Noted

The sixth letter/email comments

I am writing to support the Council's plan to extend the conservation area by including the land at Higher Orchard which lies between Goblin Lane and the St Andrew's Estate. This area is overgrown at present and as such is a haven for wildlife. I note from the plans that Higher Orchard is adjacent to a Roman Fort. Certainly if there is any possibility of this ancient monument being disturbed or indeed if there might be Roman artefacts to be found at Higher Orchard I would heartily recommend that the Council adopt this proposed extension to the conservation area.

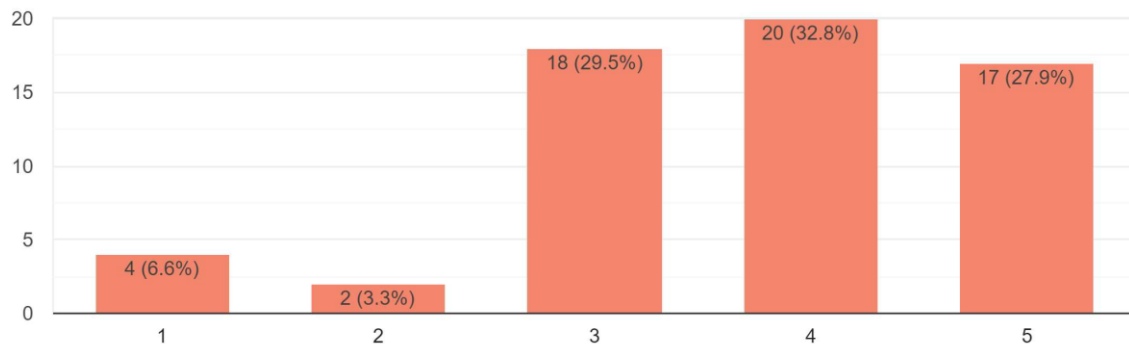
Officer comments: Noted

Appendix 5:

The questions on the proforma prompted either a score from 1 strongly disagree to 5 strongly agree, but also gave room for comment. These are represented below along with the comments made and any comments made:

Q1: Do you agree with the proposed additions and deletions to the conservation area boundary?

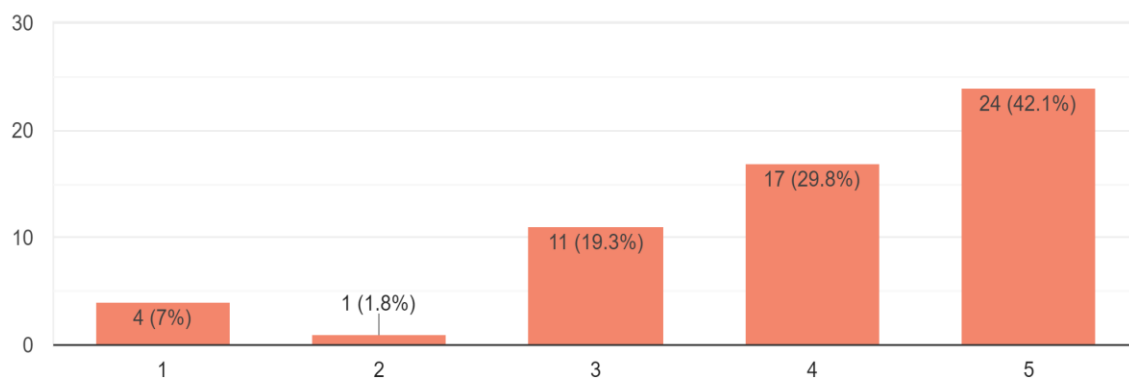
Do you agree with the proposed additions and deletions to the conservation area boundary?
61 responses



Written comments: None

Q2: Do you agree with the proposed additional Important Unlisted Buildings?

Do you agree with the proposed additional Important Unlisted Buildings?
57 responses



Written comments: None

Q3: Are there any other buildings you would like to see included?

Written comments: 6 No.

NOT 19 HIGH STREET Officer Comment: *This site is identified as a key negative as the previous property was lost to fire. It is the subject of a management plan principle to*

redevelop the site. It should remain in the conservation area, but is clearly not an important unlisted building.

Save the Methodist church. *Officer Comment: This is proposed as an important unlisted building, and the area to the front and the building is considered a key negative in need of improvement.*

Most of the old building are not fit for purpose, replace them with modern eco-friendly building, with green roofs and built to modern building codes. *Officer Comments: This is beyond the scope of the CAMP, other than to propose that there is no conservation area. It is also noted that there is a conversation taking place within planning that the carbon cost of demolition and rebuilding is often much higher than adaptive reuse of the existing building stock.*

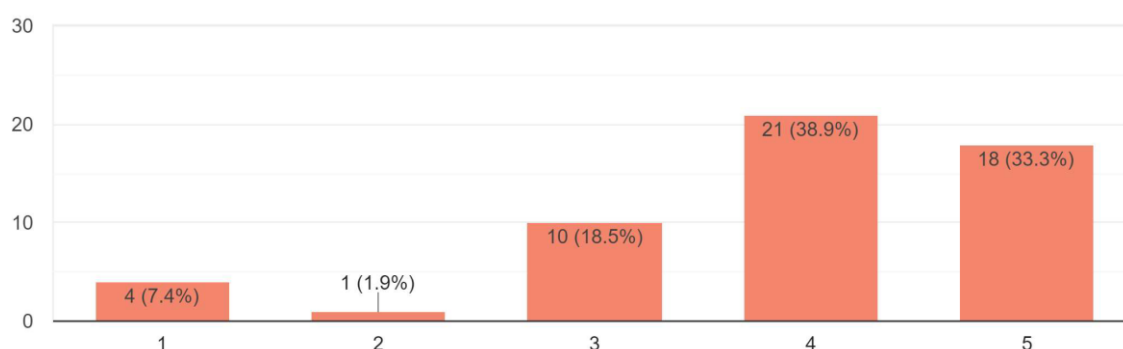
There is a case to include the Roman fort. It is arguably the most significant archaeological/historic feature in the town, in a very dominant position overlooking the town centre and with great potential to link with the Town Centre Masterplan's objectives for green space, attracting visitors and linking the expanding suburbs to the centre. Although it is Scheduled, including it in the CA would integrate it more with the plans for the town and how the centre works with the expansions. *Officer Comment: The Roman Fort is Scheduled which is a similar level of designation as a grade 1 listed building. It would be possible to extend the conservation area to include it, but it was felt that its designation as a SAM meant this was not necessary as it would add no further protection.*

Community House eg Raising Sun Pub, YMCA not 4 more flats. *Officer comment. This is beyond the scope of the CAMP*

Q4: Do you agree with the important features identified in the Conservation Area?

Do you agree with the important features identified in the Conservation Area?

54 responses



Written comments: None

Q5: Are there any other important features in the Conservation Area that you would like to see included?

Four No.

Not within the area on the map, but I assume the two buildings at the Cemetery off Tiverton Road should be included? - *Officer Comment: The buildings referred to are both listed and*

this protection will protect the historic curtilage. The site is too distant and small to add to the conservation area.

Tudor buildings: Officer Comments - Assume this is the Manor Court and No 7 Fore Street. These are in the conservation area and listed.

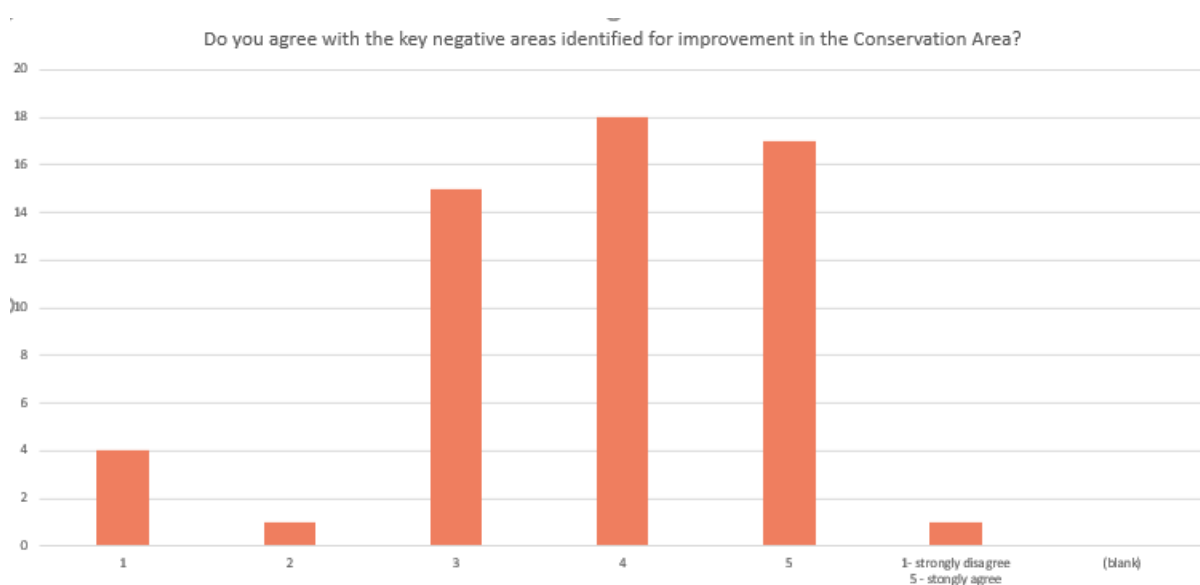
It's another waste of money No comment offered.

Consultation with officers of St Andrews Church re enhancement of the small car park (Gravel Walk). It is in need of resurfacing and enhancement. Visitors to the historic church are met by a selection of old and broken traffic cones. These cones are used to protect car park spaces which are rented by local residents and often usurped. These cones are considered as necessary but are very unsightly. Here I declare an interest as a resident. *Officer comment: This is interpreted as support of the identification of this area as a key negative and the management plan principle to seek to improve it.*

Parking restrictions in Church Street (including enforcement). *Officer Comment: Enforcement of parking restrictions is beyond the scope of the CAMP*

See above comments regarding the Roman fort. *Officer comment see above*

Q6: Do you agree with the key negative areas identified for improvement in the Conservation Area?



Q7: Are there other areas that detract from the historic character of Cullompton?

Over spilling of bins by welcome to Cullompton sign and graffiti in High street

CTC spending money on [redacted]

No, three times

Damaged cobbles at junction of Fore Street and Queen Square above Hebron Hall.

Don't know

Car park near library *Officer Comment: This is noted and is picked up as a key negative and has a management plan principle which seeks to improve this area.*

I personally do not like the mural at the corner of Station Road but realise that this is only personal taste.

Aldi and Home Bargains. Can we heighten the wall of the car park to cover the ugliness? Or plant trees? Also knockdown the petrol station next to the tannery. The whole area looks awful. Exeter Hill NEEDS to be looked after/cleaned regularly. *Officer comment: This area is beyond the conservation area. The ED team and the HAZ project officer are aware of this comment and will seek to engage on these sites as the opportunity arises.*

Cars

Messy parking in Crow Green. Not enough parking for residents. Unattractive road which could be characterful. *Officer Comment: the majority of Crow Green is modern and beyond the conservation area. The comments are out of scope but noted.*

The conversion of space above shops to flats and the "Alleyways" are mostly all dwellings with their rubbish in the Fore Street *Officer comment: considered in the key negatives and management plan principles.*

The town leat is in dire need of resurrection, particularly the overgrown and unfenced section adjacent to 'millennium way' - health and safety risk to children. If the weir at source was repaired an improved flow could be registered and its side could be enhanced throughout town attractively. *Officer comment: Noted. The condition of the leat is noted as a key negative and there is a management plan principle for the leat.*

Entrances to Cullompton and the caravan sites *Officer Comment: Noted. This is largely a comment for the Masterplan*

Higher Street one hopes is still work in progress. The area needs a complete and thorough overhaul. *Officer Comment: Higher Street suffers partly due to traffic but also poorly maintained property and some public realm. It is hope to encourage people to repair and maintain those properties in need of care and the statutory undertakers.*

Do you have any comments to make on the management plan principles in Part 2 of the Conservation Area Management Plan?

Q8: Do you have any comments to make on the management plan principles in Part 2 of the Conservation Area Management Plan?

No comment

It's a waste of money

No four times

On Page 3 the Leat is included in the list of "Negatives". It is in fact a fundamental part of the town and a significant asset, all be it that it needs management and repair. The negative listing is unfortunate yet the recommendation, (Management Plan Principle 29 on Page 90) for the establishment of a management plan is correct. *Officer Comment: The condition of the leat is considered to be a key negative and an area for improvement. There is no intention that the leat of itself is a key negative. Indeed it is recognised as a key component of the character of the conservation area.*

The high street doesn't work at the moment. Inevitably cars, vans and lorries need to pull over on Fore St and it causes chaos. There's not enough parking to accommodate more visitors to the centre, not helped by The Hayridge Centre car park being run by a horrible private company. *Officer Comment: Parking and use of High Street and Fore Street are being considered as part of the public realm enhancement works which we have undertaken and initial consultation on.*

There's a lot of shops doing the same thing - beauty, barbers, hair dressers. Not a lot of diversity nor independent retailers for food and other goods. The swimming pool charity shop, premier, laundrette and copious barbers are eye sores. The hardware store is run down. Porter's signage looks unsightly. The White Hart has huge big branded coffee pavement signs that are not in keeping with this plan. There are some random shops Inc. a henna shop and an Indian tea shop...it seems there is minimal management of what is allowed to open and the quality of the offer/signage not considered. *Officer comment: Under the use classes order, shop and commercial premises are able to be used for a variety of uses without the need for planning permission. The market ultimately decides on the mix and success of businesses. The HAZ is looking to work with landowners and tenants to improve properties in Fore Street and High Street. Signage is also permitted to be changed without consent certain to restrictions. We have prepared shop front and advert guidance for use where consent is required and this can be applied voluntarily when consent is not required.*

No, other than to agree with them.

Q9 Is there anything else you would like to tell us in relation to the Conservation Area Appraisal and Management Plan?

Just seems pointless the buildings are in a terrible state in most of the central area and how much of that is due to the cost of conforming to the conservation area rules. *Officer Comment: The reason the conservation area is 'at risk' is due to the volume and nature of the traffic through it. This in part has led to a lack of investment. Otherwise we are not aware that conforming to conservation rules have resulted in the run down nature of the area, which largely relates to lack of care and maintenance of properties by owners.*

No five times

Do your jobs

With the proposed expansion of Cullompton it is vital to preserve some green firewalls such as including Higher Orchard in the conservation area. I firmly support addition of area 7 in the conservation plan. *Officer comment: Noted. It is proposed to include this area.*

I don't understand the inclusion of a photograph on page 40 under the title "View of St Andrews Parish Church....." Which depicts a garden being used as an ongoing storage area for plastic refuse and soil waste, when the related text says that the gardens "do not erode the character" of this section of the area. I can only hope that inclusion of this area as a visually important open space will lead to the ground being reinstated to its natural level in the flood plain. *Officer comment: The photo referred to is on page 42. The garden referred to as untidy was part of the ongoing building works at the house to extend it. It is anticipated that it will be returned to a domestic garden once the works are completed.*

I have submitted a separate comment upon the proposed railway station.

Is the tannery on there? I cannot see the map properly. *Officer Comment: The remaining historic buildings on the tannery site are proposed to be important unlisted buildings. One is to be included in the conservation area.*

Leave the land alone - it's good well managed Agri land

Be careful not to make rules so stringent that householders can't afford to maintain their home. *Officer Comment: Lack of maintenance of properties is an issue in the conservation area, but none of it appears relate to being in a conservation area itself. In this case money is being made available to help with maintenance and repair of buildings in the HAZ.*

The historical outline at the start implies that the Roman fort was in use throughout the Roman period. This is not the case. It was only occupied from the mid to late 1st Century AD. A civil settlement, established outside the fort, continued until at least the later 4th Century. *Officer Comment: This was sent as a separate letter also and the CAMP has been amended.*

I do not think the food and drink or hairdressing facilities in the town need increasing. *Officer comment: Under the use classes order, shop and commercial premises are able to be used for a variety of uses without the need for planning permission. The market ultimately decides on the mix and success of businesses.*

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Cullompton Conservation Area Appraisal & Management Plan

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ancient monument**

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Map 6 - Building Materials - Walls

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Part 1 Character Appraisal

1 Summary

1.1 Summary of Special interest

The character appraisal of the Cullompton Conservation Area concludes that the special interest of the area derives from the following key characteristics:

- A coherent and well preserved street pattern of at least mediaeval origins with a tight urban grain
- Interesting and important network of yards and passages, reflecting former burgrave plots, and historic functions
- Intimate and walkable character
- Traces of Cullompton's former industries including leather working, bell founding, paper making and woollen industry and three mills on the leat
- Weekly market, still taking place on the original livestock market site at the Higher Bullring
- Fine landscape setting with views of and from the surrounding countryside
- Some outstanding buildings especially the St Andrew's Parish Church and Merchants Houses, including The Walronds
- Landmark quality of St Andrew's Parish Church tower
- A rich and varied townscape, stemming from buildings of different periods and the gently meandering line of the main street
- Other listed buildings, and buildings of local interest, many of group value
- Number of surviving 19th and early 20th century shopfronts
- High number of independent retailers contributing to the town's distinctiveness

1.2 Key Issues

Based on the negative features identified in Section 9 - The Character Areas of the Conservation Area - a number of issues have been identified and are listed below. These form the basis for the Management Proposals in the part two of this document.

1 Volume and Nature of traffic, and Highway Management.

Given the nodal connection to the motorway, there is high volume of traffic in the main streets of Cullompton which is passing through on its way to and from the motorway. This includes heavy good vehicles passing through the historic core. The volume of traffic results in queuing at the principal junctions, and when deliveries are made along Fore Street. Along with the narrow pavement widths, this makes the experience of the historic core quite unpleasant, with the noise, fumes and dirt from the traffic, and at times a feeling of danger for those on foot and bicycle.

2 Traffic Management

There is clutter from signage, road markings and traffic islands, some of which relates to highways for direction or for restrictions such as parking.

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3 Public Realm

A number of negative impacts in the public realm have been identified within the conservation area appraisal. Some are site specific whilst others have an impact throughout the conservation area.

- Uncoordinated and poor quality floor scape: Paving and surface materials throughout the area are generally modern, uncoordinated and poor quality. In almost all cases they fail to enhance or re-inforce the historic identity of the conservation area. Patch repairs in the public highway, or where service trenches are cut, can lead to alternative lower quality and out of place materials being used
- The public accessible pathways to the leat, Forge Way car park, and to Shortlands Road are not legible or welcoming. It is not clear, other to those who know, that they are public paths and where they lead to. The path back to Forge Way car park is not marked
- The public path along New Cut accesses Shortlands lane. The former Methodist Chapel is accessed via this lane with an open area to the front and a derelict site to the rear of No 20 Fore Street. The Chapel is no longer in use for worship and is in private ownership and with planning permission for an alternative use. The run nature of this area is uninviting and harmful to the conservation area
- Trotts Almshouses are an attractive building listed as being of national importance. The seating area to the south gable is an attractive and well used area. To the south of this is an expanse of tarmac and tactile paving, signage and traffic control associated with the busy highway junction. This appears quite bland and out of character by reasons of the materials and the open nature of the site
- The street furniture, as distinct from traffic control, has grown organically. This has led to a cluttered and uncoordinated appearance
- The Higher Bullring is dominated by car parking, the volume and nature of traffic passing through it and associated traffic control measures, and street furniture which has been provided organically over time. The listed War Memorial is a key land mark building here. It is compromised by car parking, and uncoordinated street furniture
- The raised concrete double kerb along Fore Street works to divide the footpath from the carriageway and as a method of surface water control, the path and road being at the same level. It is an unusual, non-traditional, incongruous and unattractive feature in the conservation area which also harms the setting of highly graded listed buildings

4 Loss of original architectural details and inappropriate building materials.

Many of the unlisted, and some of the listed, buildings in the conservation area have been adversely affected by the replacement of original timber sash windows, casement windows and doors with uPVC or aluminium, the replacement of natural roof slates with man-made slate or natural slate being turnerised. In the case of shopfronts there are a number of cases where the replacement or alteration of historic shop fronts and advertisements has spoiled the external appearance of a building and the local streetscape.

5 Poor quality of new developments, building alterations and extensions

Some relatively modern developments are out of character with the conservation area by reason of their inappropriate design, scale or materials.

6 Lack of routine building maintenance and repair

Buildings in the conservation area are generally in good condition but there are instances of the neglect through lack of routine maintenance and repair which results in unsightly buildings.

7 Unsightly satellite dishes

Satellite dishes are a feature of modern living. Unfortunately, when located on the front of a historic building, a satellite dish can spoil the appearance of the building and the street scene. They have a particularly noticeable adverse effect when a black dish is sited on a light background, especially render. In certain circumstances, satellites dishes may have been installed without the need for planning permission and/or listed building consent.

8 Sub-division of properties into flats

Sub-division of properties into flats or let for multiple occupancy can tend to erode external character through poorly maintained buildings, gardens and shared areas by absentee landlords. There can be a lack of external storage for bins etc. and multiple external wires for services.

9 Overhead power lines and telephone lines

A number of streets retain above ground servicing by telephone and power cables radiating out from and between telegraph poles which adds clutter to the street scene. In many cases the telegraph poles are metal and have been poorly maintained.

10 Negative sites and buildings

This appraisal has identified 'negative' buildings and areas i.e. buildings and areas which clearly detract from the character or appearance of the conservation area and could suitably be redeveloped or improved. In addition, there are is are vacant sites where some form of built development has the potential to improve the town-scape. The following sites and/or buildings, marked on the accompanying map 5, clearly detract from the character or appearance of the conservation area, and in some cases to the setting of listed buildings.

- Land adjacent to No 12, Gravel Walk
- Cobbles at Pye Corner
- Hebron Evangelical Church, off Queen Square
- Hayridge Centre Car Park
- Land at No 19 High Street
- Clarks Court Off High Street
- Public Toilets and land adjacent to Station Road
- Police Station, Station Road
- Roundabout at Entrance to Supermarket on Station Road
- No 60 Higher Street
- Trotts Almhouses, Higher Street

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2 Introduction

2.1 Statement of Objectives

The purpose of this Character Statement is to provide a basic summary of the elements that together contribute to the special character and appearance of the conservation area. It is intended also to be supporting information for alterations to the conservation area boundary.

The intention is that the completed document will be adopted by Mid Devon District Council.

It is hoped that local residents, the Town Council, Devon County Council and others (such as utility companies) will also find the document useful.

The Conservation Area Appraisal has been compiled to analyse the Conservation Area. The Management Plan is to be read in conjunction with the Appraisal and puts forward proposals for its future, and how it will be managed.

2.2 Community Involvement and Consultation

Prior to commencing preparation of this draft document, the Town Council, District and County Councillors and key stakeholders were consulted and asked if they had any views on the existing documents.

During the production of the draft document, internal consultation has taken place and the draft document was presented to Mid Devon Council's Cabinet on the 8th of May where it was agreed with some minor alterations that the draft document would be taken forward to public consultation.

This document was consulted on in accordance with the Council's Statement of Public Involvement between the 28th June and 13th August 2021. It was part of a wider consultation on Cullompton Planning Masterplan and changes to the public realm as part of the High Street Heritage Action Zone (HAZ).

A public meeting as required by the legislation took place on the 27th of July. This was a Zoom meeting as it was felt that given the high incidence of Covid that there may well be reluctance to attend a meeting in a public building. The County Archaeologist and Dr Firth of the Connecting the Culm project also spoke at this meeting. People at that meeting who wished to comment were guided to the online process, or they could post in their comments, or visit the library and leave their comments in the collection box.

Additionally, three face to face public consultations took place when Council Officers attended the Farmers Market in Cullompton on the 24th of July; the Art Week at The Walronds on the 26th July; and at Tesco's in Cullompton in the late afternoon on the 26th of July.

The amended document was then taken to Cabinet on the 4th of January 2022 where the results of the consultation and amendments were considered then to Full Council for Adoption.

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2.3 The purpose of a Conservation Area Character Appraisal

A conservation area is defined as ‘an area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’. Section 71 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires local planning authorities to formulate and publish proposals for the preservation and enhancement of these conservation areas.

In response to this statutory requirement, this appraisal document defines and records the special architectural and historic interest of the conservation area and identifies opportunities for enhancement. This appraisal conforms to Historic England’s guidance as set out in Conservation Area Appraisal, Designation and Management Second edition, Historic England Advice Note 1, 2019

This document therefore seeks to:

- define the special interest of the conservation area and identify the issues which threaten the special qualities of the conservation area (in the form of Part 1: Character Appraisal);
- provide guidelines to prevent harm and achieve enhancement (in the form of the Part 2: Management Proposals)

2.4 The Planning Policy Context

This appraisal provides a firm basis on which applications for development within the Conservation area can be assessed. It should be read in conjunction with the wider development plan policy framework produced by Mid Devon District Council. Any applications will also be considered in the wider statutory context and against the guidance in the National Planning Policy Framework (NPPF), the SPD produced by Mid Devon and any relevant guidance produced by Historic England.

Statute

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) gives a general duty as respects conservation areas in exercise of planning functions. The Local Planning Authority is required, with respect to any buildings or other land in a conservation area, to give special attention to the desirability of preserving or enhancing the character or appearance of that area.

There are other statutory duties with regard to applications which relate to a listed building and or affect the setting of listed buildings where the Local Planning Authority must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (Section 16 and 66 of the above Act).

These provisions have been subject to case law in the Courts, and they must be given considerable importance and weight.

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National Planning Policy Framework (NPPF)

The NPPF should be read as a whole and is the main guidance from Government in relation to the determination of applications by the Local Planning Authority.

Chapter 16 - Conserving and Enhancing the Historic Environment, is the main part relative to heritage. This requires that great weight is given to a heritage assets conservation.

Local Plan

Applications for development must be determined in accordance with the Development Plan unless material consideration indicate otherwise as required by section 38(6) of the Town and Country Planning Act 1990 (as amended).

The Mid Devon Local Plan 2013-2033 was adopted on July 29th 2020 following the publishing of the Inspectors Report which concluded that the Mid Devon Local Plan 2013-2033 provides an appropriate basis for the Planning of the District, provided that a number of main modifications (MMs), are made to it to make the Plan sound and capable of adoption.

The Mid Devon Local Plan Review 2013-2033 will guide development in the district over a 20 year period and aims to ensure that new homes, jobs and services needed by communities are located in the most sustainable places. It will also help deliver the infrastructure, facilities and other developments needed to make this possible. The spatial strategy of the Plan is to make the market town of Cullompton the strategic focus of new development which reflects its existing status as one of the larger settlements in the District as well as its accessibility, economic potential and environmental capacity.

Development will be targeted to:

- Provide sustainable urban extensions containing a mix of fit for purpose homes, businesses, local shopping and other services and sustainable transport links
- Provide enhancements to the town centre through additional investment, traffic and transport improvements and environmental enhancements to provide a significant boost to its vitality and viability, provide for a better range of retail and other uses and a significantly improved visitor environment
- Develop any remaining underused brownfield sites within the town
- Protect and enhance the key environmental assets including heritage, biodiversity and air quality.

In addition to District wide policies, a strategic policy is set out in the Local Plan for Cullompton. This sets out the strategic focus of Cullompton whilst recognising the closely related issues of air quality and traffic impact which affect the centre of the Conservation Area.

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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.*

Other Advice and Guidance

The District Council has produced the following advice

The Mid Devon Design Guide - which was adopted in 2020

Design Guide to Windows and Doors

Design Guide to Roofs and Chimneys

Design of Shopfronts and Associated Advertisements, which is Supplementary Planning Guidance in the course of preparation at the time of writing.

Historic England produce a wealth of advice and guidance on the historic environment. This can be found at <https://historicengland.org.uk/advice/find/a-z-publications/>

2.5 Wider Planning Context

Cullompton Neighbourhood Plan Submission

The Cullompton Neighbourhood Plan represents the community's vision and priorities for how they would like to see the Cullompton area develop and change in the coming years. The Cullompton Neighbourhood Plan has been subject to an independent examination, and with the examiner's recommended modifications can proceed to a referendum. This referendum is expected to take place in the spring 2021. Should the referendum be passed then the plan will be capable of being adopted by Mid Devon District Council as part of the statutory development plan for the area.

The Cullompton Neighbourhood

- 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 our natural environment
- Protect and enhance our historic built environment whilst broadening the appeal of the town and its cultural activities
- Make Cullompton more business friendly and commercially viable
- Provide first class local community facilities and develop community-based services that meet the growing demands of the community

Plans 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 our natural environment
- Protect and enhance our historic built environment whilst broadening the appeal of the town and its cultural activities
- Make Cullompton more business friendly and commercially viable
- Provide first class local community facilities and develop community-based services that meet the growing demands of the community

Culm Garden Village

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, as well as principles for the development. The stage 1 draft of the Culm Garden Village masterplan was consulted on in January/February 2019.

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Heritage Action Zone

Following a successful bid, Cullompton has been selected for the High Streets Heritage Action Zones scheme and the District Council with its partners will 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 Fore 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.

Cullompton Town Centre Master Plan

The Cullompton Town Centre Masterplan presents a vision and spatial framework to guide future development and investment in Cullompton Town Centre. It provides realistic principles and overarching guidance to bring together the design and future delivery of development, public realm improvements and transport projects in Cullompton. It provides an overarching framework within which the Heritage Action Zone will operate.

North-West Urban Extension

The Local Plan allocates sites for development on the north-west edge of the town. A masterplan for the area was adopted as a Supplementary Planning Guidance in 2016. Since then, planning applications for the first 600 homes are in the process of being approved which will also deliver a new road, around the north of the town.

Relief Road

Traffic in the town centre is having an adverse effect on air quality, living conditions, the heritage assets and their setting, and the overall attractiveness of the town. 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. The planning application for the relief road was approved in January 2021 by Mid Devon District Council. The relief road is planned to be completed by 2023.

The Relief Road is being designed to minimise impact on the CCA fields, and presents an opportunity for the Masterplan to seek to improve the sense of arrival to the town at Millennium Way/Station Road.

Improvements to M5 Junction 28

Devon County Council is presently 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

The Local Plan sets the objective of reopening the rail station. This is currently being led by the District Council who are seeking funding opportunities.

3 Location and Landscape Setting

Note the following section is largely a reproduction of the Devon Historic Coastal and Market Towns Survey for Cullompton and full acknowledgement is given in that respect.

3.1 Location and Activities

Cullompton is located in Mid Devon. It lies within the Culm Valley, which extends from the Blackdown Hills to join the Exe on the outskirts of Exeter. Twelve miles north of Exeter, 20 miles south-west of Taunton and 4 miles south-east of Tiverton, the town is focused on the western valley side, on a spur of raised ground between tributary streams, with the River Culm meandering through its floodplain to the east. The valley bottom is also dissected by the mainline railway and M5 motorway, running parallel, along the eastern side of the town. This part of Mid Devon is an important transport corridor between Devon and Somerset, and, although it no longer has a railway station (closed 1960s), Cullompton has its own motorway junction (and services, occupying part of the former station site). The B3181 (part of a much earlier route from Bristol to Exeter) passes north-south through the town centre, and historic roads from Honiton (A373) and Tiverton run in from the east and west, with several lesser roads and lanes radiating out to surrounding farms, hamlets and villages.

3.2 Geology and Topography

The underlying geology is red marl, sandstone and conglomerate, which make up the Devon Redlands and give rise to distinctive hummocky hills, examples of which frame Cullompton – Paulsland Hill to the north-west, St Andrew's Hill to the west-north-west, Padbrook Hill to the south – and form an important aspect of its topographical setting. Viewed from these hills the town appears to be nestled down onto the Culm valley bottom, yet most parts are elevated above it.

The historic core (and main thoroughfare) of the town lies between St Andrew's Hill and the River Culm, occupying a north-south strip of relatively level ground just above the valley floor. While it is backed against the hill on the west, the historic eastern limit of Cullompton is a sub-channel of the Culm, which was important as the town's mill leat and survives today as a prominent topographical feature. To the north and south, the older town limits are defined by the valleys of tributary streams running west-east to join the River Culm near the bottoms of Station Road and Duke Street.

Since the mediaeval period, Cullompton has expanded well beyond the spur of level ground bounded by these tributaries down into the two valleys, which provided water for post-mediaeval and later industry, and into meadows edging onto the main valley floor. Large-scale civic, retail and recreational activity is now focused here, and (particularly during the late 20th and early 21st centuries) there has been a large amount of mainly residential development to the north and west of the historic core, which has more than trebled Cullompton's size. St Andrew's Hill, previously an area of enclosed rough ground, is now part of the urban area and an extensive swathe of more gently undulating mediaeval farmland is covered by housing and a new network of associated roads.

Water continues to be an important element of Cullompton: in addition to the river/valley-side setting, there are streams, leats, culverted water supplies or the river itself, encroaching on or running through most parts of the town.

3.3 Historical Development

The natural resources of this part of the Culm Valley were clearly exploited by hunter-gatherers and early farming communities. This included settlement of the elevated, valley-side plateau that later became the focus of the mediaeval town. Prehistoric settlement remains (ditches, gullies and pits) have been recorded at two locations within the study area in both cases on sites subsequently occupied during the Roman period east of Shortlands Lane and West of Willand Road. Further evidence of prehistoric activity has been recorded in the surrounding vicinity.

3.3.1 Roman proto-urban military settlement:

During the Roman period, as a result of its proximity to the legionary fortress and civitas capital at Exeter, and its position overlooking the River Culm, the location became strategically important and the focus of military and related activity. Most notable are the earthwork and below-ground remains of two (successive) Roman forts and camps on top of St Andrew's Hill, on the north-western edge of the present town, and, on the plateau below a civilian settlement and cemetery. It may have extended as far north as the base of St Andrew's Hill, up to (and perhaps across) the line of Tiverton Road.

The fort was in use from around AD 55 until around AD85, but the civil settlement continued after the military had moved on. Although initially dependent on the military for its existence, as with later periods the Romano-British settlement would have been supported by its advantageous location on the transport network, its farmed hinterland and local industry (e.g., Iron). The siting of the fort and the settlement beside its approach roads has had a lasting influence on the layout of the town.

3.3.2 'Columtune' – Saxon royal estate and minster.

There is an hiatus of direct evidence in terms of the historical development of Cullompton during the 500 years from the end of the Roman period to the late 9th century AD, by which time a Saxon settlement was in existence.

The earliest documentary record is contained in the will (AD 872) of King Alfred the Great, in which he bequeathed 'Columtune' to his younger son, Ethelward, indicating that it was a royal holding. The place name is derived from the Celtic river name cwlwn ('looped' or 'winding' river) and -ton, suggesting an important early estate centre.

At Domesday (1086), Cullompton was not recorded as a separate manor and was probably included as part of the royal manor of Silverton. There is, however, a reference to a church at Cullompton, suggesting a pre-conquest minster. Emerging during the late 7th to 9th centuries and often located at royal centres, minsters housed groups of priests serving the pastoral needs of the population in their parochiae (large territories subsequently divided up into today's smaller local parishes).

The presence of a minster church, combined with the place-name evidence and advantageous location (on the banks of the Culm, within a fertile lowland plain), suggests that Cullompton may have been the centre of an early estate, the administrative centre of which later moved to Silverton. The Domesday Survey records, at 'Colump', a church with five prebends (manors which financially supported it)-Upton, Colebrook, Weaver (partly in Plymtree), Henland (in Kentisbeare Henlade was an enclave in the Parish of Cullompton until the late 19th C.) and unidentified 'Esse'. The fact that some of these are in neighbouring parishes may be evidence for Cullompton's previous wider influence.

Analysis of the present-day plan-form and topography, together with the location of St Andrew's Parish Church, indicates a geographical shift in settlement focus, from the Roman site on the west side of Fore Street (below St Andrew's Hill), south-east to the crest of the spur overlooking the River Culm. It is possible, however, that earlier (Roman) settlement occurred there as well.

The present church is set well back from (south-east of) Cullompton's main (mediaeval) street, within a sub-rectangular enclosure, formed by the churchyard and the lanes running around its west, south and part of its east side. This has the appearance of a precinct or close, and may be a survival of the layout of a minster church surrounded by Canon's houses, with wide tenement plots behind.

At the death of William the Conqueror (1087), Cullompton church was given to Battle Abbey, along with its prebends. The annexation would have deprived the minster church of its income and although the 'college' of priests may have continued to exist for a while, the structure of the foundation would have been undermined, and with the transfer of the church and its endowments to St Nicholas's Priory in Exeter during the late 11th/early 12th century it probably ceased to be Collegiate. By the late 12th century there was only a single vicar and the church would have become indistinguishable from an ordinary parish church.

Mediaeval market town.

During the mediaeval period (c1066-1540) Cullompton's diminishing religious status was replaced by its increasing role as a trading and manufacturing centre for the surrounding farming area. Benefitting from its location next to the River Culm, with water-powered mills at nearby Higher and Lower Kingsmill from at least the 13th century, it became a base for flour production and for the woollen cloth manufacture for which Devon was famous from the later mediaeval period.

Despite not being documented as a borough until 1640, when it is recorded as 'Burgus', the evidence indicates that Cullompton was a town long before then - a grant was made in 1278 for a market on Thursday and a 3-day fair at the festival of St John the Baptist; in 1317/18 a Tuesday market and fair at the feast of St George was granted. Moreover, the town has a plan-form that confirms it as a part organically evolved and part deliberately laid out mediaeval urban settlement.

The key phases/components of the mediaeval town are:

- Minster /St Andrew's Parish Church - existing minster church, apparently dedicated to St Mary, was replaced by a new parish church during 15th century (later rededicated to St Andrew); Lane Chapel erected 1526 by wool capitalist (decorated with symbols of the wool trade, including carved angels holding cloth shears); large tower added 1545-9; church restored and partly rebuilt in 19th century
- Initial urban development – likely to have been focused on the area (adjacent to the church/precinct) already settled during the Saxon period
- Initial market place - may have been a sub-triangular area formed by: the splayed area, known as Lower Bull Ring where Exeter Hill and Cockpit Hill merge at the south end of Fore Street; together with Queen Square (formerly a more open space); and the area now occupied by the buildings fronting the east side of Fore Street, at its south end, and the north side of Queen Square

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- Initial streets, Church Street and Lower Church Street connecting the minster church precinct to the initial market place
- Fore Street - main axis of the mediaeval town: which runs north-south, along and taking advantage of the long axis of the plateau on which the town developed; together with the burgage plots either side of it, this street appears to be a deliberately laid out rectangular block of urban development
- Burgage plots - rectangular blocks of long, parallel strips now fossilised by property boundaries on both sides of Fore Street; on the west side burgage plots front the whole of Fore Street and the southern end of High Street; on the east side this northern limit is defined by the line of a (still partly surviving) west-east leat, and the block of burgage plots extends as far south as the northern edge of the already established early mediaeval (minster) settlement.
- Tiverton Road – the straight, eastern end of this lane runs through the burgage plots and is part of the planned layout of the mediaeval town; it may originally have curved around the base of St Andrew's Hill, before being redirected to provide access into the mediaeval Fore Street, with which it forms a T-junction. Alternatively, the original route may have followed the approximate line of what (in the post-mediaeval period) became Shortlands Lane
- Town Leat and New Cut – a watercourse for domestic supply granted to the town by the Abbot of Buckland in 1356; water rising in the hills 2½ miles to the west flowed as a stream into a pond at Shortlands, from where it ran along several open channels into the centre of town (including along what is now New Cut), and then both ways along Fore Street and to other parts of the town; covered over since the 1960s, but line still detectable in places
- Later market place, Higher Bull Ring – wide lozenge-shaped area formed by the 'bowing' out of a street (High Street) used as a market area; this market place may date back to the late mediaeval period or be of early post-mediaeval origin
- Possible late mediaeval tenement plots – shorter parallel plots fronting both sides of Higher Bull Ring, to the north of the burgage plots; may be late mediaeval in origin or early post-mediaeval.

The remaining land within the present town extent would have been covered in strip fields and other agricultural enclosures, with two farmsteads, Padbrook and Padbrookhill, located on the south, and water meadows on the valley floor to the west providing rich summer pasture.

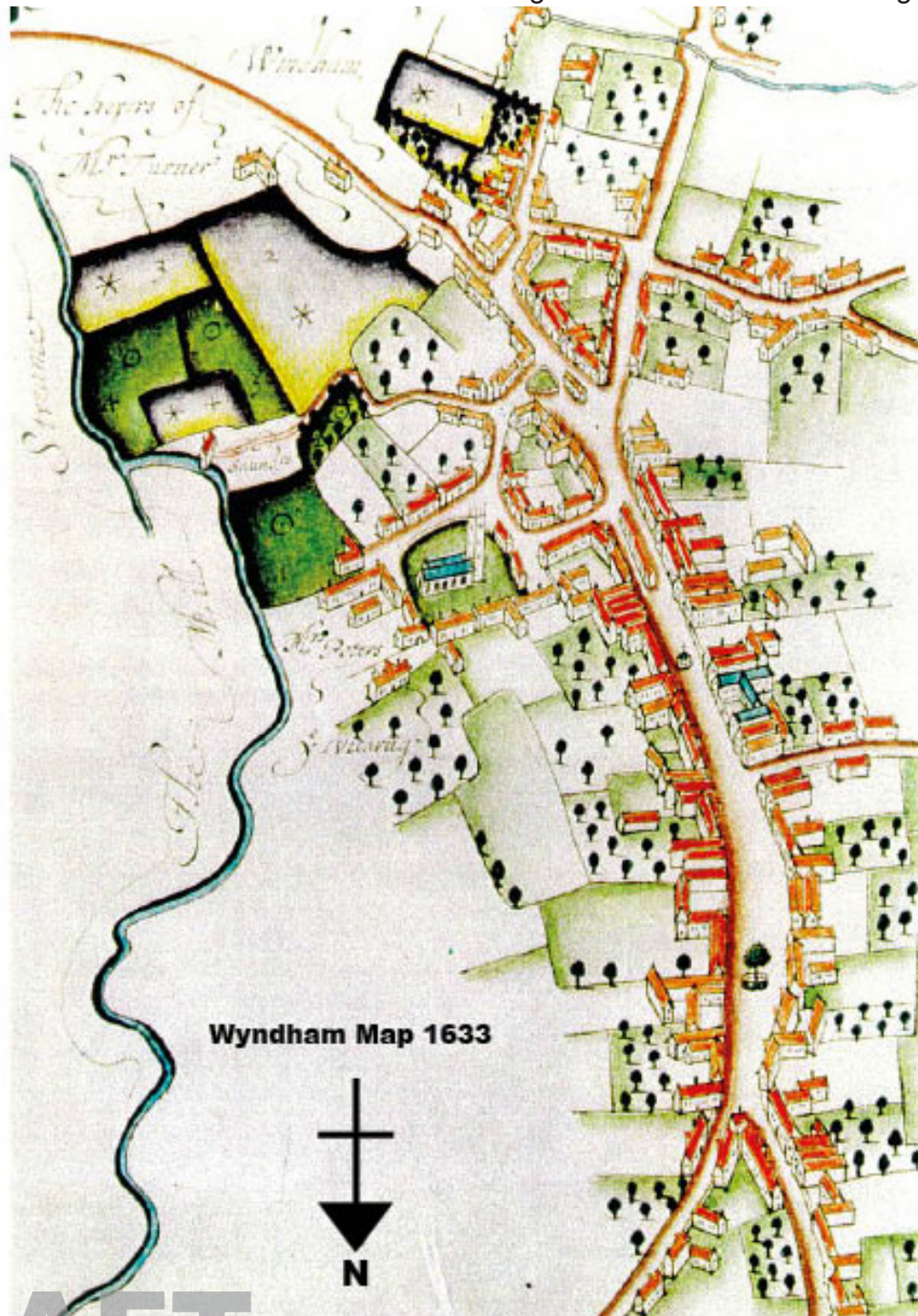
Post-mediaeval processing and trading centre

During the post-mediaeval period 'Culliton' continued to flourish as an important processing and trading centre for surrounding farms and villages. Woollen manufacturing increased, with Cullompton, like other Devon towns, manufacturing kersey for sale in London and abroad. Cloth produced was initially sent to Exeter for finishing, but by the early 17th century speciality kersey stockings were being produced in the town. Other industries were established – leather working, papermaking, bell founding – taking advantage of the ample water supply from the River Culm and numerous side streams. The town also benefitted from passing trade resulting from its location on the main Bristol to Exeter post road, along which it extended for '4 furlongs' according to Ogilby's 1675 atlas, no doubt being one of the places 'accommodated with fitting entertainment for travellers'.

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From 1753 the road, which entered the town on the north via Higher Street and continued on to Exeter up Padbrook Hill, was improved and managed by the Exeter Turnpike Trust, with a tollhouse opposite the Bell Inn. Other routes also converged on Cullompton, including the road from Tiverton, maintained from 1767 by the Tiverton Turnpike Trust, with a toll chain/gate and house near North House, west of the post-mediaeval town, and the Honiton Road to the east, on which there was another tollhouse. The road north towards Wellington from a toll gate near Goblin Lane was also a turnpike managed by the Tiverton Turnpike Trust (this joined the road from Tiverton to Wellington at Waterloo Cross). There was a total of five turnpike roads meeting at Cullompton but only four trusts.

Much of the commercial core is depicted on the 1633 Wyndham Map, by which time development had expanded beyond the church area and Fore street into High Street, and buildings had started to extend out from the centre along the roads and lanes leading into the



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Wyndham Map 1633 shows St Andrew's Parish Church, almshouses and merchants town houses

town – Higher Street and Lower Street (now Station Road) to the north, Tiverton Road to the west, Exeter Hill, Cockpit Hill/Duke Street and Crow Green to the south (with the suggestion from the 1633 map that by that date Shortlands Lane was also in existence, running along the back of the mediaeval burgage plots, to the west of Fore Street).

At the southern end of the town, the extension of roadside frontage down back lanes (Church Street, Lower Church Street, Cockpit Hill, Way's Lane, Lower Mill Lane) and the widening of several junctions (Lower Bull Ring, Queen Square, Pound Square) created two distinctive, detached blocks of development - to the west of the church and at the triangular junction of Cockpit Hill with Exeter Hill.

Over the next century, as Cullompton's economy grew, the density of development would undoubtedly have increased, but the only significant change to the plan form between 1633 and Donn's 1765 map was New Street. Laid out in a straight, diagonal line from the top of Exeter Hill to the lower part of Shortlands Lane, this was a planned single-phase development associated with the expanding woollen industry.

By the time of the c1802 OS surveyor's drawings, however, further accretive expansion had taken place around the older centre – to the north as far as Goblin Lane; on the west along Shortlands Lane; and, on the south, down Exeter Hill into the tributary valley, on the other side of which an additional settlement area was forming around the Bell Inn. To the east, the Mill Leat created a linear physical boundary (although the valley-slope between it and the back of Fore Street remained largely undeveloped), with the routes leading down to the Higher and Middle Mills adding two new lanes to the town plan.

The key physical changes/components of the post-mediaeval period are:

Commercial/mixed

- The eastern side of the initial mediaeval market place was in-filled with buildings fronting onto the south end of Fore Street and rebuilding and back plot development took place along the rest of the street
- The commercial core of the town grew to encompass the whole of the area from the top of Lower Street (now Station Road) in the north to the top of Exeter Hill in the south, with three distinct market areas operating in conjunction with each other:
 1. Higher Bull Ring was a wide area for trading sheep and cattle driven in from the surrounding countryside
 2. Fore Street was where produce was made and sold: the street was lined with coaching inns and merchants houses (with back courts containing stables, woollen workshops and workers housing); most notable is the stretch of largely unaltered c1600s street frontage (of large wool merchants' houses: The Walronds, and Manor House, at the north end of Fore Street, on its western side; a market cross is shown on the 1633 and 1802 mapping in the centre of the street, half way along its length; and the shambles (meat and corn market) is depicted as a long thin building running down the middle of the street towards its southern end
 3. Lower Bull Ring including Queen Square, appears to have been a secondary livestock market, with Pound Square providing an additional area for holding animals (for market) and the name Cockpit Hill suggesting a location for cock fights.

Industrial

Mills

- Higher, Middle and Lower Mills (with an associated mill pond), known as Cullompton Mills, along with Higher Kingsmill (2 mills) and Lower Kingsmill to the west of the town; the six mills are mentioned in a mortgage deed of 1700
- Higher Mill, also called Town Mill, and Lower Mill were used for grinding corn; Middle Mill had two wheels, one for corn, and one for leather processing
- Cullompton Leat which takes its water from the Spratford Stream (a tributary of the River Culm), fed the three mills (Higher, Middle & Lower) on the western side of the town from at least the early 17th century (Lower Mill and part of leat shown on the 1633 Wyndham Map)
- Higher Kingsmill had two (woollen) tucking mills in 1608 and was used for making paper from c1729; Lower Kingsmill in 1674 included 'three water greist mills one fullinge mill one paper mill' (the earliest reference to a paper mill on the Culm), with 'Lower and Higher Rackfield' (indicating areas of racks on which fulled cloth was stretched) recorded in 1792.

Woollen industry

- Shortlands Woollen Mill - William Upcott's serge manufactory, constructed on the western edge of the town (late 1700s?)
- Possible woollen factory/workshops, north end of Higher Street, opposite Goblin Lane – line of small buildings on south side of lane to Court Farm (named as 'The College') also depicted on the 1802 OS drawings & Tithe Map, may represent an earlier part of the woollen factory north of lane on 1904 OS map.

Bell founding

- Bell foundry – 1746 Thomas Bilbie established 'The West of England Church Bell-foundry' in Cullompton; over 400 bells hanging in Devonshire church towers were cast and founded there (including 8 of the 10 bells in St Andrew's Parish Church); 1815 business sold to William Pannell and was continued in the town, until moved to Exeter by his son in 1850; over the years various sites used by the foundry, including Almshouses building, Methodist Court, and Middle Mill.

Civic

- Almshouses - on east side of Higher Street, north of Lower Street; founded 1522 for six poor men, by wealthy cloth merchant, John Trott
- Workhouse – appears to have stood in a back plot west of Fore Street, on south side of New Cut (on the site now occupied by the Royal British Legion hall); disused by 1839.

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Religious

From the late 17th century non-conformism grew in the town.

- Unitarian Chapel, Pound Square - 1698, rebuilt 1912
- Baptist chapel, High Street - 1743, rebuilt 1858. John Wesley first preaching in the town in 1748
- Wesleyan chapel, New Cut - 1764, replaced 1806, restored 1872 following a fire.



Unitarian Chapel, Pound Square Church

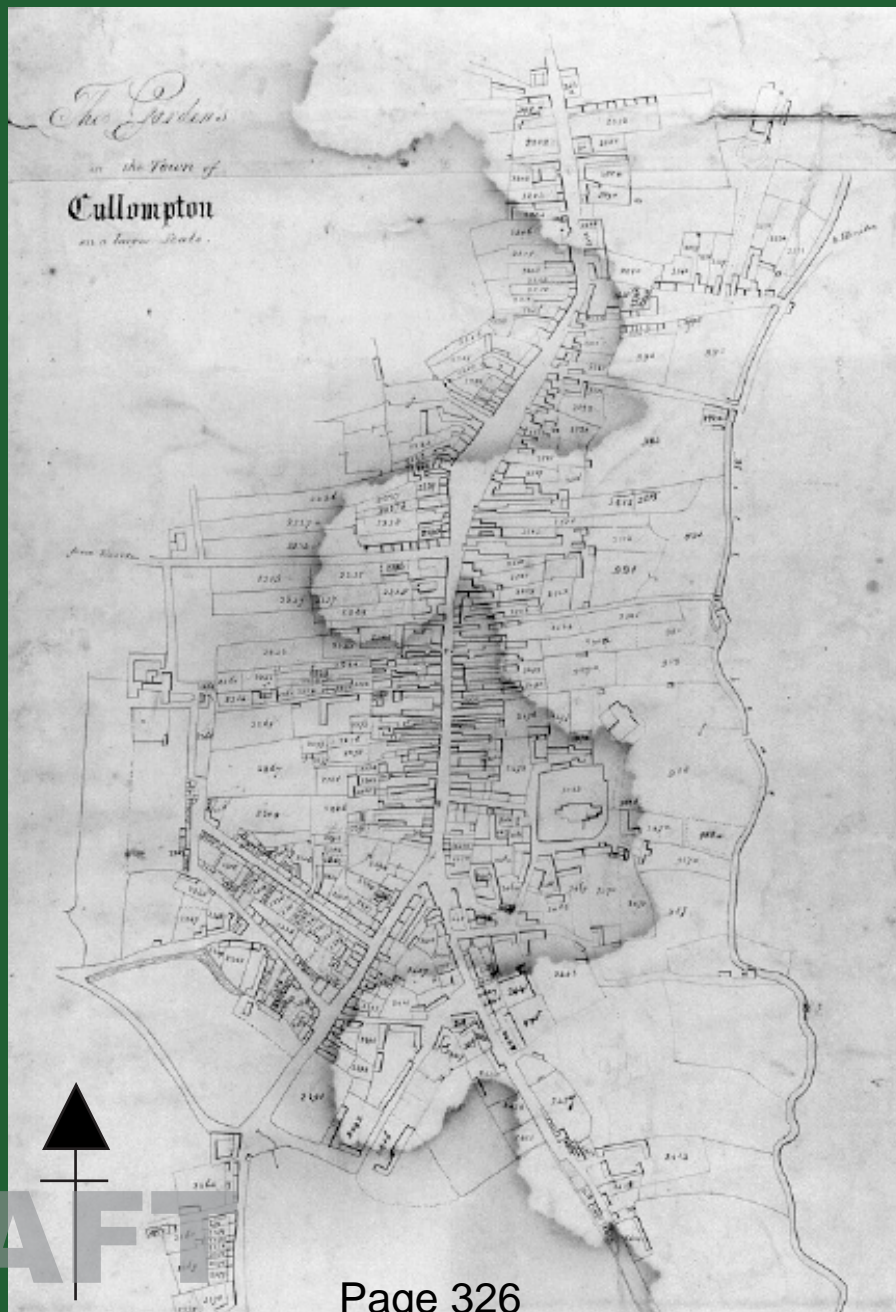
Residential/mixed

- 17th century (1633 Wyndam Map) individual cottages and short rows lined the roads leading into the town centre (Exeter Hill, Crow Green, Duke Street, Tiverton Road, Higher and Lower Street (now Station Road))
- The area either side of Exeter Hill started to develop as a mixed residential and industrial area, with New Street being constructed in the early-mid 18th century to provide additional housing (with back yard work space) for those employed (by Upcott's) as home workers in the woollen industry
- A similar area of workers' housing and larger houses with (woollen and other) workshops behind started to develop at the north end of the town, along Higher Street and down into the top of Station Road (previously known as Lower Street)
- In contrast, the area immediately west and to the south of the parish church took on a village-like appearance, as it became transformed into a genteel residential enclave, away from commercial and industrial activity
- Vicarage - built north of church, with grounds occupying area of early mediaeval tenement plots, transforming it into landscaped garden; building depicted on 1633 Wyndham Map
- Other (later post-mediaeval) large detached houses, set in their own grounds – Court House, on the northern edge of the town; Brooke House on the south

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- On the southern edge of the town, a linear settlement area along (mainly the west) side of Exeter Road had begun forming by at least the early 17th century (Wyndham Map 1633). With the Bell Inn forming its northern end point, it would probably have served as a resting place for travellers into the town, especially at market times and when the road into the town was blocked by floodwater from the adjacent tributary stream or the River Culm itself. During the 18th century, the location of a tollhouse here would have made this a natural stopping point
- Another edge of town settlement area was Waterloo, a farm and collection of cottages at the south-west end of Duke Street. In 1695 Celia Fiennes described 'Culimton' as 'a good little market Town'. By the end of the post-mediaeval period it had evolved into more of an industrial settlement. Yet it still retained its country-town feel, surrounded by farmland and (according to the 1802 mapping) with orchards occupying most back plots and gardens.

Cullompton Tithe Map 1835



19th century - decline and revival

The limited expansion beyond the post-mediaeval town limits was mainly the result of industrial development on its northern and southern edges.

By the early 1800s the commercial centre of the town seems to have been in a state of decline, being described in 1809 as 'principally of one old street badly paved and the centre much disfigured and obstructed by some old shambles', with the lack of any sewer system and resulting pollution of water supplies leading to insanitary conditions and frequent outbreaks of typhoid and malaria.

Woollen cloth manufacturing continued into the 19th century, with 60 weavers and many spinners being employed in 1816 at the Shortlands mill, which by the 1840s was the biggest employer in the town. In 1838 Cullompton still had 500 looms, now used to produce (poorer quality) serge cloth. Both Middle Mill and Lower Mill were adapted for woollen cloth production in the early 19th century. However, by the late 1800s one had become an axle works and the other was being used to grind animal feed, and in 1869 Shortlands closed, presumably as a result of the mechanisation of the weaving industry. Although woollen manufacture became a lesser part of Cullompton's economy, a (mechanised) branch factory was established by Fox Brothers in 1900, on the northern edge of the town, opposite Goblin Lane and around the same time there was a small-scale revival of the hand-weaving industry, in the stables of Heyford House, which evolved into the machine-knitting of garments.

Leather production gradually became the major industry in the town, helping to revive its fortunes. Large-scale tanneries were built on either side of the road at the bottom of Exeter Hill (Crow Green Tannery), north of Court House (Court Tannery), and (later) further to the east. Papermaking continued (at Kings Mill), changing from hand to machine-made in the 1890s, and a range of other industries also developed, such as: cabinet making, with Luxton's Furniture Factory occupying two sites in Duke Street; a twine works in Goblin Lane; East Culme Brick and Tile Works (off Knowle Lane). There were also two smithies in the town – one on Tiverton Road, the other on Higher Mill Lane.

The town also benefitted from significant improvements to the transport infrastructure. From 1813, the Cullompton Turnpike Trust established a new route to Exeter, replacing the earlier hilly Exeter Turnpike Trust route (up Padbrook Hill and via Bradninch and Killerton) with a more level one via Broad Clyst (now part of the B3181). In 1843-4 the Bristol and Exeter Railway, the southern extension of Brunel's Great Western Railway line from London to Bristol, was extended into Devon, passing just east of Cullompton, with a station being built north-east of the town. In addition to accommodating passengers, Cullompton Station became an important trading centre, with coal and goods yards, cattle trucks, a milk train and other local produce (such as bales of skins) exported by rail. As well as the development beginning to creep eastwards out from the town, along what was now Station Road, the Railway Inn was built west of the station.

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The wealth, opportunity and status gained from revived industrial activity and improved transport links led to redevelopment of the commercial centre (High Street, Fore Street, top of Exeter Hill), with remodelling of older fronts and insertion of shop fronts, and the erection of some new buildings, such as a police station (1898) and several banks in Higher Bull Ring. The latter continued to be the location for sheep and cattle markets and for fairs, while the southern end of Fore Street remained the focus for the sale of meat and other produce, with the Shambles being removed in 1811 and a replacement Market House established in the former Court House.

Other civic, religious and residential additions and improvements took place elsewhere in the town. Cullompton School was built c1870 at the top of Exeter Hill and in 1865 a town gas works in Station Road. A public cemetery, with two (Church of England & Non-conformist) mortuary chapels, was laid out on the western town edge, in Tiverton Road, the site also of an Independent chapel, erected in 1830 and later converted to assembly rooms. St Andrew's Parish Church was restored (1848-50), and the vicarage (1820), together with Church Street and houses to the east of the churchyard were all rebuilt in a grander style.

Lesser scaled, rows of industrial housing continued to be built adjacent to the edge-of-town factories and in connection with the building of the train station (Railway Terrace), and in 1839 a catastrophic fire led to the rebuilding of most of the worker's cottages in New Street and Crow Green, as well as many houses in Lower Bull Ring (thatched roofs and cob walls being replaced with slate and rendered stone and brick).

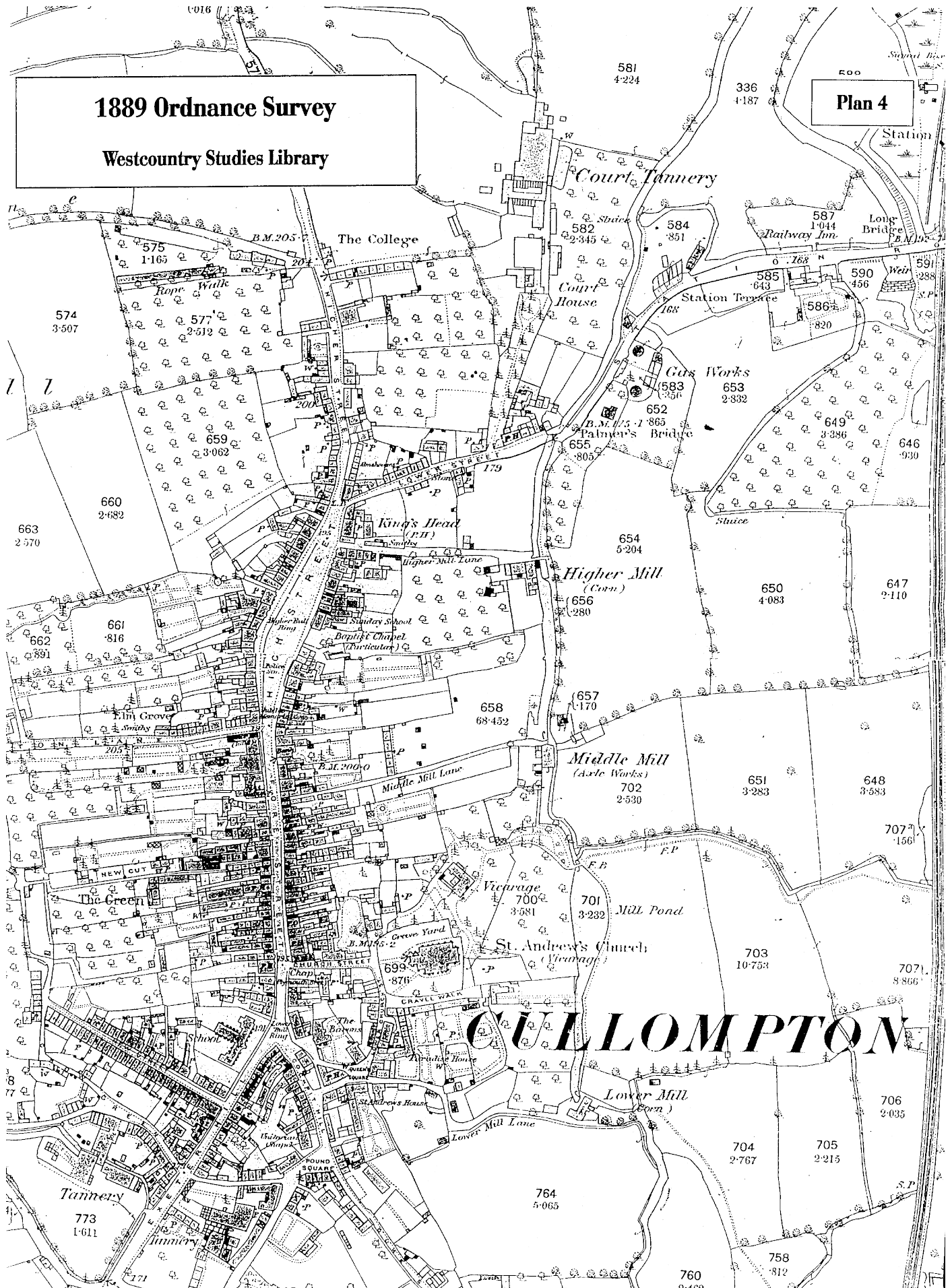
At the end of the century, more substantial terraces were constructed for the wealthier inhabitants of Cullompton, including Belle Vue Terrace on Station Road. Located just above the valley floor, at right angles to the road, with front gardens running down to the Mill Leat, this would have formed an attractive gateway into the town from the railway station. Beyond the town, along the approaching roads and lanes were wayside cottages, in places forming small hamlets, such as at St George's well, to the north.

The revival of Cullompton by the end of the 19th century is indicated by a 1910 account, which states that 'the houses for the most part are clean and smart in appearance, and the side streets and recently built terraces add considerably to the beauty of the town'.

1889 Ordnance Survey

Westcountry Studies Library

Plan 4



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1904 Ordnance Survey

Westcountry Studies Library

Plan 5



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20th/21st century service and commuter town.

During the 20th century Cullompton expanded dramatically beyond its former limits.

From the early 1900s commercial and industrial development extended out across the valley bottom to the railway. This included the cattle market (relocated in 1918 from Higher Bull Ring to a field behind the Railway Inn), Culm Leather Dressing Works (established 1921 beside the station) and a sawmill on the east bank of the mill leat. Later in the century trading/industrial estates developed on the valley floor south of Station Road (an area now, in part, occupied by a large supermarket).

Smaller-scale commercial/industrial ventures sprung up elsewhere, including the 1930s Cullompton Hotel, at the southern entrance to the town. Further towards the town, Selwood's Tannery at Crow Green continued in operation until gutted by a fire in 1958, since when parts of the site have been occupied by a petrol station and supermarket. Some small-scale light industry still takes place in the northern part of the town, though the Woollen factory there closed in 1977 and Court Tannery is now a farm.

Twentieth century alterations to the regional/national rail and road infrastructure have had a great impact. While direct rail links were withdrawn by the closure of Cullompton Station in 1964, a road bypass completed in 1969 was upgraded in 1974 to part of the M5, with the town having its own motorway exit (and services on the former railway station site since 1999). As a result, Cullompton has become an important commuter town for Exeter, significantly increasing its population.

In addition, its role as a service centre for the wider Culm Valley area has grown and diversified over the century. During the 1930s a new primary school was built on the south-east side of St Andrew's Hill, with the 1960s seeing the opening of Cullompton Secondary School to the east of Exeter Road and Willow Bank Primary School on Crow Bridge Road. In addition to schools, the town's civic, recreational and social facilities now include a police station; fire station; large sports centre area of extensive playing fields, bordering on the mill leat, now a recreational walkway; modern community centre next to the church and a modern library and community learning hub (The Hayridge Centre) on a site formerly occupied by a magistrates court and health centre site: with the new Culm Valley Integrated Centre For Health, as well as a GP surgery and vets practice; and care homes – the old vicarage and the Court House. Post war housing estates were laid out on the slopes of St Andrew's Hill and in former orchards and farmland to the west of Cullompton, with linear roadside development and estate housing also occurring along Willand Road and at St George's Well on the northern edge of the town. Later 20th (and early 21st) century residential development has further increased the western town extent, created a spear-head of expansion to the north and wrapped around the town's southern and south-eastern edge. Within the historic core of the town, the backs of former burgage plots on both sides of Fore Street and Higher Street have also been progressively infilled with houses during the 20th century.

Twentieth/Twenty-first century religious additions include: the 1929 St Boniface Roman Catholic Church at the bottom of Shortlands Road; Hebron Evangelical Church in Queen's Square, originally 1962, rebuilt 1980s; modern place of worship at the west end of Tiverton Road. Adjacent to the latter is an electrical sub-station, with other utilities (sewage/water) located east of Millennium Way and on the town's southern edge. Several new roads – St Andrews Road, Shortlands Road, Swallow Way, Langland's Road, Forcefield Road, Meadow Lane, Millennium Way – have been laid out to provide access to the expanded town, which now covers five times the area that it did at the end of the 19th century.

4.0 Historic Urban Character

Cullompton's natural topography, coupled with the imprint on its plan-form and fabric of previous land use and over a 1000 years of continuous development, have resulted in a varied historic urban character -part village, part market town, part industrial settlement, part service centre/commuter belt, played out across the modern settlement.

The village-like character of the area around St Andrew's, overlooking remnant meadow-land on the valley bottom below, belies the fact that is part of the urban environment.

Fore Street, Higher Bull Ring and their back plots, however, have the enclosed and tightly-developed appearance and varied architecture of a mediaeval town core that has undergone successive rebuilding (including in response to at least four disastrous fires that damaged the town during the 17th to 19th centuries)

In contrast is the more homogenous architecture of the areas of later post-mediaeval and 19th century industrial expansion to the south and north of the centre. The slither of Shortlands Lane on the west, despite 20th century rebuilding, still references Cullompton's earliest factory, while the more open-plan character of the land adjoining Station Road reflects the larger-scale industrial and commercial development encouraged by the routing of the mainline railway, and the M5 along the eastern side of the town.

20th and 21st century social and private estate housing, together with associated civic (educational, health, recreational) facilities, defines the character of most of the rest of the town. A large swathe wrapping around its north, west and south sides, although St Andrew's Hill is a prominent and still largely undeveloped element of the urban topography.

Flowing through these disparate parts is the network of water courses (river, tributaries, Mill Leat, other channels and culverts) fundamentally important to Cullompton's historic development, influencing its location, supplying water to its inhabitants and powering its industries. The significance of this integrated water system cannot be overestimated and surviving elements are best understood as part of the overall character of the town, rather than just within the individual character areas.

Another distinctive characteristic of Cullompton is that rather than having a well-defined civic and communal focal point, these functions have shifted through time and are spread throughout the historic core. This shifting pattern, together with the lack of a predominant building material or phase, makes it difficult to give an overall architectural summary for the town; this is best achieved through the individual character area descriptions.

5.0 Key Historic influences

- Strategically important Roman settlement and fort
- Saxon Royal Holding and high religious status
- Mediaeval trading and manufacturing centre making wool products and six mills within the Parish
- 18th century one of four cloth towns in Devon manufacturing serge but declined by the end of the century. Other manufacturing include leather tanning and goods and paper mill
- Meeting point for 4 Turnpike Trusts in Georgian period, - Exeter, Honiton, Tiverton and Cullompton. However, its success as a transport centre was stifled by several major fires. One of the worst was in 1839, resulting in large-scale rebuilding. Despite the loss of a great number of old buildings, the medieval street pattern survived
- The opening of the station in 1844 supported the town's development and by 1899, Cullompton was a small town with a population of around 3,000 people. The railway station closed to passenger traffic in 1964
- By 1968 there had been considerable growth to the west and north and industrial development at the site of the former Kings Mill works. The Cullompton bypass was under construction and Cummings nursery had opened at Stonyford Bridge. Around the old station were Longridge Meadow and Alexandria Trading Estates. The bypass extended in the 1970s to Exeter as part of the M5. Since then, there has been further development at Kings Mill (Saunders Way), the supermarket store on site of former industry, and a new library in the town centre.

6.0 Setting of the Conservation Area

The immediate landscape setting of the conservation area is defined by the hills to the west and north, the river to the east which continues it over the plateau which extends to the foot of the Blackdown Hills. The town is well defined to the east by the natural flood plain of the river, and has grown on the more gentle gradients to the west. To the north and south the older limits of the town are defined by the valley of the streams running west to east to join the River Culm near the east end of Station Road and Duke Street.

The conservation area is broadly linear in form along Fore Street and High Street following the planned mediaeval form, forming a Y to the north along Higher Street and Station Road. At the South end there is an inverse Y to Exeter Road and Cockpit Hill with a small accretion around the Parish Church. The hills to the west mentioned above define the setting, and there are good views to the town from various viewpoints above such as near Trinity, and to the north from St Andrew's Hill (the site of the Scheduled Ancient Monument)

The strong visual containment continues to the east where there is no high land for some distance to see down onto the town, and where the conservation area is visible, it is the Parish Church Tower which stands out over the trees of the historic vicarage garden.

In summary its side of valley position on a plateau above the river with little development the steeper valley to the flood plain makes the town quite intimate and self-contained within the landscape with the Parish Church being the principle indicator of development.

7.0 General Character and plan form

The historic core of the conservation area is essentially linear in form along the North South axis of Fore Street and High Street, with a Y and inverted Y at both ends (or a stretched X) and takes form from the topography on the southern plateaux above the river valley and the historic road pattern, which is essentially an extended crossing of 4 routes.

The principle streets of Fore Street, High Street, Higher Street, Station Road, Exeter Hill and Cockpit Hill have building lines on the road frontage and streets are of varying widths giving a tight knit character to the urban area. This pattern of main streets define the character and form. There are few secondary streets, these are principally to the south of the Parish Church and includes the small and more intimate Queen Square and Pound Square.

8.0 Landmarks, Special Features, Views and Materials

Landmarks:

Landmark buildings are dealt with in more detail in each of the character areas, but a sample would include

Parish Church of St Andrew and Church Yard with its tower is prominent from many locations

Trott's Almshouses and attached covered seating area

The War Memorial in the Higher Bullring

The Former Police Station (1898) and Town Hall. Both with public clocks.

Manor House Hotel, The Walronds and Merchant House in Fore Street

The open spaces of Cockpit Hill, Higher Bullring, Lower Bullring and Queen Square are all notable landmarks.

Special Features:

The strong sense of enclosure on the streets with buildings directly to the rear of the pavement. Where a building is set back, there is a boundary wall, often 2m and taller to continue the sense of enclosure.

The mill leat is an attractive and tranquil rural edge of settlement public way fare.

Cobbles appear as paths in a variety of patterns, particularly on the accesses through the covered ways into the courts for example adjacent to The White Hart public house. In addition they appear in gullies along roadsides for example along Church Street or in front of properties as at the north side of Station Road and at Pye Corner.

Black diamond patterned clay paviours are also a distinctive material used around the town for footways for example on the south side of Queen Square. This material has been used in enhancement schemes for example on High Street.

Traditional cast iron street signs can be seen throughout the conservation area.

Materials

Buildings are constructed in a variety of materials, although red clay brick (in Flemish bond) and render (rough cast and smooth) predominate. Some of the moulded brickwork is of high quality with detailed patterning, and several properties display the use of contrasting coloured bricks. Cob is not an uncommon survivor beneath the render.

Roofs are mostly blue/grey slate including artificial slate; a few have red clay tiles and a couple have thatched roofs. Some slate has been turnerised (covered in fabric and pitch). Dormers are rare but where they appear they are usually small, narrow and gabled.

Another characteristic feature of buildings in the central part of the conservation area is the oriel window or canted bay windows to the upper floors.

Shopfronts are wooden and painted. Whilst surviving complete historic shopfronts are rare, elements of earlier shop fronts survive in others, which includes historic decorative elements, which can be hidden by later alteration.

Most street furniture is modern, much of it the result of enhancement schemes in the 1990s.

Views

The views are considered in more detail in each character area.

The character of the conservation area is that views out of the conservation area to the countryside are rare and are glimpses only.

There are views down on to the town from the hills the west, north and south.

The Parish Church of Andrew is often the focal point of views. These are largely fortuitous, but unplanned views do not have a diminished importance. The principal views of the Church Tower are

- East along Church Street
- South East along Higher Street
- South along Forge Way
- South East from St Andrews Hill
- West from the CCA fields, the railway line and the Church
- From the mill leat north of Lower Mill
- North up Gravel Walk from Queen Square.

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9.0 Character Analysis

Conservation Areas are designated for their special character, but within the area there will usually be zones that express character variations but contribute to the whole. The definition of these 'sub areas' and the elements making up their character aids a more detailed and nuanced description of the character of the conservation area.

When using this document it should be noted that there will often be a transitional area between defined character areas where the character may contain characteristics of both adjacent areas. Cullompton's historic core, the conservation area, has a reasonably cohesive character based upon its network of streets and their mostly close-set built frontages, a distinct palette of materials and consistencies of scale. The area can be subdivided into six areas to aid description, also shown on Map 2:-

- **Character Area 1 - Parish Church of St Andrew and Environs**
- **Character Area 2 - Character Area Boundaries**
- **Character Area 3 - Exeter Hill**
- **Character Area 4 - Fore Street**
- **Character Area 5 - High Street/Higher Bullring**
- **Character Area 6 - Higher Street and Station Road**

9.1 Area 1: Parish Church of St Andrew and Environs

This area encompasses the projecting spur overlooking the River Culm that was the focus of Cullompton's early mediaeval settlement, occupying the level crest and extending down gently sloping land to the mill leat (which forms its eastern edge) and the modern development to the north of Lower Mill Lane (on the south).

The Saxon origins of this area of the town are partly preserved in its plan-form – the sub-rectangular churchyard and surrounding lanes (Lower Church Street, Gravel Walk) probably reflecting the precinct of the minster church, with the wide, parallel garden strips to the south likely to be remnants of the tenement plots (behind Canon's houses) that once surrounded the early mediaeval church. The spur is now crowned by the dominant presence of the 15th century St Andrew's Parish Church.

Set back from the mediaeval market area and away from post-mediaeval industry, the church environs evolved during the post-mediaeval period into a quiet residential enclave, including a vicarage (now converted) standing in extensive landscaped grounds. The area's genteel detachment was re-enforced by late 18th and 19th century rebuilding in the relatively polite and classically-influenced style of the vicarage, houses to the east of the churchyard and along the roads leading out to the Lower Bull Ring and Church Street. The latter was formed into an attractive formal approach from Fore Street, framing the view of the church tower. This character was reinforced by later 19th century Queen Anne and Arts and Crafts houses and extensions.

In general, this area has a small-village church-town feel, with narrow streets feeding into the central, open, churchyard area from the west and south-west, and the green and leafy grounds of the former vicarage (now a nursing home) and spacious gardens of other detached residences creating a rural appearance. Even the building of a large modern community centre along the northern side of the churchyard has not significantly diminished the village-green appearance of the latter. From within this area, its urban context is hinted at by glimpses of Fore Street, down Church Street.

To the west and north-west of the church, open areas of woodland and open grassed areas which are in the main historically the garden to the vicarage and slope down to the mill leat.

Historically, the northern part of this area, either side of Middle Mill Lane consisted of the backs of the mediaeval burgage plots which fronted onto Fore Street and the southern part of High Street. A leat running along the south side of Forge Way Car Park (north of area 1) marks their likely northern extent. The area to the north would probably have been mediaeval strip fields.

Although the parallel-strip pattern of this northern areas mediaeval origins has become blurred by modern subdivision and infill development, it is still detectable in the present plan-form. There are a considerable number of trees, good-sized gardens and a generally open feel to this area (increased by the watery presence of the mill leat and the views over the valley floor afforded by the sloping ground above), which provides a reminder of its earlier, semi-rural character.

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Special architectural and historic interest:

This area is the location of the Saxon minster from which the market town later developed, preserving evidence of these pre-urban origins in its plan-form and its set-apart, village-like character. This is focused around the mediaeval parish church, the size of which, together with the quality and richness of its 16th century tower and Lane Aisle makes it significant in its own right and as a reflection of the continuing wealth of the town during the post-mediaeval period. The surrounding buildings emphasise this high status and attendant good quality of design – confirming the area's intrinsic aesthetic values and its significance as an indicator of Cullompton's past wealth and success and continuing role as a centre for the surrounding countryside.

To the north it incorporates the backs of the eastern block of burgage plots and later mediaeval/early post-mediaeval tenements, which are part of the historic town core, with original plan-form and back-plot character still apparent, despite modern infill.

Scale, Height and Building line:

Residential properties are two storey and historically on the back of the pavement with the exception of 2 Church Street and Nork House, No 15 Gravel Walk, which are set back behind contemporary low brick walls.

Significant Buildings and groups:

St Andrew's Church: 15th century St Andrews Church with its Church yard and associated boundary walls, gates, railings and church yard monuments. It was built in 15th century with a large tower added in the 16th century. The Lane aisle was also added in the 16th century by wool merchant, John Lane. It is decorated with symbols of the wool trade.



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St Andrew's Parish Church
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St Patrick's, 1 Church Street: Detached two storey house with outbuildings, circa 1840. Symmetrical three window range, with later 19th century extension to left, single storey outbuilding to right.

4 and 5 Gravel Walk: Early 17th century house with later modifications and extensions, formerly a three-room and through passage plan house, now two properties.

The Retreat, 12 Gravel Walk: House forming part of a row to the south of the parish church. Circa 1660s with later alterations.

Church Cottage, Gravel Walk: House, forming part of a row to the south of the parish church. Seventeenth century, considerably remodeled in the 19th century.

Old Chimes, Gravel Walk: Detached house, mid-19th century, possibly the remodeling of an earlier house. Originally possibly a three-room cross-passage plan with later wings to front and rear.

15 Gravel Walk: Substantial detached red brick house occupying a prominent position to the east of the parish church, built 1888. Interior notable for the high quality of its craftsmanship.

The grade 2 listed **The Retreat, Church Cottage, Old Chimes, Nork House, and Nos 1, 3, 4 and 5 Lower Church Street** (Nos1 and 3 not listed) which form the frame to the church as a group.

Key unlisted buildings:

The Old Vicarage: Early 19th century vicarage, two storeys, L-shaped plan. Five window front with balcony in centre, and wood Doric porch in end wall. Much extended.

2 Church Street: Attractive and little altered terracotta and buff brick villa with interesting detailing. Also of interest is the low front brick wall and boundary wall.



2 Church Street

The boundary walls to between Nos 4 Church Street and No 1 Lower Church Street, and the boundary wall

Trees and green spaces

The Parish Church stands in an open church yard, giving the building space to be appreciated. Yew Tree in churchyard is an important visual feature standing in isolation.

The garden area to the front of No 2 Church Street is an important open space with its trees. To the north east and east of the church there is an area of grass, open land and trees which is a remarkable rural and quiet area which leads down to the leat. This is the remains of the extensive garden to the historic vicarage.

Local Features

High walls fronting onto the road enclosing the raised church yard and private gardens. Some of the walls may be cob judging by their thickness.

Some cast iron railings to enclose front gardens.

Cobbles: The cobbles remain on both side of Church Street in front of the houses and into Pye Corner where they lead to the Church Hall. There is evidence that they extended round into gravel walk in front of Nos 1, 3 and 4, but they have been covered in cement.



Cobbles at Pye Corner

Chimneys are red clay brick with plain terracotta pots. Chimneys are on the ridge, but there are some examples of smaller chimneys on the front roof slope.

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Typical details

The roofs are gabled, there are few hips and one half hip, but this is part of a roof which appears to have been historically thatched with a flush ridge.

Eaves details are largely traditional with small fascia boards close to the front of the building, or with overhanging rafter feet. There is little boxing in with a soffit, and where that does occur it is less than 100mm unless associated with the design of the house.

Rainwater goods traditionally cast metal half round with round down pipes and painted black on black fascia boards.

The typical orange-red brick is most often in Flemish bond.

Windows are both sliding sash and casements, and are painted. Casements are rebated and balanced. Windows have a vertical emphasis. Window surrounds are typically plain, but there are some period raised surrounds.

Doors (front doors and those to gardens) are painted.

There are very few historic dormers. Where they do appear they are usually small, narrow and gabled.

The boundaries of the burgage plots remain well defined. This includes to the rear of the properties which face onto the Church and to the rear of the White Hart Inn on Fore Street, where the modern house, Monk's Walk, has been inserted but the area to the east remains open and to grass. Outbuildings to the rear are subservient and at right angles to the road, the buildings lower in height away from the road frontage.

Boundary walls are 2m or more high and capped with brick or rounded or flat stone, or clay double roman roof tiles.

Key colour characteristics

Render painted white and cream with black plinth. Brick is terracotta with buff or black detailing. Windows are painted white with one example of black.

Doors are painted panelled or boarded.

Roofs are dark, typical blue welsh slate or weathered clay.

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Views

The view to the Church along Church Street from Fore Street is exceptional with the entrance to the church yard and church tower at the west end framed by the houses in the street forming a strong vista.

There is also a strong view of the church north east from Lower Church Street when approaching north from Queen Square



St Andrew's Church from Queen Square



St Andrews Church east along Church Street

Materials

Walls: Painted render. Render is roughcast and smooth. There may be some lost stucco work on the more formal dwellings

Red clay brick with stone detailing and the use of buff and dark bricks. Bricks in Flemish bond with high quality rubbed brick voussior and other details.

Roofs: Majority blue Welsh Slate with terracotta plain clay tiles, and one historic thatch roof. Windows are historically timber painted, in the majority white, with one black example.

Boundary Walls to the road are stone, render, brick and painted brick, and typically are of the same material as the building they relate to.

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Cobbles damaged by utilities on Church Street



Cobbles at Pye Corner showing damage.

Key Negatives

Replacement timber and uPVC windows which do not respect the historic form or character of a property harming its character.

Poor maintenance and damage to the cobbles from in provision of utilities.

Parking area off Gravel Walk



The area of open parking on the corner of Gravel Walk and Lower Church Street. There was historically a building on this land, but it was gone by the middle of the 20th century. This area is informal and allows this otherwise enclosed character to spill out and be dominated by parked cars.

Double yellow lines dominate streets Church Street, jarring with the historic cobble surfaces to the front of the houses.

Double yellow lines in historic context

9.2 Character Area 2: Mill leat and Mill buildings

Cullompton's leat forms a distinctly peaceful area defining much of the eastern boundary of the conservation area. To the north it separates the garden areas serving Garden Terrace and Belle Vue Terrace from the Western Way Industrial Estate at the north end of the town. To the south it divides the large private gardens of properties east of the Parish Church from the public open space at the south. Whilst this southern section of the mill stream is rural in appearance, this otherwise tranquil backwater is subject to the background noise of the nearby M5 motorway.

The leat takes its water from the Spratford Stream (a tributary of the River Culm), and historically fed three mills (Higher, Middle & Lower) on the western side of the town from at least the early 17th century (Lower Mill and part of leat shown on the 1633 Wyndham Map).

The mills were variously used for grinding corn, working leather, making bells, manufacturing wool, as an engineering works and for producing animal feed. Higher Mill (also known as Town Mill) was converted to a house in the 1970s, while Middle Mill survives only as a ruin. Higher Mill, also called Town Mill, and Lower Mill were used for grinding corn; Middle Mill had two wheels, one for corn, and one for leather processing. Both Middle Mill and Lower Mill were adapted for woollen cloth production in the early 19th century. However, by the late 1800s one had become an axle works and the other was being used to grind animal feed.

Combined with the wooded area to the east of the Parish Church and historic Vicarage, the millstream and millpond form the landscape setting for the eastern side of the conservation area. This green area with its public footpath link with other areas of open space such as the rear gardens of properties east of the church or the gardens at Belle Vue Terrace and Garden Terrace.

Special architectural and historic interest:

This leat is known to have existed for the last 400 years and along with the historic road network and the few buildings known to be of this age, is one of the fixed historic features of the town.

It forms the eastern boundary of the town being on the edge of the water meadows associated with the River Culm, and has formed, and continues the form, the edge of development for a large part of the east of the town.

The leat is part of a network of water courses that together are fundamentally important to Cullompton's historic development, influencing its location, supplying water to its inhabitants and powering its industries. The significance of this water system cannot be overestimated.

Scale Height and building line:

There are very few buildings in this area. Other than the mill buildings, all buildings are set back from the leat, with no building on the land to the east south of the supermarket site, which is itself well screened and not readily experienced when walking the path along the leat.

Significant Buildings and groups

The earliest certain documentary evidence for Middle Mill appears to be a mortgage deed of 1700 which refers to 'six mills commonly called or known by the name of Cullompton Mills'. These are presumed to be Higher, Middle and Lower Mills.

Higher Mill and Mill House (also known as Town Roller Mills, Town Mill and Clarke's Mill): Higher Mill seems to have always been used for grinding corn. Possibly the mill depicted in a watercolour by Swete circa 1800. Advertised for sale in 1800 with two undershot waterwheels driving four pairs of millstones. A painting of circa 1848 shows the mill with a single, large, breast shot wheel. A turbine and roller plant were installed in 1893 to supplement waterwheel and millstones, the mill having been rebuilt about this time. Power was subsequently supplemented by an oil engine. The mill continued to work until 1974. Now house converted. The turbine is confirmed by the current owner to be in place in Spring of 2021.



Higher Mill and Mill House

Middle Mill: The site of Middle Mill was used for several different purposes during its working life. In the 18th century there were two waterwheels, each serving a mill on opposite sides of the leat. In 1793 that on the town side was a grist mill, while on the other side was a leather mill, which later burnt down. The site is associated with Bilbies bell foundry between 1754 and 1813. By 1813 the grist mill had been converted for use as a woollen manufactory. The site is shown as an Axle Works on the 1889 Ordnance Survey map and in 1911 the site was occupied by the Middle Mills Engineering Company. Buildings fell into disuse from 1970s and were gradually demolished, although some remains can be found at the bridge over the leat. The millpond has now been filled in and the buildings largely demolished. The exact location of former 18th century buildings at Middle Mill is uncertain but likely that situated adjacent to documented structures.

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Lower Mill: The mill has also been known as Luxton's or Hydon's Mills. In 1779, John Luxton insured his dwelling house and adjoining mill house with waterwheels and going gears there for £170. The buildings are described as being of stone, cob and thatch. A sale notice of 1795 refers to the mills having been lately repaired at considerable expense. In 1802 the mills contained four pairs of millstones and a bunting mill for making fine flour. At some point in the 19th century it appears to have been converted for use as a woollen mill. In the 1880s, however, it was being used for provender milling (animal feed). The present waterwheel was installed in 1926 which drove two pairs of stones through cast iron gearing. The machinery was altered in 1950 when a hammer mill was installed and also a generator. The mill last worked commercially in 1968. It has now been converted but the waterwheel and some of the gearing and millstones are reported to remain.



Key unlisted buildings

Higher, Lower and Middle Mill and Mill House described above with their associated buildings and machinery.

Although outside the conservation area, the weir and sluices that act as part of the water course to control water into the leat are considered to be important unlisted buildings or structures related to the mill buildings and the leat.

Trees, green spaces and open spaces

Once away from the elevated section to the north of Station Road, the leat provides an attractive and tranquil walk close to the town centre.

South of Station road it is enclosed on the east side and there is little experience of the large supermarket adjacent, and the gardens to Belle Vue Terrace open out to the pleasant aspect of the terrace of houses. The planting to the east of the leat adjacent to the car park is important as a screen.

Once beyond Middle Mill, the leat continues its tree lined course slightly elevated above the former water meadows, now open recreational land, to the east.

The gardens of the new vicarage and modern bungalows off Walter's Orchard back onto the leat, but do not erode the character.

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Local Features

The mill buildings referred to above, the course of the leat including filled in mill ponds, and the open, rural and tranquil nature close to the town centre.



View to St Andrew's Parish Church from mill leat just north of Lower Mill

Views

The view back from the pathway just north of Lower Mill to the Parish Church is impressive giving a feeling of the height and prominence of the Church and religious primacy when it was built. The roof and intricate chimneys of No 15 Gravel Walk can also be appreciated.

There are views back to the Parish Church from various positions to the east beyond the conservation area, looking west, where the tower can be seen over the trees on the rising ground.



View West from CCA fields towards St Andrew's Parish Church

Key negatives:

Replacement timber and uPVC windows which do not respect the historic form or character of the properties harming their character

Background noise and some movement from the motorway.

The leat is in slow decline due to lack to continued maintenance.

9.3 Character Area 3: Exeter Hill

This sub area extends south-west down Exeter Hill, into the north end of Exeter Road, and to the east of that line (into the lower part of Cockpit Hill, Pound Square, Way's Lane and Brook Road) and westwards (into New Street and Crow Green). It occupies land which slopes relatively steeply down into and across the mouth of a tributary valley, just before it joins the flood plain of the River Culm. Previously mediaeval strip fields and water meadows, this area started to develop (south of Fore Street) as a mixed residential/industrial/commercial area from the early post-mediaeval period, with New Street (additional accommodation for woollen industry home workers) added in the early-mid 18th century. Rebuilt in stone after a disastrous fire in 1839 badly damaged this part of town, some earlier structures survive and the earlier cob walling is still detectable.

The built development is characterised by smaller-scaled rows and terraces of houses and (now largely disused) Victorian shop fronts, with back yards containing mews accommodation and workshops interspersed with larger-scale buildings, including the new library and learning hub (the Hayridge Centre) at the top of Exeter Hill, on the site previously occupied by the town's health centre and law courts, and, before that, the original Cullompton School (built c1870).

Setting:

In the late 18th/early 19th century the construction of a large tannery was constructed on either side of the road at the bottom of Exeter Hill. Despite a disastrous fire in 1958, which ended the tannery's life, both sites retain substantial original historic fabric. This, together with the large outdoor spaces typical of such industrial sites, still gives this part of the area an industrial feel, which is reinforced by the type, scale and spatial characteristics of the modern re-use and development (including a petrol station and supermarket).

Special architectural and historic interest:

Area 3 is an area of post-mediaeval (and later) industrial expansion with its original character largely reflected in the surviving historic fabric (which exhibits a degree of time depth) and the design and scale of modern development. Despite being of less obvious aesthetic value, the industrial buildings and their special relationships are significant survivors of small-town Devon industry and there is high group value in terms of the presence of associated workers' housing, as part of an integrated industrial quarter. An area which made Cullompton what it was during its later history.

Scale Height and building line:

Residential and industrial properties are two storey and historically on the back of the pavement. There is one three storey building of industrial origin. There are long runs of terraces, although there are no long runs of identical buildings, there is a uniformity of massing, form and detailing.

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Significant Buildings and groups

Buildings

No 8 Duke Street: Detached two storey cob cottage, with a stone plinth and thatched roof, late 17th or early 18th century.

No 15 Pound square and detached outbuilding: Large 17th century house, three-room and through-passage plan with lower-end rear wing, extended in 19th century when converted to cottages. Now used as offices and workshops.

Unitarian Chapel, Pound Square - 1698, rebuilt 1912.

Groups

The buildings grouped around Pound Square form an important piece with the open space of the square. There is a feeling of space as the narrow streets open out into the squares. None of these are formal designs but are fortuitous arrangements which are now quiet and tranquil areas in contrast to the main road.

New Street is an important group being a planned single-phase development associated with the expanding woollen industry. It was constructed in the early-mid 18th century to provide additional housing (with back yard work space) for those employed (by Upcott's) as home workers in the woollen industry. Rebuilt in stone after a disastrous fire in 1839.

The remains of the industrial buildings on the edge and just beyond the conservation area are significant survivors of small-town Devon industry and there is high group value in terms of the presence of associated workers' housing, as part of an integrated industrial quarter.

Key unlisted buildings

Unitarian Chapel, Pound Square - 1698, rebuilt 1912, Site of oldest nonconformist congregation in Cullompton, Originally building "the Protestant Dissenters Meeting House" was built in 1698 and replaced by a much larger building in 1815 which was constructed of cob and in 1911 the congregation has to vacate the building when it collapsed. A new chapel was built and opened in 1913.

13 and 14 Pound Square: Two storey house, rubble and cob with hipped roof (thatched until at least late 1970s), probably 17th century. Originally part of a longer row.

37 New Street: Two storey house, two window front, round headed central door with panelled door case

50 to 54 (even) New Street: Row of cottages, two storey one window fronts, early 19th century. Examples of a type which once comprised the whole of New Street.

7 to 11 Exeter Hill. Good surviving historic shopfronts.

Brick Tannery Building and brick wall on east side of Exeter Road adjacent to the supermarket. One of the few remaining buildings from the tannery that was active on this site from the late 18th century. Forms a key entrance to the town.



Shopfronts on Exeter Hill



Tannery building and brick wall on east side of Exeter Hill



Large Brick Built Tannery building on west side of Exeter Hill

Adjacent to the conservation area: Large brick built tannery building: One of the few remaining buildings from the tannery that was active on this site from the late 18th century. Imposing large building visible from street.

Trees, green spaces and open spaces

Pound Square is an important open space as it retains the historic pattern of the streets and has a historical relationship with the pound. As noted above the openness and tranquillity are notable against the narrow entrances and the noise and movement in the main street nearby.

There is some significance where there is no building set against the road where the car park is at the Hayridge centre, as the buildings historically were set back, but cars parked here do jar with the character of the conservation area, where historically there was a wall enclosing a school yard and a mid-Victorian School.



Hayridge Centre Car Park

Local Features

Long runs of terrace housing backing onto the pavement.

There are a legacy shop fronts on Exeter Hill and Cockpit Hill where the building is no longer in commercial use but are important in significance terms as they part of the commercial story of the town and add character and variation to the street scene.

Small intimate gardens to the rear of housing.

A number of walkways and carriageways through the terraces to access the rear garden. These have or had a wooden door at the back of the pavement enforcing the sense of enclosure.

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Typical details

The roofs are gabled, there are there are few hips and no half hips.

Eaves details are largely traditional with small fascia boards close to the front of the building, or with overhanging rafter feet. There is little boxing in with a soffit, and where that does occur it is less than 100mm unless associated with the design of the house.

Rainwater goods traditionally cast metal half round with round down pipes and painted black on black fascia boards.

The typical orange-red brick is most often in Flemish bond.

Windows are both sliding sash and casements, and are painted. Casements are rebated and balanced. Windows have a vertical emphasis. Window surrounds are typically plain, but there are some period features. There are rare examples of oriel or cantilever windows at first floor.

Doors (front doors and those to gardens or though archways) are painted.

There are very few historic dormers. Where they do appear they are usually small, narrow and gabled.

The historic property boundaries defined to rear or the buildings.

Boundary walls are usually 1m but examples of 2m or more survive. Walls are capped with specialist clay brick manufactured for the purpose or rounded or flat stone, or clay double roman roof tiles.

Chimneys are red clay brick with plain terracotta pots. Chimneys are on the ridge. There are no examples of external chimneys.

Key colour characteristics

Render painted white and cream with black plinth dominates. There are the odd light blue or dark pink property but there is no evidence that these colours are historic and representative of the conservation area.

Brick is clay terracotta with buff or black detailing.

Windows are painted white with one example of black.

Doors are painted panelled or boarded, with dominate colours being black and white, with some light green or very occasional dark blue.

Roofs are dark, typical blue welsh slate.

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Views

The key views within/through this area, are a combination of sweeping ones (such as down Exeter Hill and across the western tannery site) and more constricted lines of sight along the narrow side roads and lanes.

Materials

Walls: Painted render. Render is majority roughcast with some smooth. There may be some lost stucco work on the more formal dwellings.

Red clay brick with stone detailing and the use of buff and dark bricks. Bricks in Flemish bond with high quality rubbed brick voussior and other details.

Roofs: Majority blue Welsh Slate and few terracotta plain clay tiles, and one historic thatch roof. Windows are historically timber painted white.

Boundary walls to the road are render and brick, and typically are of the same material as the building they relate to.

Key negatives:

Volume and nature of traffic (heavy vehicles) passing along Exeter Hill to and from the motorway network.

Narrow pavements and proximity to heavy traffic as a pedestrian.

Replacement timber and uPVC windows which do not respect the historic form or character of a property harming its character.

Unauthorised satellite dishes at varying heights on the runs of terraces:

Inappropriate signage on shop fronts.

Lack of routine building maintenance and repair: Whilst many of the buildings in the area are generally in good condition but there are instances of the neglect of routine maintenance and repair.



Original and replacement windows side by side



Satellite dishes on terraces

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Heavy and outdated overhead power lines in New Street.

Car park at Hayridge centre being at odds with the built development and character of the conservation area.

The Hayridge Centre which at the street is too dominant in the street scene by reason of the elevated eaves height and materials.

Overhead power and phone lines



Hayridge centre

9.4 Character Area 4: Fore Street

Area 4 consists of Fore Street, the historic commercial core of the town and its main axis since the mediaeval period, when it was laid out as a piece of planned urban development. It incorporates remnant burgage plots on either side, and at its southern end an earlier open market associated with the Minster church – a sub-triangular area formed by Lower Bull Ring, Queen's Square, and the area now occupied by buildings fronting the east of Fore Street, either side of the entrance into Church Street.

Developed and rebuilt over time in response to the town's economic fortunes and after fires, Fore Street's plan-form (and to a considerable degree its standing fabric) reflects the typical post-mediaeval sub-division of wider burgage plots into narrower tenements, with merchants' houses and coaching inns occupying the street front and long, thin back courts (containing workers' housing, workshops, stables and other ancillary buildings), accessed through covered alleyways.

There is an unusually well-surviving stretch of early 17th century street scape on the western side of the street's northern end - formed by the Manor Hotel, The Walronds and the Merchant's House – adjacent to the site of a (no longer existing) market cross. The fact that these buildings weren't significantly rebuilt in later centuries may relate to a shift in commercial focus.

Elsewhere, the street has undergone more successive remodelling and rebuilding, with a preponderance of Victorian (and later) shop fronts, though evidence of earlier phases can be detected in many of the buildings or their back courts. The overriding sense is of a street frontage containing more complexity and time depth than may at first appear.

Running north-south in a straight line along a plateau of level ground, this relatively narrow street has an almost unbroken frontage on both sides, with many three (and one four although this appears to be a modified three) storeyed buildings, creating a strong sense of enclosure. Views are largely along the length of the street, although towards its southern end Church Street provides a stunning view of St Andrew's Church and Middle Mill Lane, New Cut and shorter alleyways provide glimpses into back plots. At either end, views open out as Fore Street fans out into Higher Bull Ring to the north and splays open into the converging tops of Exeter Hill and Cockpit Hill to the south.

During the post-mediaeval period, the open market place at the southern end of Fore Street was reduced by encroachment and infill – the (no longer surviving) 'Shambles' market house was built in the centre of the street; Lower Bull Ring, with Queen Square, where there was an animal pound, appears to have functioned as a secondary livestock market; and Cockpit Hill became a location for cock fights. The pound was built over during the 19th century and an Evangelical Church added to the north side of Queen's Square in 1962, and although the still relatively open spaces hark back to the area's previous use, they are mainly fringed with houses; bustling market activity having been replaced by a more subdued residential character.

To the west of the built up frontage onto Fore Street the area is defined by the back of the mediaeval burgage plots. It lies on relatively level land below St Andrew's Hill (sloping very gently north-west to south-east towards the south end of Fore Street) although to the north of Tiverton Road (Area 5) the ground rises up more steeply at the base of the hill.

The long, parallel strips of the mediaeval burgage plots can still be detected in the present plan-form, despite 20th century infill development partly obscuring their pattern. Their dominance perhaps reflects the degree of remodelling associated with the deliberate creation of the new mediaeval town. The 1840 Tithe map shows a clear, north-south boundary line across the plots, which would have divided them into 'tofts' and 'crofts' (the front of the plot on which the house was built and the land behind used for pasture or arable), but this has now been almost completely removed, but still does survive in part to the north end on the west side.

The Tithe and early OS mapping shows that this area was largely undeveloped until the mid-1900s. Some of the courts behind Fore Street had been extended further back to create space for additional ancillary buildings and yards, and a Wesleyan (Methodist) Chapel had been built at the east end of New Cut (a mediaeval water channel, which became an alleyway). Otherwise, most of the area was comprised of undeveloped gardens and orchards, with a scatter of small sheds and greenhouses. The 1880 OS map names the area along the south side of New Cut as 'The Green', perhaps suggesting a communal recreational space; by 1904 it was associated with a drill hall. From the 1960s the back plots were increasingly built over, however, many of the long and high rubble stone walls that defined these plots still survive, in some cases with traces of former buildings.

Passage through is via Tiverton Road and New Cut running back from Fore Street - all historic routes running east-west, parallel with the burgage plots (eventually leading into Shortlands Lane). Otherwise, access and views across this area are restricted, owing to the enclosed nature of the original plots and their subsequent sub-division and infilling with modern development.



New cut showing leat to right hand side. Methodist Chapel on end on left

Special architectural and historic interest:

The area encapsulates the planned mediaeval town, where its original plan-form can still be understood; the standing fabric reflects the function of this particular street as being the original commercial core, with continuity of use to the present day. It is the main axis connecting the dispersed elements of the rest of the historic town, and the range of building dates, and variety and quality of materials and detail reflects the intrinsic value of the standing fabric, as well as it providing evidence of the area's continuing primary function.

Scale Height and building line:

All buildings back onto the pavement with the exception of The Walronds which has a small garden to the front which the building wraps around in a C shape.

Buildings are two, three and one four storey (from an adapted three storey) in Fore Street. The majority is two storey with three storey and two storey with dormers. There is no even building height, with variation in height within both two storey and three storey.



North along Fore Street

Significant Buildings and groups:

The Manor Hotel, 2 Fore Street: Former merchant's house rebuilt in 1603 following a fire and renovated and extended in 1718. Of three storeys it has stone and cobb end walls with timber-framing in between, although the ground floor of the front elevation has been rebuilt in stone.

4 Fore Street: Mid-19th century two storey house, four window range with late 19th century oriel window over entrance porch at left end. Now part of Manor Hotel.

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The Walronds, Fore Street: Completed in 1605 using local red sandstone and volcanic trap with Beerstone dressings. The front elevation is symmetrical, with the main range and two side wings enclosing a small cobbled courtyard. The interior retains many early features.



8 Fore Street: Half-timbered three storey house with cob and stone mix to side and rear. Important and intact survival of a 17th century Devon merchant's townhouse.

10 Fore Street: House with shop, 17th century core with early 19th century refronting. Symmetrical three window range, three storeys with attic, 20th century shop front.

12 Fore Street: House, with shop below, forming part of a long row, early 19th century. This building probably represents the infilling of the tenement access to number 10.

14 and 16 Fore Street: Dwellings with shop below forming part of long row, 17th or 18th century. Remodeled in 19th century.

18 Fore Street: Dwelling with shop below forming part of long row. Early 19th century with late 19th or early 20th century shop front.

20 Fore Street: Three storey house with shop, 17th century with 19th century remodeling. Symmetrical two window range with central shop front and flanking doors.

22 Fore Street: House with shop below, mid-19th century but possibly with earlier core. Two storeys and attic with gabled dormers, 20th century shop front to left and carriageway through to right.

24 Fore Street: House with shop below, 17th century or earlier core, remodeled in 19th century with 20th century shop front.

26 Fore Street: Late 16th or 17th century building with 19th and 20th century alterations. Ridge line of slate roof considerably lower than neighbours.

30 Fore Street: House, circa 1830 but possibly with earlier core, originally one build with 32 Fore Street. Now apartments with late 20th century shop front below.

32 Fore Street: House with shop below, originally one build with 32 Fore Street. Possible 17th or 18th century core, refronted and altered circa 1830.

1 Fore Street: Early 19th century building, two storey, five window range, with central entrance, and carriageway under to left. Possibly on the site of the Half Moon Inn.

White Hart Inn: Early 19th century frontage but older fabric almost certainly survives behind. Almost symmetrical two storey, three-window range, with central porch.

21 Fore Street: Dwelling with shop below forming part of a long row, late 19th century with earlier work evident at rear. Sham timber framed frontage under slate roof with crested ridge tiles.

39 Fore Street: Two storey dwelling, early 19th century, but probably retaining earlier core. Edwardian shop front has large plate glass frames with curved corners and moulded cornice.

41 Fore Street: Shop, early 19th century, forming part of a long row. Two storey, three window range with carriageway through to right, double fronted shop window to left.

1 and 2 Lower Bull Ring: Pair of mid-19th century two storey houses that to the left altered circa 1900, with bay/oriel windows, some Art Nouveau glazing bars and coloured glass.

Paradise House, 1 Queen Square: Substantial 16th or 17th century house, probably originally a three-room and cross-passage plan, much disguised by late-18th century rebuilding. Brick, with cob rear wing.

4 Queen Square: House, possibly 17th century core, largely remodelled in 19th century. Main range possibly originally a three-room and cross-passage plan, with rear wing. Early 19th century features remain throughout.

Key unlisted buildings

No 34-36 Fore Street. Former Post Office.

Nos 56 to 62 Fore Street – 3 storey rendered building. Three good historic shop fronts, oriel windows to first and second floor, top floor cantilevered. Windows all of one piece.

66 Fore Street: Three storey rendered building with date stone of 1706 in south gable.

No 5 Fore Street. Former Bank. Main range 3 storey with 2 storey southern extension. Brick with stone window surrounds and quoin. Tall imposing building in the street. Former Devon and Cornwall Bank.



No 63 Fore Street



No 5 Fore Street

Nos 59- 61 Fore Street – Decorative building bearing the date 1889.

No 63 Fore Street – Brick building, Oriel windows little altered with original windows. Now a post office started life as a Plymouth Brethren Chapel

The New Cut: The New Cut is an alleyway linking Shortlands Lane to the Fore Street. Despite its name, it may well date to the 14th century when the Abbot of Buckland granted a water supply to the town. One of the leats ran down The New Cut.

Methodist Chapel, New Cut. Wesleyan chapel. Originally built in 1764, replaced in 1806, and considerably restored in 1872 following a fire.

2 Queen Square: Two storey house, plain front with sash windows and a central door with fluted columns and a bracketed hood.

Trees, green spaces and open spaces

There are no green spaces or Trees on Fore Street.

There is a small open space to the front of The Walronds, which is significant to that building and to the street scene.

To the west of the built up frontage, the burgage plots remain and in places are not developed. These survives best to the rear of The Walronds, and south of this to the rear of Nos 10 to 16 Fore Street. These areas are down to grass and have individual trees.

The area to the front of the Methodist Chapel on New Cut.

Local Features

The unbroken frontage of building along Fore Street with the variation of heights and designs.

A number of walkways and carriageways through the frontage to access the rear garden. These have or had a wooden door at the back of the pavement.

Historic alleyways and paths through to the mill leat and to Shortlands Lane.

Groups of outbuildings and mews buildings and cottages to the rear of the frontage. Outbuildings are at right angles to the road and step down in ridge height.

There are occasional buildings which have a gable onto Fore Street.

Typical details

The roofs are gabled, there are there are few hips and no half hips.

Eaves details are largely traditional with small fascia boards close to the front of the building, or with overhanging rafter feet. There is little boxing in with a soffit, and where that does occur it is less than 100mm unless associated with the design of the house. There are also parapets and cornices in evidence.

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Rainwater goods traditionally cast metal half round with round down pipes and painted black on black fascia boards.

The typical orange-red brick is most often in Flemish bond.

Windows are both sliding sash and casements, and are painted in the majority white with the occasional black window. Casements are rebated and balanced. Windows have a vertical emphasis. Window surrounds are typically plain, but there are some period features. There are rare examples of oriel or cantilever windows at first floor.

Doors (front doors and those to gardens or through archways) are painted.

There are historic dormers. Some are larger and more dominate, but work within more classical order with regard to their size relative to the windows below. They are all gabled.

The historic property boundaries remain defined to rear of the buildings. There are few historic development which step across the burgage plot boundaries.

Boundary walls are usually 1m but examples of 2m or more survive. Walls are capped with specialist clay brick manufactured for the purpose or rounded or flat stone, or clay double roman roof tiles.

Chimneys are red clay brick with plain terracotta pots. Chimneys are on the ridge with the occasional chimney breaking the front roof plane. There are no examples of external chimneys.

Shopfronts are painted, and tend to be dark and restrained colours, and there is no typical historic pattern to where doors are positioned or if it is recessed.

Key colour characteristics

Render painted white and cream or ochre with dominates. There are the odd light blue or dark pink property but there is no evidence that these colours are historic and representative of the conservation area.

Brick is clay terracotta with buff or black detailing.

Windows are painted white with two examples of black.

Doors are painted panelled or boarded, with dominate colours being black and white, with some light green or very occasional dark blue.

Roofs are dark, typical blue welsh slate or weathered clay. There is no clay roof onto Fore Street.

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Views

The view of the Church from Fore Street along Church Street is exceptional with the tower framed by the buildings in Church Street.

To the north end of Fore Street the boarding of the road into Higher Bullring is legible.



View of St Andrew's Parish Church from Fore Street

Materials

Walls: Painted render. Render is majority roughcast with some smooth. There may be some lost stucco work on the more formal buildings.

Red clay brick with stone detailing and the use of buff and dark bricks. Bricks in Flemish bond with high quality rubbed brick voussior and other details, or in stone.

There is a small amount of painted brick.

Roofs: Majority blue Welsh Slate.

Windows are historically timber painted white.

Boundary walls to the road are render and brick, and typically are of the same material as the building they relate to. Brick bond is Flemish but there is some garden wall bound in the boundary wall to the rear of the Manor House Hotel.

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Key negatives:

Volume and nature of traffic (heavy vehicles) passing along Fore Street to and from the motorway network.

Narrow pavements and proximity to heavy traffic as a pedestrian.

Raised kerbstone which is non historic and inappropriate.

The position of the zebra crossing immediately adjacent to the grade I listed The Walronds.



The Walronds with raised kerbs and pedestrian



Modern Shop front and signage in Fore street

Replacement timber and uPVC windows which do not respect the historic form or character of a property harming its character.

Inappropriate and modern shopfronts and signage at odds with the historic character and street scene.

Unauthorised satellite dishes at varying heights on the buildings.

Lack of routine building maintenance and repair: Whilst many of the buildings in the area are generally in good condition but there are instances of the neglect of routine maintenance and repair. A number of properties have been vacant long term and look particularly poor and uncared for.

A number of the public alleyways and paths are uninviting, and not clear to non-residents that they can be used. The new cut is an example where the former Methodist Chapel, vacant and in decline and uncared for, and the area to the front of it is not maintained and has a poor surface treatment.

Visual clutter including highway signage.

DRAFT



Blocked and overflowing downpipe



Unwelcoming and poorly designed signage



Poorly designed signage

Evangelical Church: The Church building is mid to late 20th century building on an elevated site in the conservation area. The design does not respond well to the context in the dominant elevated position above Queen Square.



Evangelical Church from Queen Square

9.5 Character Area 5: High Street/Higher Bullring

This area is focused on High Street, ‘bowed’ out to form the wide, lozenge-shaped area known as Higher Bull Ring –a market place for trading sheep and cattle. High Street continues the line of Fore Street northwards, bending towards the north-east in order to keep taking advantage of the plateau of relatively level ground along the valley side.

The rectangular block of mediaeval burgage plots laid out along Fore Street appears to have extended into the southern end of High Street, although subsequent sub-division and infilling has blurred the plan-form here. It is difficult to be precise about the exact northern limit of the planned mediaeval market street. Tiverton Road runs parallel with the south side of these plots, before making a T-junction with Fore Street/High Street; to the north, the plots stop short of St Andrew’s School, where the more steeply sloping land of St Andrew’s Hill would have truncated their continuation.

The shorter parallel plots fronting both sides of High Street to the north of the burgage plots, appear to be later in date – representing late mediaeval or early post-mediaeval expansion, along with the Higher Bull Ring market place. The line of the (now covered) town water supply can be traced in the pavement on the west side of the street.



Higher Bullring with War Memorial

As an extension of Cullompton’s commercial centre, High Street/ Higher Bull Ring has the same long back courts (used for stabling, manufacturing and subsidiary housing during the post-mediaeval and later periods) as Fore Street. The street frontage, however, has evolved differently, with substantial Georgian buildings (some with later shop fronts inserted), interspersed with earlier inns and houses and a Baptist

chapel. While this part of town continued to be the location for sheep and cattle markets and fairs until the early 20th century, during the 19th century it acquired additional financial and civic functions (including several banks and a police station), with additional notes of refinement and ceremony provided by the planting of ornamental trees along both sides of the street and the erection of the war memorial in 1920.

The defining character is the generous spaciousness of its streetscape and the architectural scale, variety and quality of the buildings that line it. Internal views are much more open than in Fore Street, with external lines of sight provided by Higher Mill Lane and St Andrew’s Road (a 20th century widening of an earlier alleyway). At its northern end, Higher Bull Ring pinches in again, before meeting the junction with Higher Street and Station Road. Here, as in Tiverton Road, larger-scale higher-status buildings give way to rows of modest workers cottages.

DRAFT

Special architectural and historic interest:

Higher Bullring is a really good example of, and a good place to experience, the size and form of a late mediaeval/early post-mediaeval bowed market street and to see how with the buildings lining the street how this area was the focus of 18th century commercial expansion beyond the mediaeval Fore Street, to the point where it attracted 19th century and later financial and civic functions.

Scale Height and building line:

All buildings back onto the pavement.

Buildings are two and three with the three storey tending to be on the west side and towards the central section. The three storey buildings with one exception separated by at least one two storey. There is no even building height, with variation in height between both two storey and three storey.

Tiverton Road on the north side consists of two terraces two storey properties.

Significant Buildings and groups

No 44 High Street: Mid-19th century house forming part of row. Symmetrical three-window range, has central doorway with segmentally headed arch which retains its fanlight.

42 High Street: Mid-19th century house forming part of row. Symmetrical three-window range, has central doorway with elliptically headed arch with fanlight.

40 High Street (Former Conservative Club now Frankie's Sports Bar): Mid-19th century two storey house forming part of row. Asymmetrical three-window range. Upper hornless 16-pane sash windows; three horned sash windows to ground floor (one to left of entrance), now with one pane per sash. Semi-circular headed doorway.

38 High Street Mid-19th century house forming part of row. Two storeys, slightly asymmetrical three-window range, with sash windows each side of doorway with pediment.

28 High Street: Late 18th century house, brick with double hipped slate roof behind parapet. Symmetrical three bay front, the outer bays with bowed window bays extending from ground to parapet base/

20 High Street: Mid-19th century three storey house, now a restaurant with accommodation above. Symmetrical three-window range with central porch.

War Memorial: Constructed 1920 by Eastons of Exeter and paid for by public subscription. Rock-faced granite. Square plinth with large slightly tapered pedestal in two parts, surmounted by Celtic cross with tapered shaft. Bronze crossed rifles on the front of the plinth and bronze wreath on the back of the pedestal. Inscription on the front of the pedestal and names of the dead servicemen on the front and sides.

DRAFT

Key unlisted buildings

33 High Street. Group of shop, public house and dwelling. All with historic windows and good shop surviving shop front.

Kings Head is 33-35 High Street, part of the pub was once the public library (33 High Street) Originally a coaching inn named after Charles II. Kings Head is now being converted to restaurant.

31 High Street: Good historic shop front.

Free Standing Pillar Box, to Front of No 31 High Street: The red post box is a landmark feature within the bow-shaped Higher Bull Ring.

22 and 24 High Street: A pair of early 19th century two storey houses. Each house has a panelled door case with hoods on scroll brackets to right, sash window to left, on ground floor; three sash windows to first floor.

Baptist Chapel, High Street: Baptist chapel built in 1743 and almost entirely renewed in 1858. During the 1870s the church decided to expand to cope with the growing Sunday School and a new schoolroom was completed in 1883. In 1904 a Manse was built on land next to the church, completed in 1906.

21-23 High Street: Market House Inn

9 High Street: Three storey house, probably early 19th century. Three window range with carriageway under two storey bay on right, shop front to centre and left.

Nos 3 to 7 (odd) High Street: Three storey building, divided into three shops. Four window range, No 3 to right has a first floor bay and a good late 19th century shop front.

Town Hall: Originally known as the Parish Rooms the Council decided to rename it in 1995 but it still looks very much as it did in the 1930s. It is built on land that was a coaching inn known, at one time as the Green Dragon, and later as the Half Moon. The Half Moon was a coaching inn that took in all the land from the Town Hall to Middle Mill Lane down to the Mill Leat. In 1870 part of the coaching inn was sold to the town to be used as a Town Hall. The building was later demolished and a new town hall was built. Before the second world war the fire-engine was housed in a section at the front of the building with access directly onto High Street. During the Second World War the Town Hall became a first-aid post.

Old Police Station: to clock dated 1898. Transformed about 1846-50 by public subscription into a Town Hall and included a lock-up. It was used for concerts, lectures etc. and as a police court. The clock was an afterthought placed there sometime after the building was converted. The town sold the building to Devon County Council in 1870 to be used fully as a police station and court room and the money raised was used to purchase some old premises a few doors away; these were part of a coaching inn known as the Half Moon where the judges stopped in coaching days on their way to the Assizes. Land on the north side was purchased from Mr Alfred Batten in 1914 for the erection of a yard and garage to accommodate the police patrol car.

10-26 Tiverton Road - Row of workers cottages

DRAFT

Trees and green spaces

There is very limited green spaces, both public and private in this character area. The lime trees in the Higher Bull ring provide it with character, and are likely to be the same trees as are seen in the undated (early 20th Century) photograph below.



Local Features

There is a substantial granite war memorial commemorating the dead of both world Wars standing in the Higher Bull Ring. Also within the Higher Bull Ring there is a traditional 'K6' red telephone box and free standing pillar box.

The trees mentioned above are a key feature of this open space, and one of the few areas of green in the historic core.

Typical details

The roofs are gabled, there are there are very few hips and no half hips.

Eaves details are largely traditional with small fascia boards close to the front of the building, or with overhanging rafter feet. There is little boxing in with a soffit, and where that does occur it is less than 100mm unless associated with the design of the house. Some parapets are in evidence.

Rainwater goods traditionally cast metal half round with round down pipes and painted black on black fascia boards.

The typical orange-red brick is most often in Flemish bond.

DRAFT

Windows are both sliding sash and casements, and are painted in the majority white. Casements are rebated and balanced. Windows have a vertical emphasis. Window surrounds are typically plain, but there are some period detailing. There is one oriel window and one bay window.

Doors (front doors and those to gardens or through archways) are painted.

There is one example of historic dormers. They are small, narrow and gabled.

The historic property boundaries to the west remain defined to rear of the buildings. On the east side Forge Way has cut across the rear of the properties and modern houses have been built into the rear gardens of the properties to the front, but the burgage plots have been respected.

Chimneys are red clay brick with plain terracotta pots. Chimneys are on the ridge with the occasional chimney breaking the front roof plane. There are no examples of external chimneys.

Shopfronts are painted, and tend to be dark and restrained colours, and there is no typical historic pattern to where doors are positioned or if it is recessed.

Key colour characteristics

Render painted white and cream or ochre with dominates. There are the odd light blue or dark earth property but there is no evidence that these colours are historic and representative of the conservation area.

Brick is clay terracotta with buff or black.

Windows are painted white.

Doors are painted panelled or boarded, with dominate colours being black and white, with some light green or very occasional dark blue.

Roofs are dark, typically blue welsh slate.

Views

There is a glimpse of the countryside to the east along Higher Mill Lane.

The vista north to the junction with Higher Street and Station Road is dominated by traffic control and signage.

Materials

Walls: Painted render. Render is majority smooth with some roughcast. There may be some lost stucco work on the more formal dwellings

Red clay brick with stone detailing and the use of buff and dark bricks. Bricks in Flemish bond with high quality rubbed brick voussoir and other details, or in stone.

DRAFT

Roofs: Blue Welsh Slate of similar.

Windows are historically timber painted white.

Boundary walls to the road are render and brick, and typically are of the same material as the building they relate to. Brick bond is Flemish.

Key negatives

Volume and nature of traffic (heavy vehicles) passing along through to and from the motorway network. There are regular tailbacks at the junction with Higher Street/Station Road.

Narrow pavements and proximity to heavy traffic as a pedestrian on Tiverton Road.

The traffic light junction to High Street, Higher Street and Station Road: This is dominated by direction signage, lights and associated road marking.

Dominance of cars in the area within both the road and parking.



Car turning left from Tiverton Road

Visual clutter including highway signage. Some of the older street furniture is not well thought through. A bike rack in front of a bench.

Setting of war memorial is compromised by car parking and clutter.

Vacant plot at No 19 which was lost in a fire and subject to action regarding amenity by the Council.
3

Clarks Court – unrelated in scale or form to the conservation area.

On Tiverton Road, there are a number of poor box dormers on the terrace of houses closest to High Street.

Unauthorised satellite dishes at varying heights on the runs of terraces:

Inappropriate signage on shop fronts.

Lack of routine building maintenance and repair: Whilst many of the buildings in the area are generally in good condition but there are instances of the neglect of routine maintenance and repair.



Box dormers on houses in Tiverton Road

9.6 Character Area 6 - Higher Street and Station Road

Area 6 is comprised of Higher Street and the western part of Station Road (formerly known as Lower Street). Higher Street is a northern extension of High Street, along the level shelf of ground below St Andrew's Hill, while Station Road slopes relatively steeply, from its T-junction with the two roads down the main valley side to the mill leat, which forms the Eastern boundary of the conservation area.

Previously an area of mediaeval strip fields and open ground, in 1522 John Trott's Almshouses (refurbished) were built on what would then have been the northern edge of the town. During the post-mediaeval period the area developed as an area of rows and terraces of workers' housing and larger houses with woollen and other workshops behind. Its industrial focus increased during the 19th and early 20th century with the establishment of a leather tannery north of Court House and a woollen factory at the north end of Higher Street, opposite Goblin Lane (both outside the conservation area), where there was also a twine works on the site of a former ropewalk. In addition, there was a blacksmiths south of Station Road, adjacent to what is now Forge Way.

Nevertheless, at the time of the 1904 OS map, much of the south side of Station Road and most of the area behind the street frontages and around the factory sites was still undeveloped, with a predominance of large orchards. A flavour of this former openness is still provided by the drive and remaining grounds of Court House, a large 18th century residence associated with the tannery, and the lane leading to the latter from Higher Street.

Along with other pockets of modern infill/backfill, this development adds to the non-industrial residential aspect already created by the early 20th century terraces (Belle Vue Terrace and Garden Terrace) either side of Station Road - picturesquely-sited, with gardens sloping down to the mill leat, with its iron-railed walkway.

The views are narrow and linear along Higher Street and wider and more open down the less tightly lined streetscape of Station Road.

Special architectural and historic interest:

This area reflects post-mediaeval (and later) industrial expansion to the north of the mediaeval town, with relatively good survival of historic buildings, which, despite being of less obvious aesthetic value, have significance as evidence of small-town Devon industry. This is an integrated industrial quarter similar to Exeter Hill to the south, although the character has become more diluted by subsequent (re)development.

Scale Height and building line:

The majority of buildings back onto the pavement. There are a few exceptions with gardens to the front. Some buildings are side onto the road and present their gable to the road with gardens to the side. All front gardens are enclosed by a wall of at least 1m in places higher. All give a feeling of enclosure.



North west along Higher Street

Buildings are two storey and the majority are in terraces with occasional single houses of higher status or later infill.

There is no even building height, but the massing of the buildings is fairly consistent.

Significant Buildings and groups:

Trotts Almshouses: Almshouses founded in 1522, restored 19th and 20th centuries. Six two storey units, one room per floor, entered from rear with main central entrance to front, now blocked. Erected in 1523. The row of local rubble stone houses was much altered in the 19th and 20th century refurbishments

25 Higher Street: Early 19th century house of cob on a stone plinth. Symmetrical three-window range, ground-floor has canted bay with tented roofs to either side of porch with tented canopy.

Key unlisted buildings

The seat and area surrounding on the gable end of Trotts Almshouses. It is located at the junction of High Street, Higher Street and Station Road.

Court House, Station Road: Two storey house, 18th century, core may be earlier. Three window front with two modern bays to ground floor, and wood Doric portico with fanlight.

No 3 Station Road: Good Historic Shopfront

Belle Vue Terrace, Wishcroft Terrace and Pen y Dre: Late 19th century constructed for the wealthier inhabitants of Cullompton.



Belle Vue Terrace

58 Higher Street

45 to 49 Station Road

37 Station Road

Outbuildings to the rear of No 21 Higher Street

Trees and green spaces

The green wedge of the private garden forming a vista to Court House and Court House Cottages.

Given that most buildings are set directly on the back of the pavement the garden areas which abut the road are important green punctuations. These are to the front or side of

- Wishcroft Terrace
- No 23 Higher Street (and trees)
- Nos 1 to 8 Pen-y-dre, Higher Street
- No 13 and 15 Higher Street

The gardens to the east of Belle Vue Terrace (south of Station Road) and Garden Terrace (north of Station Road slope down to the leat). They are an important in front of the buildings and contribute to the open nature and appreciation of the leat and are significant to it. That at Belle Vue Terrace includes a large cedar Tree with a TPO.

To the east of the Roman Fort on St Andrew's Hill, there is an open area of undeveloped land. The Roman Fort is a scheduled ancient monument (SAM) and comprises two phases of fort, two annexes and a range of associated features are visible as a series of cropmark ditches, pits and earthwork banks in aerial photography. The open and undeveloped area to the east is important to the significance, understanding and appreciation of the SAM.



Area of land looking west from the track from Higher Street toward the Scheduled Ancient monument on the sky line

Local Features

Unlike other character areas there are no carriageway access to the rear of the terraces. There are no historic dormers.

Seating Area to the south of Trotts Almshouses

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Typical details

The roofs are gabled, there are there are few hips.

Eaves details are largely traditional with small fascia boards close to the front of the building, or with overhanging rafter feet. There is little boxing in with a soffit, and where that does occur it is less than 100mm unless associated with the design of the house.

Rainwater goods traditionally cast metal half round with round down pipes and painted black on black fascia boards.

The typical orange-red brick is most often in Flemish bond.

Windows are both sliding sash and casements, and are painted in the white. Casements are rebated and balanced. Windows have a vertical emphasis. Window surrounds are typically plain, but there are some period detailing. There are three oriel window and two bay window. Except for the higher status buildings the detailing is quite plain.

Historic doors are timber and painted. There is a mix of boarded and panel doors which respond to the status of the building.

The extent of the historic property boundaries remains well defined.

Chimneys are red clay brick with plain terracotta pots. Chimneys are on the ridge with the occasional chimney breaking the front roof plane. There are no examples of external chimneys.

There is only one shopfront at the junction with Station Road.

Key colour characteristics

Render painted white and cream or ochre with dominates.

Brick is clay terracotta with buff or black detailing.

Windows are painted white.

Doors are painted panelled or boarded, with dominate colours being black and white, with some light green or very occasional dark blue.

Roofs are dark, typical blue welsh slate.

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Views

The view south to the Parish Church south east along the southern part of Higher Street, frames the Tower and the eye is drawn along the road with a slight bend in it to the tower.



View south east along Higher Street

There is also a strongly framed view of the Parish Church along Forge Way.



View south along Forge Way from Station Road

Materials

Walls: Painted render. Render is majority smooth with some roughcast. There may be some lost stucco work on the more formal dwellings

Red clay brick with stone detailing and the use of buff brick. Bricks in Flemish bond with high quality rubbed brick voussior and other details, or in stone.

Roofs: Blue Welsh Slate or similar, with the exception of clay tiles to the roof of the industrial building to the north of No 31 Higher Street.

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Windows are historically timber painted white.

Boundary walls to the road are render and brick, and typically are of the same material as the building they relate to. Brick bond is Flemish. Boundary walls are at least 1m high and in some cases higher

Key negatives

Volume and nature of traffic (heavy vehicles) passing along through to and from the motorway network.

The roundabout junction to the supermarket in Station Road is stark and utilitarian and does not complement the conservation area and gives a poor setting and approach to the conservation area.

The traffic light junction to High Street, Higher Street and Station Road: This is dominated by direction signage, lights and associated road marking. The widening of Station Road exposing the gable end and boundary wall of the buildings onto High Street, and poor handling of the area to the front Trotts Almshouses.

The police station: Poorly designed and positioned on its plot, inappropriate materials.

Unauthorised satellite dishes at varying heights on the runs of terraces.

Inappropriate signage on shop fronts.



Roundabout entrance to supermarket on Station Road



Traffic light junction to High Street (to right), Higher Street (to left) and Station Road (ahead)



West up Station Road. Police Station on left set back

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Lack of routine building maintenance and repair: Whilst many of the buildings in the area are generally in good condition but there are instances of the neglect of routine maintenance and repair.



View north east down Station Road from junction with Higher Street and High Street



Parking to front of No 60 Higher Street



Stonework in need of pointing



Long term damage from poorly maintained rain water goods

Public Toilets at junction of Forge Way: Poorly designed, and area around them handled poorly and positioned at a key gateway to the town.

The frontage to No 60 Higher Street is dominated by car parking.

Poor quality shop signage.

Replacement timber and uPVC windows which do not respect the historic form or character of the properties harming their character.

Condition of stonework to Trotts Almhouses – needs repointing.

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10. Proposed alterations to the extent of the Cullompton Conservation Area and Key Features

The conservation area boundary was reviewed at the time of the Cullompton Conservation Area Appraisal in 2003 and again in 2009. Historic England advise on a review period of 5 years and it was considered appropriate to look at the boundary and the key features within the conservation area to see if any alterations were required as part this new appraisal Conservation Area Management Plan.

These proposed amendments to the conservation area boundary are as a result of the assessment of the existing conservation area, which has taken into account changes on the ground since the last assessment and assessed whether other areas are of sufficient interest to remain in or be added to the conservation area.

Please refer to maps at the end of this document for a visual representation.

Proposed changes to Cullompton Conservation Area:

Additions:

1. Part of Leat to the north of the conservation area where it is visible from Station Road. Leat is a continuous important historic feature. Its age is uncertain but dates from at last 1633
2. The Cullompton Leat between Higher Mill and Middle Mill Lane. Its age is uncertain although it is shown on a map of 1633. Of historic interest
3. The Cullompton Leat south to and including Lower Mill. Lower Mill is first shown on a map of 1633. Originally a corn mill it was converted to a woollen factory in the 19th century, although by the 1880s in was being used for grinding animal feed. The mill last worked in 1968. It has now been converted. The mill is an important unlisted mill building, and areas which are residual open space
4. Tannery Building to east of Exeter Hill and wall: Important historic building at gateway to conservation area, and significant to the understanding of Cullompton and its industrial heritage
5. Land rear of Nos 62 to 28 Fore Street. Conservation area currently drawn to rear of buildings and often cutting buildings. This area brings in the residual areas of discernable burgage plots and the rear ranges of buildings
6. Open land to the south of Walronds and to the rear of numbers 12 and 18 Fore Street. This brings into the conservation area open land which is surviving and undeveloped burgage plots. Important historic remnants significant to the conservation area
7. Fields to West of 54 and 60 Willand Road: Open land to the east of the Scheduled Ancient Monument of the Roman Fort and Camp on St Andrews Hill. Open area important and of significance both to the Roman site and to the conservation area

Deletions:

8. 51 to 61 Station Road: At the last review the site adjoining was removed. Whilst there is some significance to these houses which are shown on the First Edition OS as Station Cottages, their context and alteration made to them over time mean that the area no longer merits being in a conservation area
9. Clarks Court off Forge Way: Early 21st Century building. Not of sufficient interest for area to remain in conservation area
10. Land to south of Priory Cottage off Lower Mill Lane: Bungalow under construction not of sufficient merit to remain in conservation area
11. Part of building to the rear of No 5 Way's Lane. To exclude the part of the supermarket building included in the conservation area. The building is not of sufficient interest for area to remain in conservation area
12. House to east of 1b Tiverton Road. New house on plot bisected by conservation area. New house not of sufficient interest for area to remain in conservation area
13. Part of building to east end of Old Scout Hut, Tiverton Road. Building not of sufficient interest to be in conservation area
14. Small part of garden to No 3 Stoneleigh Gardens. Correction in boundary. Land not of sufficient interest to be in conservation area.

Proposed Changes to Visually Important Open Spaces (VIOS):

Additions:

1. Continue VIOS to front of Garden Terrace to include land to north east of No 49 Station Road: Land is part of the VIOS
2. Land to east of No 12 Middle Mill Lane. Important open space on edge of mill leat
3. Land south of Wavering on Middle Mill Lane, and to south of Monks Walk. Important open space. Residential open land within the burgage plots and not developed. Important continuation of land to the north and east of The Old Vicarage
4. Add pavement on east side of High Street/Higher Bull Ring. Pavement is part of VIOS
5. Queen Square: an important space in Cullompton as it retains the old street pattern which in other places has been lost
6. Gardens to the front of Nos 14 and 15 Gravel Walk: Important garden areas to the front of the buildings
7. Gardens to east of Nos 1 2 and 3 Lower Mill Lane rear gardens are residual open space with significance to the mill leat
8. Garden to the front of No 15 Willand Road. Adjacent to No 13 which is already designated. Part of coherent identification of VIOS on this road.

Deletions

9. Area of land to west of Court House: Area has been built on. No longer open space
10. Priory Cottage, Gravel Walk grounds and land to the south. Area compromised by building of bungalow

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Proposed Changes to Unlisted Important Buildings within the Conservation Area:

Additions:

1. Higher Mill and Mill House, Higher Mill Lane. Higher Mill, also called Town Roller Mills or Town Mill, appears to have always been used for grinding corn. At the beginning of the 19th century it was powered by two waterwheels
2. Lower Mill, Lower Mill Lane is first shown on a map of 1633. Originally a corn mill it was converted to a woollen manufactory in the 19th century, although by the 1880s it was being used for grinding animal feed. The mill last worked in 1968. It has now been converted
3. Pound Square Unitarian Chapel. Brick built attractive building at junction, with brick boundary wall and railings
4. Tannery building on east side of Exeter Hill significant to the understanding of Cullompton and its industrial heritage.
5. No 3 Station Road: Good historic shop front
6. No 3 and 5 High Street. (7 already included) Nos 3 to 7 (odd) High Street: Three storey building, divided into three shops. Four window range, No 3 to right has a first floor bay and a good late 19th century shop front
7. 13 and 14 Pound Square: Two storey house, rubble and cob with hipped roof (thatched until at least late 1970s), probably 17th century. Originally part of a longer row.
8. 37 New Street: Two storey house, two window front, round headed central door with panelled door case
9. 50 to 54 (even) New Street: Row of cottages, two storey one window fronts, early 19th century. Examples of a type which once comprised the whole of New Street.
10. No 34-36 Fore Street. Former Post Office.
11. Nos 56 to 62 Fore Street – 3 storey rendered building. Three good historic shop fronts, oriel windows to first and second floor, top floor cantilevered. Windows all of one piece.
12. 66 Fore Street: Three storey rendered building with date stone of 1706 in south gable.
13. No 5 Fore Street. Former Bank. Main range 3 storey with 2 storey southern extension. Brick with stone window surrounds and quoin. Tall imposing building in the street. Former Devon and Cornwall Bank.
14. Nos 59- 61 Fore Street – Decorative building bearing the date 1889.
15. No 63 Fore Street – Brick building, Oriel windows little altered with original windows. Now a post office started life as a Plymouth Brethren Chapel
16. Methodist Chapel, New Cut. Wesleyan chapel. Originally built in 1764, replaced in 1806, and considerably restored in 1872 following a fire.
17. Baptist Chapel, High Street: Baptist chapel built in 1743 and almost entirely renewed in 1858. During the 1870s the church decided to expand to cope with the growing Sunday School and a new schoolroom was completed in 1883. In 1904 a Manse was built on land next to the church, completed in 1906.
18. 2 Church Street - Attractive and little altered terracotta and buff brick villa with interesting detailing. Also of interest is the low front brick wall and boundary wall.

Deletions

19. Building on north side of Higher Mill Lane: Building redeveloped and altered. Due to partial demolition and alteration no longer of sufficient interest
20. No 19 High Street: Building lost to fire
21. Parish Hall to North of Parish Church. Building demolished through redevelopment
22. Delete the northern half of No 58 Willand Road. The area indicated is a garden not a building.

Proposed Changes to Unlisted Important Buildings adjacent to the Conservation Area:

Additions:

1. Tannery Building, on site to west of Exeter Hill on boundary with conservation area. Of significant to the understanding of Cullompton and its industrial heritage.
2. Weir on Spratford Stream at head of Mill Leat. Sited to east of Millennium Way
3. Sluice to North of Station Road to rear of Nos 51 to 61.

Deletions:

None proposed.

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Part 2 Management Proposals

11 Introduction

11.1 Format of the Management Proposals

Part 1 of this document, the Character Appraisal, has identified the special positive qualities of The Cullompton Conservation Area which together make the conservation area unique. Part 2 of this document, the Management Proposals, builds upon the negative features which have also been identified, to provide a series of Issues and Recommendations for improvement and change.

Both the Conservation Area Character Appraisal and the Management Proposals will be subject to monitoring and reviews on a regular basis, as set out in Section 11.

11.2 Issues and recommended principles.

The issues and recommended principles for management in the conservation area are set out below.

11.3 Volume and Nature of traffic.

Given the nodal connection to the motorway, there is high volume of traffic in the main streets of Cullompton which is passing through on its way to and from the motorway. This includes heavy good vehicles passing through the historic core. The volume of traffic results in queuing at the principal junctions, and when deliveries are made along Fore Street. Along with the narrow pavement widths, this makes the experience of the historic core quite unpleasant, with the noise, fumes and dirt from the traffic, and where the pavement is narrow, a feeling of danger for those on foot and bicycle.

At the time of writing (and to be amended as this document moves forward up to adoption) an application for the 'Construction was granted by Mid Devon District Council in January 2021. The applicant indicated in their application that commencement is anticipated in the winter of 2021 This new road is designed to reduce the through traffic from the historic core.

This will give opportunities for change within the conservation area to direct traffic away from the historic core, and to reconsider traffic management within the town overall.

Recommendation:

Management Plan Principle 1: The Council will engage with the Town Council, the Highway Authority, Highways England and other local interest groups to develop a strategy to implement and support a change to the local road hierarchy with a view to directing traffic onto the relief road. Any strategy or scheme which comes from it should adhere to the guidance in the Historic England publication – Streets for All: Advice for Highway and Public Realm Works in Historic Places

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11.4 Traffic Management

There is clutter from signage, road markings and traffic islands, some of which relates to highways for direction or for restrictions such as parking. There is an opportunity to both review the signage and highway markings, to ensure that it is all strictly necessary, and the need for on street parking, and that this evolves as the volume and nature of the traffic reduces as the relief road takes effect, and is part of the public benefit of the provision of the relief road. Redundant highway management measures should not be left to continue to harm the conservation area where they are not necessary.

This is conservation area wide matter, but a specific area of concern is the junction of High Street, Higher Street and Station Road.

One of the finest views in Cullompton is that of the Parish Church of St Andrew along Church Street. This is a splendid vista which is marred by the use of double yellow lines to prevent parking.

There is a group of the most highly graded buildings, both grade I and 2* listed buildings at the north end of Fore Street. The pedestrian crossing along with its lighting and road marking is immediately opposite the grade I listed The Walronds, and although in a town centre context, the pedestrian crossing could be sited in a position away from these buildings of noted exceptional importance. It should be considered for re-siting or removal as part of any scheme relating to traffic management in the core of Cullompton.

Recommendation:

Management Plan Principle 2: That the Council engage with Town Council, the Highway Authority and Local Interest groups to review the position of the pedestrian crossings, and all other traffic control including highway signage and road markings, including the method it is displayed (e.g. pole mounted or to a building), with a view to reducing that provided to the minimum necessary.

11.5 Public Realm.

A number of negative impacts from in the public realm have been identified within the conservation area appraisal above. Some are site specific whilst others have an impact throughout the conservation area.

11.5.1 Uncoordinated and poor quality floor scape:

Paving and surface materials throughout the area are generally modern, uncoordinated and poor quality. In almost all cases they fail to enhance or re-inforce the historic identity of the conservation area.

Patch repairs in the public highway, or where service trenches are cut, can lead to alternative lower quality and out of place materials being used.

In contrast there are areas where historic surfaces survive or have been reused, for example in the Higher Bullring, as part of an enhancement scheme.

Recommendation:

Management Plan Principle 3: That the Council engage with the Town Council, the Highway Authority, Utility Companies, private developers and land owners with a view to encouraging that where a pavement, road or other historic surface is repaired or dug up for repairs or for the provision/repairs to utilities or drives etc., all making good or repairs will be done with matching materials to those removed or repaired, with reinstatement of historic surfacing materials encouraged where appropriate.

11.5.2 Public Alleys to CCA Fields and Shortlands Road.

The public accessible pathways to the leat and Forge Way car park, and to Shortlands Road are not legible or welcoming. It is not clear other to those who know that they are public paths and where they lead to. The path back from High Street to Forge Way Car Park is not marked.

There is a missed opportunity to exploit the historic town layout and promote traffic free links to the CCA fields and to the supermarket, and in the future to link to the Garden Village.

Recommendation:

Management Plan Principle 4: That the Council engage with Town Council, the Highway Authority and Local Interest groups to more clearly identify the public pathways from Fore Street and High Street, to Shortlands Lane, the mill leat and to the Forge Way Public Car Park.

11.5.3 New Cut, off Fore Street:

The public path along New Cut accesses Shortlands lane. The Methodist Chapel is accessed via this lane with an open area to the front and a derelict site, with a recent planning permission, to the rear of No 20 Fore Street. The Chapel is no longer in use for worship and is in private ownership. The materials used to the area to the front of the Chapel are utilitarian. The run down nature of this area is uninviting and harmful to the conservation area.

Recommendation:

Management Plan Principle 5: That the Council engage with the land owners, the Town Council, the Highway Authority and Local Interest groups to develop a scheme to find a new and productive use for the chapel, to improve the open space to the front of it, to improve the appearance of the derelict site to the rear of No 20 Fore Street, and to generally make the public footpath more welcoming.

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11.5.4 Area to South of seating area to south of Trotts Almhouses, at North end of High Street.

Trotts Almhouses are an attractive building listed as being of national importance. The seating area to the south gable is an attractive and well used area. To the south of this is an expanse of tarmac and tactile paving, and signage and traffic control associated with the busy highway junction.

There is potential to increase the landscaping here, which in association with a review of the highway traffic management currently in place, would improve the setting of the listed Trotts Almhouses and the character of the conservation area at this prominent and busy position.

Recommendation:

Management Plan Principle 6: That the Council engage with the land owners, the Town Council, the Highway Authority and Local Interest groups to develop a scheme which in association with the reduction in traffic, to improve the setting of the listed Trotts Almhouses and this public realm in a highly prominent and visible position.

11.5.5 Street Furniture, Trees and on Road Parking

The street furniture, as distinct from traffic control, in the conservation area includes benches, planting, bus shelters, bike racks, utility cabinets, CCTV and bollards for the control of cars. It also includes road name signage.

The Higher Bullring is noted as an important open space both historically as it relates to the understanding of the evolution and function of the town, but is currently dominated by car parking, the volume and nature of traffic passing through it and associated traffic control measures, and street furniture which has been provided organically over time. It has the potential to be much more pleasant social and commercial space. The listed War Memorial is a key land mark building here. It is compromised by car parking, and uncoordinated street furniture.

In Church Street, bollards are provided which are of a poor design and are not maintained.

Historic road name signs have survived but some are in poor condition and some have been removed and not replaced.



Power pole in poor decorative state



Bollard of poor design and lacking maintenance



Historic Road Sign

Recommendation:

Management Plan Principle 7: That the Council engage with Town Council, the Highway Authority, The War Memorials Trust, and local interest groups with a view to developing a scheme to redesign and reinvigorate the visually important open space and setting of the war memorial in context with the conservation area and the history of the space, and should seek to reduce clutter, and dominance of the car. Any scheme should adhere to the guidance in the Historic England publication – Streets for All: Advice for Highway and Public Realm Works in Historic Places.

Management Plan Principle 8: That the Council engage with Town Council, the Highway Authority and Local Interest groups to survey and refurbish, and replace where missing the historic street signage and furniture and identify inappropriate street furniture beyond the area to be enhanced as part of the Heritage Action Zone. Any resurvey to consider anti-theft measures.

11.5.6 Raised Concrete Kerb along much of Fore Street

The raised concrete double kerb along Fore Street works to divide the footpath from the carriageway and as a method of surface water control, the path and road being at the same level. It is an unusual, non-traditional, incongruous and unattractive feature in the conservation area, and often retains water on the pavement side.

It is particularly prominent in the vicinity of the pedestrian crossing at the north end of Fore Street where it adversely affects the setting of the listed The Walronds (grade 1), The Merchants House and No 2 Fore Street (both 2*).

Management Plan Principle 9: That the Council engage with Town Council, the Highway Authority and Local Interest groups with a view to developing a scheme to replace the raised concrete kerbing whilst managing water runoff and highway safety in context with the conservation area and adjacent listed buildings. Any scheme should adhere to the guidance in the Historic England publication – Streets for All: Advice for Highway and Public Realm Works in Historic Places

11.6 Loss of original architectural details and inappropriate building materials.

Many of the unlisted, and some of the listed, buildings in the conservation area have been adversely affected by the replacement of original timber sash windows, casement windows and doors with inappropriate timber, uPVC or aluminium, and the replacement of natural roof slates with man-made slate or natural slate being turnerised.

In the case of shopfronts there are a number of cases where the replacement or alteration of historic shop fronts and advertisements has spoiled the external appearance of a building and the local streetscape.

Where single family dwellings are concerned, they can normally alter windows and doors, and undertaken other alterations without planning permission from the Council. Development of this kind is called “Permitted Development” (PD) and falls into various classes which are listed in the Town and Country Planning (General Permitted Development) Order 1995 (as amended). Powers exist for the Council, known as Article 4(1) directions, to withdraw some of these permitted development rights in the interest of preserving and enhancing the character and appearance of the conservation area.

Article 4(1) directions were implemented in certain parts of the conservation area in 2011 and were reviewed in 2015. They are restricted in their extent and do not cover the entire conservation area. The types of development covered are

4. Roof lights
5. Chimneys
6. Porches
7. Boundary Walls
8. Doors
9. Windows
10. Solar Panels.

Given that they were undertaken so recently it is considered there is no need to review them at this time. However, if the conservation area boundary is to be amended, it will be appropriate to consider whether the extended areas, or parts of them, should be added or the Direction may need to be amended where areas are removed from the conservation area.

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Advertisements can similarly be changed or displayed without the need for a specific consent from the Local Planning Authority – Deemed Consent. There are two options to change Deemed Consent. One is to restrict deemed consent in a defined area, the other is to designate an area of special control. An area of special control order places additional restrictions on the display of advertisements. For example, some deemed consent classes are subject to reduced size limits if they are located in an area of special control.

It may be appropriate to designate an area of special control in locations where the local planning authority considers these additional restrictions are necessary, above and beyond its powers to restrict deemed consent and take discontinuance action, such as in rural areas or other areas which appear to the Secretary of State to require special protection on the grounds of amenity.

A local planning authority can only make an area of special control order after it has been approved by the Secretary of State. Before making an order and applying for approval from the Secretary of State, local planning authorities are expected to consult local trade and amenity organisations about the proposal.

Recommendation:

Management Plan Principle 10: The Council will seek to consider the need for the Article 4(1) Directions to be amended or new orders made in relation to any extension or deletion of the extent of the conservation area.

Management Plan Principle 11: The Council will consider the use of additional controls to prevent inappropriate advertisements being displayed that are harmful to the conservation area or setting of listed buildings.

11.7 Poor quality of new developments, building alterations and extensions

Some modern developments are out of character with the conservation area by reason of their inappropriate design, scale or materials. In the conservation area, where the quality of the general environment is already acknowledged by designation, the Council will encourage good quality schemes that respond positively to their historic setting.

The majority of the inappropriate shopfronts are not recent, but their effect of degrading the character of the conservation area is evident. Replacement with appropriately designed shopfronts and associated advertisements will improve the status and image of the shop that is behind it. In order to facilitate and guide the design of new shopfronts Supplementary Planning Guidance should be prepared.

The District Council has produced the following advice

- The Mid Devon Design Guide - which was adopted in 2020.
- Design Guide to Windows and Doors
- Design Guide to Roofs and Chimneys

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In addition there is advice from Historic England such as the advice note on Traditional Windows: their care, repair and upgrading from 2017 which is on their website.

Recommendation:

Management Plan Principle 12: Applications will be required to adhere to policies in the Adopted Mid Devon Local Plan, especially with regard to Heritage and good design, the National Planning Policy Framework and the statutory duties within the Planning (Listed Building and Conservation Areas) Act 1990, unless material considerations indicate otherwise.

Management Plan Principle 13: The Council will prepare and adopt Supplementary Planning Document on The Design of Shopfronts and Associated Advertisements

11.8 Lack of Routine Building Maintenance and Repair

Buildings in the conservation area are generally in good condition but there are instances of the neglect of routine maintenance and repair. Modest amounts of inspection, maintenance and repair carried out on a regular basis can safe-guard the well-being and condition of a building, while failure to identify problems early enough can lead to major faults and damage, which may then be extremely expensive to put right.

Recommendation:

Management Plan Principle 14: The Council will seek to monitor the condition of all historic buildings, report findings and take action, as necessary. Where the condition of a building gives cause for concern, appropriate steps will be taken to secure the future of the building, including the use of statutory powers.

Management Plan Principle 15: The Council will, during the period of funding the Heritage Action Zone, seek to work with the Town Council and other interest groups to educate building owners and tenants on causes of common defects and how to avoid expensive repairs in the long term, and otherwise signpost good practice in the historic environment.

11.9 Unsightly Satellite Dishes

Satellite dishes are a feature of modern living. Unfortunately, when located on the front of a historic building, a satellite dish and associate wiring can spoil the appearance of the building and the street scene. They have a particularly noticeable adverse effect when a black dish is sited on a light background, especially render. In certain circumstances, satellites dishes may have been installed without the need for planning permission and/or listed building consent.

Recommendation:

Management Plan Principle 16: The Council will prepare guidance for householders, landlords and tenants on the sensitive installation of satellite dishes and the requirement, or not, for planning permission.

Management Plan Principle 17: Enforcement action will be considered, where expedient, to remove any unauthorised dishes where the owner cannot be persuaded to re-site the dish without recourse to formal action.

11.10 Sub-division of properties

Any subdivision of a building is likely to increase pressure for change on the outside of the building, its garden or land, and sometimes that extends beyond with regard to storage and bins.

Sub-division of properties into flats or let for multiple occupancy can tend to erode external character through poorly maintained buildings, gardens and shared areas by absentee landlords gardens or gardens destroyed in order to ease maintenance/parking or where there is external storage including bins, and multiple external wires for services. There are examples where large communal bins are left on the street which is harmful to the conservation area and the setting of listed buildings.

Recommendation:

Management Plan Principle 18: The Council will engage with applicants for planning permission for the subdivision of a property, to achieve satisfactory solutions for the provision of household amenities (such as bin storage, clothes drying, car parking, fire safety works, satellite dishes etc) so these do not adversely impact on the character and appearance of the conservation area.

11.11 Overhead power lines and telephone lines, and on buildings

A number of streets retain above ground servicing by telephone and power cables radiating out from telegraph poles. New Street remains serviced by above ground electricity cables with wires along and between poles in the street and to individual properties which adds to the clutter along this street. Church Street is another example where telephone cables intervene into the view of the Parish Church.

Once the cabling meets the building, there are examples of haphazard and ill thought out routing of cables across the frontage of buildings and redundant cables left in place. This clutter is harmful to the character of the conservation area.

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Six utility boxes on front of converted house



Bins left in front of entrance to the grade I listed Parish Church

Recommendation:

Management Plan Principle 19: That the Council engage with the utility companies, the Town Council, the Highway Authority and Local Interest groups to investigate the possibility of removing the above ground wiring and associated telegraph poles, and where new wiring is to be provided on buildings to carefully consider the routing and removal of redundant cabling

11.12 Negative sites and buildings

This appraisal has identified 'negative' buildings and areas i.e. buildings and areas which clearly detract from the character or appearance of the conservation area and could suitably be redeveloped or improved. Some of these areas which are public realm have been considered above. The following sites and/or buildings, marked on the accompanying map, clearly detract from the character or appearance of the conservation area:

11.12.1 Land adjacent to No 12, Gravel Walk

The area of open parking on the corner of Gravel Walk and Lower Church Street. There was historically a building on this land, but it was gone by the middle of the 20th century. This area is informal and allows this otherwise enclosed character to spill out and be dominated by parked cars.

There is potential here to either redevelop the site, or retain the car parking but to enclose the site and to improve the setting of the adjacent listed buildings and the character of the conservation area.

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Recommendation:

Management Plan Principle 20: That the Council engage with the land owner(s), the Town Council, the Highway Authority and Local Interest groups with a view to developing a scheme which is the optimum (least harmful) use of the land and to improve the appearance of the site in the context of the setting of the listed building and the conservation area.

11.12.2 Cobbles at Pye Corner:

This is a large area of cobbles off Church Street, to the north of the entrance to the Parish Church yard. The condition of them is variable, with patches missing, but the area closest to, but outside, the Church wall has been removed, it would appear to provide for a utility trench. This is an unfortunate intervention with some loss of historic fabric and some loss to the setting of the Church.

It is unlikely that there will be a driver which will see the reinstatement of the cobbles which are not on the public highway. In line with the principle above regarding reinstatement of historic surfaces in the public realm, there should be resistance any further loss of historic surfaces in the conservation area, and should look for reinstatement where appropriate.

Recommendation:

Management Plan Principle 3 applies equally with regard to reinstatement of historic surfaces.

11.12.3 Hebron Evangelical Church, off Queen Square.

The Church building is mid to late 20th century building on an elevated site in the conservation area. The design does not respond well to the context in the dominant elevated position above Queen Square.

Recommendation:

Management Plan Principle 21: That the Council engage with the land owners, the Town Council, the Highway Authority and Local Interest groups with a view to developing a scheme to which is the optimum (least harmful) use of the land and to improve the appearance of the site in the context of the setting of the listed building and the conservation area.

11.12.4 Hayridge Centre Car Park

The character of the conservation area is one of tight enclosed streets with buildings or occasionally domestic gardens to the rear of the pavement. The car park at Hayridge centre is at odds with this built development and character of the conservation area. There is potential to visually enclose the parking, and to improve the setting of the memorial garden to the front.

Recommendation:

Management Plan Principle 22: That the Council engage with the land owners, the Town Council and Local Interest groups to provide more visual enclosure and reduce the visual dominance of parked cars to improve the appearance of the site in the context of the character of the conservation area

11.12.5 Land at No 19 High Street.

This plot of land is vacant due to a fire several years ago. The Council intervened at the time and took action to improve the amenity of the site, but this was only a short term measure and intended to be a holding position until the site was redeveloped.

There is clear potential to redevelop this site taking into account the setting the listed buildings nearby and the context within the conservation area. There is also the possibility of forming an additional pedestrian access through to Forge Way and the public car park, but also to Higher Mill Lane and the mill leat beyond.

Recommendation:

Management Plan Principle 23: That the Council engage with the land owners, the Town Council, the Highway Authority and Local Interest groups to seek to develop a scheme to find a new and productive use of the land in context with its position in the conservation area and the setting of listed buildings.

11.12.6 Clarks Court Off High Street.

This recent, within the last 10 years, redevelopment is not considered to be of sufficient interest to remain in the conservation area. It is proposed to redraw the conservation area boundary to exclude this site.

11.12.7 Public Toilets and land adjacent to Station Road

The public toilet building is a utilitarian single storey building. It is currently in limited use. It is set on an area of open land against the gable and rear garden to No 35 High Street and outbuildings to The King's Head Public House.

This is a typical area where the road was widened at some time in the past and a building removed. Little remediation appears to have taken place at the time to deal with an area which is now open to public view but was not built to be so.

It is a prominent and key site at the gateway into the core of the conservation area.

A scheme to redevelop the site has come forward and at the time of writing (November 2020) is pending but likely to gain consent. It is prudent to include a management plan principle.

Recommendation:

Management Plan Principle 24: That the Council engage with the land owners, the Town Council, the Highway Authority and Local Interest groups to seek to develop a scheme to find a new and productive use of the land in context with its position in the conservation area and the setting of listed buildings, which includes the view of the Parish Church along Forge Way.

11.12.8 Police Station, Station Road

The police station whilst being of its time, is now considered poorly designed and positioned on its plot with the use of inappropriate materials. It is on a key road into the town centre and is in a prominent position.

This site has the potential to be redeveloped for housing which should be designed to better respond to the context. It is possible that any redevelopment could allow the Police use to be retained on

the site depending on the nature of use that the Police have for the building and the amount of accommodation required.

Recommendation:

Management Plan Principle 25: That the Council engage with the land owner(s), the Town Council, the Highway Authority and Local Interest groups to seek to develop a scheme to find a new and productive use of the land in context with its position in the conservation area and the setting of listed buildings, which includes the view of the Parish Church along Forge Way.

11.12.9 Roundabout at Entrance to Supermarket on Station Road:

The roundabout junction to the supermarket in Station Road is stark and utilitarian and does not complement the conservation area and gives a poor setting and approach to the conservation area which is to one side. It is on a key road into the town centre and is in a prominent position. It is unlikely that there is to be any driver for change here, but a more conventional T junction would result in highway engineering being less dominant with a more traditional form of junction.

Recommendation:

Management Plan Principle 26: That the Council monitors any proposals for changes to this junction and if any come forward engage with the land owners, the Town Council, the Highway Authority and Local Interest groups to seek to develop a scheme which reduces the dominance of the highway infrastructure in the context of its position adjacent to, and at the gateway of, the conservation area.

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11.12.10 No 60 Higher Street.

This building is in a commercial use. The frontage is majority car parking which comes to the low front wall. The character of the conservation area is with buildings hard onto the pavement or planted gardens to the front. The dominance of car parking to the front of this property is at odds with the character of the conservation area.

Recommendation:

Management Plan Principle 27: That the Council engage with the land owners with a view to encouraging them to consider hard and/or soft planting to reduce the dominance of the car parking to the front of the property.

11.12.11 Trotts Almshouses, Higher Street.

Trotts Almshouses is a listed building in a conservation area. The Higher Street elevation shows signs of needing to be repointed, and there are signs that the property has been previously repointed in a cement pointing. Cement mortars (as opposed to cement free lime based mortars) are harmful to a stone building as it prevents the passage of moisture through the building, and are usually harder than the stone that the wall is made from. This results in damage to the stonework and can create damp within the building and be harmful to the fabric of the building.

Recommendation:

Management Plan Principle 28: That the Council engage with the land owners with a view to encouraging them to repoint the building in a cement free lime based mortar of a suitable mix, colour and profile.

11.13 Mill Leat

The Mill Leat is known to be in existence for nearly 400 years and is likely to predate the map from 1633 where it is first shown. As a man made water course it is in need of ongoing maintenance thorough out its length, from the weir to where it rejoins the main river, and neglect of any part of its length will have an impact on all of it, which would be detrimental to special historic interests, the mills along it, and to the wider conservation area

Recommendation

Management Plan Principle 29: That the Council engage with the Land Owners, the Town Council, the Leat Board, the Environment Agency, and other interested 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

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12 Monitoring and Review

As recommended by Historic England, this document should be reviewed every five years from the date of its formal adoption. It will need to be assessed in the light of any changes to any Local Plan review with regard to what stage it is at, and government policy generally.

A review should include the following:

- A survey of the conservation area boundary and designations within it to assess whether any changes are necessary;
- An assessment of whether the various recommendations detailed in this document have been acted upon, and how successful this has been;
- The identification of any new issues which need to be addressed, requiring further actions or enhancements;

It is possible that this review could be carried out by the local community under the guidance of a heritage consultant or the District Council. This would enable the local community to become more involved with the process and would raise public consciousness of the issues, including the problems associated with enforcement.

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.

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Appendix 2:

Glossary of Architectural Terms

Architrave: lintels and jambs surrounding a door or window

Art Deco: 1920s and 30s style with bold outlines and streamlining

Ashlar: best quality masonry with smooth face and narrow joints

Bargeboard: wooden protective strips in the angle of a gabled roof, often decorated

Battered: a sloping back (retaining) wall

Burgage plot: medieval division of land leased to a burgess

Cambered arch: arch of an almost flat curve

Canted bay: splayed or angled sides to projecting window

Casement: opening lights hinged at one side

Cock-and-hen coping: vertical, alternating long and short stones on top of a wall

Coped gable: angled capping, usually raised above height of adjoining roof

Corbel: a projecting block

Cornice: a moulded projection crowning a wall

Cross passage: house plan with corridor directly between front and rear doors

Cupola: small dome or turret

Dentil: a projecting block on a cornice

Double pile: house plan with two rooms' depth

Dressed stone: masonry worked to produce an even finish but not as precisely as ashlar

Drip mould and label: projecting horizontal moulding to throw off rain and the decorative end stops commonly seen in Tudor, C17 and Tudor revival buildings

Eared surround: an architrave or moulding that sweeps further out at the top or bottom of a window or door opening

Expressed keystone: the central arch stone that projects further from the wall face than its neighbours

Fascia: on a shop front, the horizontal name or sign board

Flemish Bond: brickwork with alternating headers and stretchers in every course

Four-centred arch: Tudor arch of flattened profile

Gentry house: a high status house

Glazing bar: usually wooden division of a window light Gothic

Revival: C19 rediscovery and development of the pointed arch architecture of the Middle Ages

'Gothic': a playful and archaeologically incorrect C18-early C19 version of medieval gothic

Greek Key: an incised pattern on stonework with repeated rectangular spirals

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Header: end of a brick

Hipped roof: both roof slopes are angled back at corners

Hollow chamfer: side of stone window or door or mullion with a sunken profile

Lintel (or lintel): horizontal stone or wood former to top of door or window opening

Lucam: projecting structure on industrial buildings containing hoist & taking in doors

Mullion: vertical bar dividing window lights Neo-Tudor: revival of C16 architectural style

Oriel: a projecting first or second floor window

Outshut: lean-to at rear or side of a building Palladian

Revival: classical architecture based on a C18 rediscovery of the pure design principles of Andrea Palladio

Pantile: a clay roof tile of shaped or curved section

Pediment: the triangular or semi-circular hood or gable end on classical architecture

Pilaster: a flat, slightly projecting version of a column

Plat band: a flat horizontal feature that may sub-divide a building's wall

Polite: architecture that accords with national fashions and techniques, usually fairly up-to-date

Portico: a range of columns forming a porch

Ramps/ramped up: changes of level in a wall managed, sometimes, by curved sections

Romanesque: architecture based upon the round arch

Rubbed brick: high quality details created by careful abrading of bricks

Rubble random: unworked and unshaped stone walling without any form of coursing

Rustication: the deliberate deepening of joints to create a strong appearance

Sash: wooden window with two separate lights that can be moved vertically by pulleys and weights

Soffit: the underside of a roof that projects beyond the wall surface

Stone coped gable: a raised banding of regular stones that finishes and protects a gabled roof

String course: a thin horizontal projection dividing a wall surface

Stucco: a smooth render, fashionable in the C18-19

Swag: a decorative festoon or flowery loop Swept roof: a lean-to roof that curves upwards with a concave profile

Transom (e): horizontal stone or wood bar dividing a window

Tudor Revival: C19-early C20 reuse of Tudor forms and details

Venetian window: a three unit classical opening where the central piece is usually higher and wider than the outside ones, and usually round arched

Vermiculated: stone or render finish suggesting the patterns created by worm casts

Vernacular: buildings of local styles and details, as opposed to fashionable, national ('polite') styles

Vitrified header: in brickwork, a darker, more crystalline finish to a brick end, created by extra heat in the brick kiln

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Appendix 3

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Maps

Map 1 - Current conservation area boundary
and proposed additions and deletions

Map 2 - Character Area Boundaries

Map 3 - Listed buildings, important unlisted buildings* and scheduled
ancient monument

Map 4 - Important Features

Map 5 - Key negative areas

Map 6 - Building Materialss - Walls

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CABINET 4 JANUARY 2022

Teckal Considerations

Cabinet Members: Councillor Bob Evans – Deputy Leader and Cabinet Member for Housing & Property, Councillor Andrew Moore – Cabinet Member for Finance

Responsible Officers: Deputy Chief Executive (S151) – Andrew Jarrett

Reason for Report: To consider the need to create a Teckal company

RECOMMENDATION: That Cabinet notes that, at this point in time, there is no need to pursue the creation of a Teckal company to deliver the Council's objectives as per the issues and current landscape referred to in paragraph 3.3.

Relationship to Corporate Plan: The Council should always consider alternative ways of service delivery in order to demonstrate/achieve value for money and embed a culture of continuous improvement.

Financial Implications: There are a number of positive and negative financial advantages/disadvantages of operating a Teckal company. At this current time it has been determined that the advantages do not significantly outweigh the short term investment required to create and then operate a Teckal company.

Legal Implications: "Teckal companies" or "Teckal exempt companies", as they are often known, are ones which enable public authorities to benefit in the public interest, from an exemption from the usual competition requirements when procuring works, services or goods over certain values. The criteria for such legal entities are set out in the Public Contracts Regulations 2015 (Reg 12) and are summarised in the report.

Risk Assessment: Officers have considered the risks associated with the creation of a Teckal company and evaluated this against the benefit that such an entity could potentially deliver.

Equality impact assessment: No direct equality issues identified for this report.

Impact on climate change: None.

1.0 Introduction

- 1.1 Discussions and considerations as to whether the Council should create a Teckal company in order to take advantage of the ability to make direct contract awards to its own company have ebbed and flowed over the past few years. Recently, Members have received an all member briefing from Anthony Collins Solicitors (ACS) and have subsequently received reports at meetings of both the Homes PDG and the Scrutiny Committee in order to assist the deliberations of the Cabinet.

- 1.2 These reports attempted to explain what Teckal is, the advantages that it could accrue and importantly gain a clear steer on whether members supported the basic concept and then establish the outcomes they were looking to achieve.
- 1.3 As these reports were presented at Council meetings in September it is useful to remind ourselves of the general concept/rationale of Teckal.

2.0 Teckal

- 2.1 Subject to some exceptions, where a Council wishes to purchase services, supplies or works over a certain value, then it must do so in accordance with the Public Contracts Regulations 2015 (PCR 2015). There is also a specific exemption from these procurement requirements in Regulation 12, PCR 2015 (known as the Teckal exemption).
- 2.2 By way of example, a Teckal exemption is available where:
- the Council exercises control over the relevant entity, which is similar to that which it exercises over its own departments (e.g. the Council exercises decisive influence over the strategic objectives and significant decisions of the entity). This control can be exercised directly or through another controlled legal entity (eg 3 Rivers Developments Ltd);
 - more than 80% of the entity's activities are carried out in the performance of activities entrusted to it by the Council or other entities controlled by the Council; and
 - there is no direct private capital participation in the entity.
- 2.3 Further, if for example there is an intermediate legal entity between the Council and the Teckal compliant entity, then that intermediate entity does not have to be a contracting authority. Tasks can be entrusted by other controlled entities within a relevant "group" of companies and those entities can themselves be contractors of the Teckal compliant entity.
- 2.4 A Teckal compliant entity does not need to comply with PCR 2015 rules when procuring works/services/supplies from the Council and any other controlled entity.

3.0 Teckal considerations

- 3.1 During the all member briefing on Teckal and further explored in some of the subsequent committee meetings, discussions focused around the perceived benefits (eg additional revenue resource, commercial trading opportunities), timetables to create (eg 3-6 months depending on complexity), on-going governance requirements (eg support services which the entity would need and might be provided by the Council or otherwise need to be addressed) and administration (eg regulatory annual returns, etc) and importantly the outcomes that needed to be agreed (eg the company's purpose and its business/strategic plan).

- 3.2 It is potentially fair to reflect that the potential of a Teckal company was not met with universal Council support/understanding and there appeared some differences of opinion on what the desired outcomes could/should be.
- 3.3 Since the meetings of the Homes PDG and the Scrutiny Committee, we have commissioned further advice from ACS to help further explore the potential of Teckal and help the Cabinet with their deliberations. At this juncture it is also appropriate to reflect on some of the more recent changes with regard to the emergent Council housing strategy, availability and criteria for use of current Right-to-Buy and s106 affordable housing monies, changes in Government legislation and funding. These have all directly impacted our Teckal considerations/decision. The list below, is not exhaustive, but attempts to give a flavour of these issues/changes that have shaped the current recommendation.
- Set up and ongoing costs to operate
 - What kind of new governance arrangements would be necessary
 - Existing Teckal knowledge/skills in the Council
 - New housing strategy and the associated delivery programme
 - Timelines for set up and associated Council schemes/projects (current progress/sequencing on Post Hill)
 - How to transparently demonstrate value for money for all parties
 - Size and confidence in future housing delivery programme – how much traditional build?
 - Availability of local/suitable development sites (at scale)
 - Changes to Govt. legislation on Right to Buy (time periods and amounts that can be retained)
 - Available Homes England funding programmes and timetables
 - Concerns expressed by 3Rivers with regard to size and timeliness of potential housing programme and existing Teckal experience
 - Corporate overhead of Teckal – sunk costs if no long term need
 - Member overarching support of the need for Teckal and long term commitment to it?

4.0 Conclusion

- 4.1 At the current time the Council has a pressing need to decide how it plans to deliver and hence procure the arrangements for Post Hill. But, importantly can't guarantee a significant pipeline of further projects to justify the short term set up costs, the ongoing corporate overhead and the time delay in setting up a Teckal company.
- 4.2 On that basis, it is recommended that the Council does not pursue the creation of a Teckal company in the short to medium term, but keeps this decision under review, if future circumstances are such that it dictates a change in this decision.

Contact for more information: Andrew Jarrett, Deputy Chief Executive (S151)
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Circulation of the report: Leadership Team and Cabinet

CABINET

4th January 2022

Tax Base Calculation 2022/23

Cabinet Member: Cllr Andrew Moore Cabinet Member for Finance

Responsible Officer: Andrew Jarrett s151 & Deputy CEO

Reason for Report: This paper details the statutory calculations necessary to determine the Tax Base for the Council Tax. The calculations made follow a formula laid down in Regulations.

RECOMMENDATIONS: To Council

1. That the calculation of the Council's Tax Base for 2022/23 be approved in accordance with The Local Authorities (Calculation of Tax Base) (England) Regulations 2012 at **29,811.41** an increase of circa 1,217 Band D equivalent properties from the previous financial year; The increase is in the main due to a greater percentage collection than forecast in the previous year, and a reduction in forecasted CTR burden.
2. That the current collection rate of 96% be increased to 97.5% detailed in paragraph 2.

Relationship to Corporate Plan:

1. This report sets out how the Tax Base is calculated for 2022/23. This calculation is then used as a basis to set the Council's budget for the forthcoming year.
2. This report is in line with the Council's Corporate Plan objectives.

Financial Implications: Mid Devon District Council is a Statutory Billing Authority and must set its Council tax each year. If it were not to set a Council Tax then the Authority and all Precepting authorities would be unable to raise money to pay for all the services they provide.

Legal Implications: This is a statutory function and is a legal requirement. The Council must now set its budget annually using Council Tax information as at 30th November each year in accordance with The Local Authorities(Calculation of Council Tax Base)(England) Regulations 2012 calculating the relevant amount by applying the formula set out in the above regulations.

Risk Assessment: If the Council fails to carry this duty out then the Council Tax cannot legally be set. In accordance with the LGF Act 2012 above and SI 2914 of 2012 The Local Authorities(Calculation of Council Tax Base)(England) Regulations 2012, The Council Tax Base calculation includes a deduction for the Council Tax Reduction scheme within its Tax Base calculation.

1.0 Introduction

- 1.1 Every year each billing authority is required to calculate and approve its Band 'D' Equivalent Council Tax base. For 2022/23 this technical calculation is as follows:

2.0 **The Collection Rate calculation (A)**

- 2.1 It is necessary to estimate a 'collection rate', which is the proportion of Council Tax due that will actually be paid. It is recommended that a collection rate of 97.5% be estimated for the year 2022/23, which is an increase on previous year's collection rate.
- 2.2 Any variation from the collection rate of 97.5% is pooled in a collection fund, which is distributed in the next financial year to all precepting authorities.

3.0 **Calculation of the relevant amount (B)**

Number of Properties per Valuation Band

- 3.1 The starting point will be the total number of properties within Mid Devon set out in the Valuation List.

Less Exemptions

- 3.2 Properties are exempt from Council Tax under certain circumstances. The calculated tax base uses the information currently held in deciding the level of exempt properties that are likely to apply for 2022/23.

Add Appeals, new properties and deletions from the Valuation List

- 3.3 The Valuation Officer has dealt with the vast majority of Council Tax appeals to date and so no further allowance is believed to be necessary at this time. At the **7th October 2021** we have estimated a net increase in properties within Mid Devon of **50** properties to go live on or before 1st April 2021 and a further **329** properties during the financial year, totalling **(379)**. This estimate is based on the current number of reports outstanding with the Valuation Officer.

Disabled Allowance (move down a Band)

- 3.4 Where a disabled resident has made structural alterations to their property to help with their disability or they use a wheelchair internally at the premises, the property is entitled to a reduction and is afforded by moving the property to the next lowest band. Existing Band A properties are also entitled to a reduction by reducing the 6/9ths charge down to 5/9ths Charge.

Less 25% Discounts

Single Persons Discounts

- 3.5 If only one (adult) person lives in the dwelling as their "sole & main residence" then a discount of 25% is allowed.

Less 50% discount

- 3.6 A discount of 50% is allowed where two or more persons who can be disregarded for Council Tax purposes occupy the property, e.g. care workers.

Second homes now pay full Council tax.

Long Term Empties

- 3.7 After a three month free period no further discount is allowed.

With effect from the 1st April 2019 100% premium after 2 years

With effect from the 1st April 2020 200% premium after 5 years

With effect from the 1st April 2021 300% premium after 10 years

- 3.7.1 Currently if a property remains empty of furniture and residents for two years or more, the Council will apply an additional 100% premium to the Council tax charge, so the Charge payer will have to pay 200% of the Council Tax charge in that area. With effect from the 1st April 2020 a premium of 200% can be levied so the Charge payer will have to pay 300% of the Council Tax in that area after a period of five years and with effect from the 1st April 2021 a premium of 300% can be levied so the Charge payer will have to pay 400% of the Council Tax in that area. The Regulations detailing the additional premium are **Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Act 2018**.

4.0 Estimated cost of the Council Tax Reduction Scheme (CTR)

- 4.1 Before we convert the properties to Net Band D equivalents we must reduce the total properties by the estimated cost of the Council Tax Reduction Scheme
- 4.2 The criteria for the CTR scheme is that everyone should pay something (with the exception of those protected by legislation namely pensioners in receipt of guaranteed pension credit).
- 4.3 All working age claimants are required to pay a contribution towards their Council Tax.
- 4.4 Support is restricted to 85% i.e. the claimant will be required to pay 15% of their Council Tax.
- 4.5 Support is limited to Band D charges so claimants in a higher banded property will receive CTR up to 85% of a band D and be required to pay the balance of additional banding in full.
- 4.6 Savings limited to £6,000.
- 4.7 Changes were made to the CTRS in April 2017 to align it with Universal Credit.
- 4.8 For your information Mid Devon's CTR scheme for 2022/23, is estimated to cost in the region of **£4.303m**, based on the scheme criteria.
- 4.9 CTR has been included within the tax base calculation and applied to each band and parish individually then a band D equivalent calculation has been used to arrive at a final figure.

- 4.10 The cost of the CTR scheme must be reflected in the Tax Base calculation so the following calculation is carried out for each valuation band to arrive at the net chargeable Dwellings:

Calculation of the Relevant Amount

	2021/22	2022/23
Number of properties per valuation list	36,947.00	37,291.00
Exemptions	-528.00	-516.00
Single occupiers and 25% disregards	-2,878.00	-3,055.00
50% discount	-25.00	-27.00
100% exempt 3 months only	-57.00	-36.00
Additional LTE at 100%	0.00	+58.75
Additional LTE at 200%	+99.00	+100.00
Additional LTE at 300%	+114.00	+135.00
Additional net new properties	+206.00	+379.00
Class D 50% loss	-29.00	-21.00
Annexes (new)	-29.00	-32.00
Chargeable dwellings before conversion to Band D equivalent	33,820.00	34,276.75

Conversion to Band D equivalents

- 4.11 The net chargeable dwellings are then converted to Band D equivalents. This is carried out by multiplying the Net chargeable dwellings by the appropriate factor (A=6, B=7, C=8, D=9, E=11, F=13, G=15, H=18) for the band and dividing by that for Band D (9). The Table below details the Net Chargeable Dwellings converted to Band D equivalents.
- 4.12 The calculation shows the estimated annual cost of the CTR scheme, shown as the number of Band D equivalents. For the 2022/23 year this is estimated as 2,028.81 Band D equivalent properties.
- 4.13 The Tax Base is finally calculated by applying the collection rate to the total Band D equivalents when summarised below for the 2022/23 financial year.
- 4.14 An @ band dwelling is a band A property with a disabled banding reduction applied

Chargeable dwellings	Band equivalent properties	D	CTR properties	Revised properties
@ 12.00	@ 6.68		3.06	3.62
A 5,377.50	A 3,585.00		799.14	2,785.86
B 8,289.00	B 6,447.02		635.99	5,811.03
C 6,628.75	C 5,892.25		316.63	5,575.62
D 6,124.50	D 6,124.50		161.82	5,962.68
E 4,538.75	E 5,547.37		73.94	5,473.43
F 2,366.00	F 3,417.57		29.19	3,388.38

G 888.75	G 1,481.24	8.02	1,473.22
H 51.50	H 103.00	1.02	101.98
34,276.75	32,604.63	2,028.81	30,575.82

- 4.14 To clarify the table detailing the **Calculation of the Relevant Amount** is based on actual properties and the final calculation above is based on a Band D equivalent of actual properties.
- 4.15 Therefore, based on the above detailed calculations in accordance with SI 2914 of 2012 the Tax Base is to be calculated as: Total relevant amounts (A) **30,575.82** multiplied by the estimated collection rate (B) (97.5%)
- 4.16 Mid Devon District Council's Council Tax Base for 2022/23 will be **29,811.41**.

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Background Papers: CTB1 and supporting documentation

File Reference: FW/G/CTB1

Circulation of Report: Cabinet Member for Finance, Leadership Team

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CABINET 04 JANUARY 2022

BUDGET 2022/23 - UPDATE

Cabinet Member Cllr Andrew Moore, Cabinet Member for Finance
Responsible Officer Andrew Jarrett, Deputy Chief Executive (S151)

Reason for the report: To review the revised draft budget changes identified and discuss further changes required in order for the Council to move towards a balanced budget for 2022/23.

RECOMMENDATION: To consider the updated budget proposals for 2022/23 for the General Fund, Capital Programme and Housing Revenue Account and agree to circulate to the Policy Development Groups for further input prior to the formal recommendation back to Cabinet and Council.

Reason for the recommendation: The Local Government Finance Act 1992 places a legal requirement on the Council to approve a balanced budget. The first draft of the General Fund budget for 2022/23 indicated a deficit of £1.072m. This report updates that deficit to the current position of £1.427m and proposes measures to consider to achieve the statutorily required neutrality.

Relationship to the Corporate Plan: To deliver our Corporate Plan's priorities within existing financial resources.

Financial Implications: The current budget for the General Fund shows a deficit of £1.427m. In addition, as shown in the October report, a funding deficit is also projected in future years. This highlights the need to take steps to plan for further reductions to our ongoing expenditure levels. The Capital Programme shows over £20m investment is planned for the General Fund and a further £11m for the Housing Revenue Account. The overall position for the HRA remains affordable at this time, although critical aspects of the budget are still being finalised.

Legal Implications: None directly arising from this report, although, as above, there is a legal obligation to balance the budget. There are legal implications arising from any future consequential decisions to change service provision, but these would be assessed at the time.

Risk Assessment: In order to comply with the requirement to set a balanced budget, management must ensure that the proposed savings are robust and achievable. We must also ensure that the assumptions we have used are realistic and prudent. Failure to set a robust deliverable budget puts the Council at risk of not being able to meet its commitments and casts doubt on its "going concern" and VFM status.

Equality Impact Assessment: There are no Equalities Impact implications relating to the content of this report.

Climate Change Assessment: The GF, Capital Programme and the HRA all contain significant investment in order to work towards the Council's Carbon Reduction Pledge.

1.0 Introduction

- 1.1 On 26 October, the first draft of the Medium Term Financial Plan covering the period 2022/23 to 2026/27 for the General Fund (GF), Capital Programme and Housing Revenue Account (HRA) was presented to Cabinet. The GF indicated a deficit of over £1.6m by the end of the 5-year timeframe. The Capital Programme showed significant investment, subject to appropriate business cases and funding available, in the decarbonisation of our estate and investment in the development of additional housing, and therefore an associated increase in the capital financing requirement. The HRA showed a balance position in the early years of the MTFP, but a budget deficit in the latter years.
- 1.2 This report provides an updated position across those three strands of the Council following a detailed budgetary review. It also includes the outcomes of the “Provisional local government finance settlement: England, 2022 to 2023” published (16 December).
- 1.3 Within this report is also a summary of the results of the budget section within the Residents Survey recently undertaken. The budget feedback will be considered at the next round of Cabinet and PDG meetings in January and all of the other feedback will be reviewed (including any associated action plans) in a Cabinet report in March 2022.
- 1.4 The “Provisional local government finance settlement: England, 2022 to 2023” has just been published (16 December) giving further funding information for next year. The government have indicated that Core Spending Power will rise by an average of 6.88% on the assumption that Councils raise their council tax by the maximum permitted without a referendum. This includes social care authorities who may raise Council Tax by up to 3%, and so the benefit to District Councils is demonstrably lower. For MDDC, our specific increase in Core Spending Power is 0.82% including increasing Council Tax by £5. Therefore, after accounting for inflation, which is currently running at 5.1%, and lost income due to Covid-19, the true impact is a reduction in spending power.

2.0 2022/23 General Fund Budget – Revised Position

- 2.1 The draft budget deficit for 2022/23 has increased to £1.427m. The main reasons for this is:
 - Income levels recovering from Covid-19 slower than originally anticipated;
 - Increased assumptions around inflationary uplifts;
 - Reduced income from investments – particularly due to slippage in 3Rivers;
 - Investment in IT systems and vehicle fleet being funded by Revenue instead of Capital;
 - Partially offset by increases in Grant funding, one-off utilisation of Earmarked Reserves and Council Tax income.
- 2.2 The current position is included with **Appendix 1**, which shows the movement at service level.

- 2.3 Although the Chancellor announced an end to the Public Sector Pay freeze in 2022/23, there is no clarity on what the agreed pay award for 2021/22 will be, and negotiations for the 2022/23 uplift have yet to begin. Therefore, the assumptions within the budget remain as before.
- 2.4 The Council has a 30-year cyclical programme of essential property maintenance. After close scrutiny, it is felt that elements of this programme can be delayed until future years and further use of Earmarked Reserves can mitigate any increase in the budget requirement for 2022/23. As the deferred expenditure will still need to be incurred, it is not an overall saving and will not be a benefit during the period of the MTFP.
- 2.5 In 2021/22, a vacancy management factor of £150k was included. This has been removed due to the in-year monitoring showing that the cost of agency cover exceeds the value of salary savings.

3.0 Local Government Funding Settlement

- 3.1 It was expected that the funding settlement would cover a multi-year period, most likely 2022/23 to 2024/25. However, the settlement announced covers only 2022/23 and is largely a roll forward of previous year's settlements.
- 3.2 The New Homes Bonus grant has previously been announced to cease after 2022/23. The Government remains committed to reforming New Homes Bonus to improve how housing growth is incentivised, and their response to the consultation on the New Homes Bonus will be published in the coming months. The 2022/23 allocation increased to £719k from £460k as previously announced. This is due to the inclusion of a further year's allocation. The increase of £259k has been utilised to reduce the current budget deficit.
- 3.3 The Rural Services Delivery Grant will be £490k, frozen at the same level as in 2021/22. There is no clarity on this funding stream beyond 2022/23.
- 3.4 The Lower Tier Services Grant introduced in 2021/22 has been decreased to £99k. This is a loss to the GF of £80k due to amending the distribution mechanism to ensure that no authority receives less in their overall Core Spending Power. There was no commitment for this funding in future years.
- 3.5 A new grant was announced, named 2022/23 Services Grant with MDCC's allocation being £153k. This is similar to the Lower Tier Services Grant newly announced in 2021/22 in that it is unring-fenced and provides funding in recognition of the vital services delivered by Local Government. Although it also includes funding to cover the ongoing cost of the increase in employer National Insurance Contributions, it is announced as one-off.
- 3.6 A summary of these grants is as follows:

	2021-22	2022-23	Movement
	£ millions	£ millions	£ millions
New Homes Bonus	0.959	0.719	- 0.240
Rural Services Delivery Grant	0.490	0.490	-
Lower Tier Services Grant	0.179	0.099	- 0.080
2022/23 Services Grant	-	0.153	0.153
Total Grant Funding	1.628	1.461	- 0.168

Change (£ Millions)	- 0.257	- 0.168	
Change (% Change)	- 13.63%	- 10.28%	

Note: In addition to these core funding streams shown above, it should also be noted that the one-off Covid-19 Grant of £408k has not be reissued in 2022/23. Furthermore, the Income Compensation Claim scheme ceased in Qtr 1 2021/22, which we had estimated £570k. **Therefore the level of government support has actually reduced by £1,146k year-on-year.**

- 3.7 It was confirmed that Councils could raise Council Tax by 1.99% or £5 whichever is higher. The previous assumption was based upon the 1.99% increase, and therefore increasing by £5 instead of 2% provides an additional £22k. Adding to this, the collection rate has been increased to 97.5% (from the previously assumed 97%) based on current performance. This has contributed an additional £33k. The taxbase has increased by over 4% providing additional income of £124k. Finally, the assumptions included within the 2021/22 budget have proven to be prudent and therefore we are forecasting to collect £377k more than anticipated – this will be used to aid the 2022/23 budget.
- 3.8 Government have confirmed that no further funding relating to Covid-19 will be provided. This leaves the Council exposed to the reductions in service income, particularly within Leisure and Car Parking which currently sum to approximately £500k on pre-covid levels.
- 3.9 The Funding Settlement was silent on details of how the Business Rates reset / revaluation, due in 2023/24, will happen. However, the continuation of the Devon Business Rates Pool was confirmed, which should benefit the Council through paying a lower levy on any growth. A refinement of the current Business Rates forecast has reduced the growth by £115k. However, this remains subject to further revision when the NNDR1 form is completed in January. This will then be available for the final draft of this budget.

4.0 Resident's Survey – Budget Results Summary

- 4.1 During November, the Council undertook a Resident's Survey. The feedback from which will be reviewed (including any associated action plans) in a Cabinet report in March 2022.
- 4.2 However, part of that survey included specific consultation on the 2022/23 budget. The budget feedback will be considered at the next round of Cabinet and PDG meetings in January. A summary of the budget related responses is included below:
- Over 40% of responses indicated they agreed that the Council's services provide value for money
 - 38% said the most important priority when making spending decisions was providing basic statutory services, 21% tackling climate change, 19% said providing affordable housing.
 - 46% said when making spending plans the council should protect services even if it means it will need to increase council tax and fees and charges. 29% said the Council should share services with other organisations.

- 52% think the Council should seek to generate additional income from commercial investments while 49% think this should come from planning and building control.
- Of the discretionary services provided by MDDC there was a fairly even balance about which services should be protected. 67% favoured parks and open spaces, 63% public toilets, 52% town centre regeneration.
- Of our statutory services 93% felt waste and recycling service was most important service followed by food and water sampling with 68%, and homelessness at 60%.

4.3 The current proposed budget reflects much of this, through:

- Protecting services – no service reductions are currently included, although there clearly remains a significant deficit to offset;
- Significant investment in decarbonisation of our estate and additional housing;
- New Partnership arrangements have been established for service delivery.

4.4 Income generation is however difficult in the current climate as highlighted in paragraph 3.8 above. This is further constrained by the restrictions Government have placed upon Councils investing in Commercial Income. In most circumstances inflationary increases are applied to service fees and charges.

4.5 Income from Planning Development is largely controlled by Government as planning fees are set nationally. However, it has long been the view that all development service activity, including enforcement, should be funded by the fees paid by those who benefit from development proposals. In light of the residents' survey, we will write again to our MPs to seek support for allowing local authorities the ability to charge a variable rate for planning matters in order that local Council Tax payers don't have to subsidise development activity.

5.0 Next Steps

5.1 A significant GF budget deficit still remains and therefore further action is required. The Cabinet and PDG committees will therefore be challenged to find further budget reductions to the value of £500k. Budget reductions can consist of reductions to expenditure or increases in income. This value is apportioned over the various committees in line with the value of the baseline budget of the services reporting to them, as follows:

	2021/22 Budget	% Share	Share of £500k Requirement
Cabinet	5,070,767	37%	185,600
Community	4,330,771	32%	158,400
Environment	4,163,771	30%	152,300
Economy¹	(314,682)	-2%	(11,500)
Homes	416,787	3%	15,200
	13,667,414		500,000

¹ The Economy PDG has a credit baseline budget, therefore any saving or additional income identified will increase the credit, hence the credit target.

- 5.2 This further budget review process can be assisted by reviewing the service unit draft budget proposals shown in **Appendix 2**.
- 5.3 In addition to the above challenge for budget reductions the following options are being considered:

Current (Round 1) budget gap	£1,427k
Less: Cabinet / PDG Budget Challenge	£500k
Release of Earmarked Reserves	c.£250k
Increased income recovery from Covid-19	c.£300k
Reintroduce a Vacancy Factor	c.£100k
Use 2022/23 NHB Allocation to support budget	£???
Further savings yet to be identified	£???

- 5.4 It is critical that the challenge to find £500k of additional budget reductions is embraced. Without these new options, the Council may be forced to consider taking more from reserves and risks leaving the Council in an imprudent position. **Appendix 3** provides the current assumptions of monies being put into and monies being taken from Earmarked Reserves.

6.0 Capital Programme

- 6.1 A revised version of the Capital Programme is included in **Appendix 4**. This includes the latest forecast from services, the updated business plan for 3 Rivers Development Limited, and refinement of the Housing Development programme within the HRA. Specifically:

- Items related to ICT infrastructure and systems have been refined. The proposed move to hosting systems and software on cloud based solutions as opposed to on premise servers has resulted in a shift from Capital to Revenue;
- The refreshed Business Plan from 3 Rivers has been reflected – this has delayed investment and the associated returns due to delays in the Council committing to further developments while it reviewed the governance and financial arrangements of the company.
- The delivery of housing development has been refined following further work and the latest survey assessments. This has reduce the borrowing requirement and the associated impact on the HRA.

7.0 Housing Revenue Account

- 7.1 The HRA has also been through the same detailed refresh since the October MTFP position was presented. The revised position now shows the HRA at an almost breakeven position for 2022/23 – see **Appendix 5**. In summary, the main movements are:

- A small increase in the establishment is proposed reflecting the planned increase in the number of tenants arising from the increase in housing units;
- A reduction in forecast income due to increasing the number of voids and higher Right-to-Buy sales during 2021/22. Importantly, the

assumption that rents will increase by 3% remains at present. This will be finalised at the February Cabinet;

- The number of new build units are decreased in line with the revised developments included within the Capital Programme. However, the associated capital financing costs have also reduced accordingly. Further revisions may occur prior to setting the budget in February.

7.2 Officers are still considering finalised positions on the overall cost of:

- The new fire prevention regulations;
- The decarbonisation programme;
- The new housing strategy.

Once this work has been further developed, the likely level of rent required will be reviewed and finalised at the January Homes PDG and recommended to Cabinet.

8.0 Conclusion

8.1 Along with many Local Authorities, the financial challenges facing this Council are immense. A difficult position with significant uncertainties surrounding future funding, has been compounded by the need to maintain essential services whilst losing critical income streams.

8.2 Councils, however, need clarity and certainty about how all local services will be funded over the next few years and beyond. The opportunity for a multi-year settlement has been lost for another year at least. Furthermore, the Council is now left to deal with the lasting impact the COVID-19 pandemic has had on both service demands and revenue raising.

8.3 The significant budget deficit remaining is a challenge and the identification of a further £500k of budget reduction is critical to balancing the budget for 2022/23.

8.4 Moving forward Members and officers need to look to the pressures over the next few years reflected in our MTFP and our need to address ongoing pressures which cannot be satisfactorily addressed by the one-off use of reserves.

8.5 In order to conclude the statutory budget setting process, this updated draft budget position will go through Cabinet, another round of PDG's, Scrutiny, and a final meeting of the Cabinet before being agreed at Full Council on the 23 February 2022. During this period officers will continue to identify and examine further savings possibilities that can reduce the longer term budget gap.

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Background Papers:

[2022/23 LGA Provisional Local Government Finance Settlement](https://www.gov.uk/government/consultations/provisional-local-government-finance-settlement-2022-to-2023-consultation)¹

Circulation of the Report:

Leadership Team, Cabinet Member for Finance, and Group Managers

¹ <https://www.gov.uk/government/consultations/provisional-local-government-finance-settlement-2022-to-2023-consultation>

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General Fund Budget Summary

Appendix 1

Notes	MDDC - MTFP Summary	Agreed Base Budget 2021/22 £	Indicative Base Budget 2022/23 £	Movement £
1	Cabinet	5,561,182	6,205,486	644,304
	Community	4,083,712	3,937,033	(146,679)
	Economy	(296,730)	(69,788)	226,942
	Environment	3,926,239	4,495,664	569,425
	Homes	393,010	468,285	75,275
	Net Direct Cost of Services	13,667,413	15,036,680	1,369,267
2	Net recharge to HRA	(1,501,410)	(1,557,713)	(56,303)
3	Provision for the financing of capital spending	731,720	753,460	21,740
	Net Service Costs	12,897,723	14,232,427	1,334,704
4	Net Interest Costs / (Receipts)	(539,050)	(581,848)	(42,798)
	Finance Lease Interest Payable	159,410	152,600	(6,810)
5	Transfers To Earmarked Reserves	2,361,372	1,766,264	(595,108)
	Transfers (From) Earmarked Reserves	(3,124,501)	(2,590,868)	533,633
	Net Budget Requirement	11,754,954	12,978,576	1,223,622
	Funded By:			0
6	Retained Business Rates	(3,150,000)	(3,190,000)	(40,000)
7	Lower Tier Services Support Grant	(179,252)	(99,272)	79,980
8	Covid-19 Related Grant	(407,699)	0	407,699
	Covid-19 Related Income	(570,000)	0	570,000
9	Rural Services Delivery Grant	(489,742)	(489,742)	0
10	2022/23 Services Grant	0	(152,564)	(152,564)
11	New Homes Bonus	(958,750)	(719,072)	239,678
12	Council Tax–MDDC	(6,114,620)	(6,523,930)	(409,310)
	Council Tax prior year (surplus)/deficit	115,109	(376,874)	(491,983)
	Total Funding	(11,754,954)	(11,551,454)	203,500
	Annual Shortfall	0	1,427,122	1,427,122

Notes:

- Further detail of the movement with the PDG Service areas can be found in Appendix 2
- The recharge to the HRA is yet to be finalised. This assumes an increase in line with the increase in salary costs
- The Provision for the financing of capital spending incorporates the financial implications of the proposed Capital Programme shown in Appendix 3. Prudent assumptions for increases in interest rates are included.
- The reduction in Net Interest Costs/(Receipts) reflects a prudent assumption of the interest earned from 3 Rivers Developments Ltd. Once each new loan becomes live, the true interest due will be incorporated into the assumptions, until such point only 60% is included to offset the cost of the loan.
- Net Transfers to/(from) Earmarked Reserves reflects planned contributions to, or drawdowns from, reserves.
- The Retained Business Rates income shows a forecast for modest growth. The final position will be calculated in January.
- Lower Tier Services Grant is as revised by the 2022/23 Local Government Finance Settlement
- All funding for Covid-19 support has ceased.
- Rural Services Delivery Grant is as revised by the 2022/23 Local Government Finance Settlement
- 2022/23 Services Grant is new as per the 2022/23 Local Government Finance Settlement
- New Homes Funding is as revised by the 2022/23 Local Government Finance Settlement

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PDG SERVICE UNIT MOVEMENTS

Appendix 2

Service Unit	Direct Costs Detail	2021/2022 Annual Budget £	Reversal of One-off Adjustments £	Inflation £	New Pressures / Savings £	2022/2023 Forecast Budget £	Movement £	+/- %
Cabinet								
SCM01	Leadership Team	406,590	-	14,765	113,718	535,073	128,483	32%
SCM02	Corporate Functions	95,740	-	3,491	1,020	100,251	4,511	5%
SCM03	Corporate Fees	152,450	-	609	114,293	267,352	114,902	75%
SCM06	Pension Backfunding	779,690	-	-	21,790	801,480	21,790	3%
SES01	Emergency Planning	8,150	-	-	(650)	7,500	(650)	-8%
SFP01	Accountancy Services	533,720	-	15,243	(48,601)	500,362	(33,358)	-6%
SFP02	Internal Audit	94,410	-	-	3,070	97,480	3,070	3%
SFP03	Procurement	113,470	-	3,871	(16,508)	100,833	(12,637)	-11%
SFP04	Purchase Ledger	45,840	-	1,634	1,003	48,477	2,637	6%
SFP05	Sales Ledger	44,770	-	1,634	943	47,347	2,577	6%
SHR01	Human Resources	387,360	-	12,959	96,749	497,068	109,708	28%
SHR02	MDDC Staff Training	29,870	-	-	(4,870)	25,000	(4,870)	-16%
SHR03	Payroll	36,370	-	1,356	3,270	40,996	4,626	13%
SHR04	Learning And Development	47,500	-	1,391	4,577	53,468	5,968	13%
SIT01	IT Gazetteer Management	70,500	-	2,504	3,422	76,425	5,925	8%
SIT03	IT Information Technology	968,430	-	20,476	272,694	1,261,600	293,170	30%
SLD01	Electoral Registration	230,820	(45,000)	4,016	28,756	218,592	(12,228)	-5%
SLD02	Democratic Rep And Management	504,460	-	20,344	20,030	544,834	40,374	8%
SLD04	Legal Services	368,503	-	12,697	44,175	425,375	56,872	15%
SPR01	Building Regulations	59,430	-	8,168	(74,283)	(6,685)	(66,115)	-111%
SPR04	Local Land Charges	(16,970)	-	2,647	(10,160)	(24,483)	(7,513)	44%
SRB01	Collection Of Council Tax	442,380	-	14,069	(95,541)	360,908	(81,472)	-18%
SRB02	Collection Of Business Rates	(105,380)	-	14	6,496	(98,870)	6,510	-6%
SRB03	Housing Benefit Admin & Fraud	126,270	(9,960)	9,278	55,413	181,001	54,731	43%
SRB04	Housing Benefit Subsidy	65,000	-	-	-	65,000	-	0%
SRB06	Debt Recovery	71,810	-	2,625	4,669	79,104	7,294	10%
TOTAL CABINET PDG		5,561,183	(54,960)	153,788	545,475	6,205,486	644,303	12%
Community PDG								
SCD01	Community Development	138,500	-	-	-	138,500	-	0%
SCS20	Customer Services Admin	23,350	-	-	370	23,720	370	2%
SCS22	Customer First	751,010	-	26,151	(51,655)	725,506	(25,504)	-3%
SES03	Community Safety - C.C.T.V.	45,200	-	67	(25,360)	19,907	(25,293)	-56%
SES04	Public Health	3,990	-	-	-	3,990	-	0%
SES11	Pool Cars	280	-	689	915	1,884	1,604	573%
SES16	ES Staff Units/Recharges	750,610	-	26,515	15,350	792,475	41,865	6%
SES17	Community Safety	6,220	-	-	(150)	6,070	(150)	-2%
SES18	Food Safety	(24,200)	-	311	(1,451)	(25,340)	(1,140)	5%
SES21	Licensing	48,480	-	5,064	(29,487)	24,057	(24,423)	-50%
SES22	Pest Control	5,000	-	-	(2,500)	2,500	(2,500)	-50%
SES23	Pollution Reduction	(580)	-	311	7,519	7,250	7,830	-1350%
SPR02	Enforcement	91,780	-	3,011	(2,010)	92,781	1,001	1%
SPR03	Development Control	825,420	(281,290)	40,240	78,909	663,279	(162,141)	-20%
SPR09	Forward Planning	263,550	-	8,812	34,634	306,996	43,446	16%
SPR11	Regional Planning	248,103	(74,463)	-	60,705	234,345	(13,758)	-6%
SR01	Recreation And Sport	906,999	-	83,503	(71,387)	919,115	12,116	1%
TOTAL COMMUNITY PDG		4,083,712	(355,753)	194,673	14,402	3,937,034	(146,678)	-4%
Economy PDG								
SCD02	Economic Development	79,420	-	4,319	(13,394)	70,345	(9,075)	-11%
SCP01	Parking Services	(529,250)	-	2,626	41,944	(484,680)	44,570	-8%
SPR06	Economic Development	554,160	(34,000)	10,794	109,433	640,387	86,227	16%
SPS12	Gf Properties Shops/Flats	(401,060)	-	786	104,434	(295,840)	105,220	-26%
TOTAL ECONOMY PDG		(296,730)	(34,000)	18,525	242,417	(69,788)	226,942	-76%
Environment PDG								
SES02	Cemeteries	(62,630)	-	1,116	(5,705)	(67,219)	(4,589)	7%
SES05	Open Spaces	200,854	-	566	61,288	262,708	61,854	31%
SGM01	Grounds Maintenance	555,436	-	24,874	(21,004)	559,306	3,870	1%
SPS01	Asset Management	40,000	-	-	75,000	115,000	75,000	188%
SPS03	Flood Defence And Land Drain	26,430	-	-	(410)	26,020	(410)	-2%
SPS04	Street Naming & Numbering	7,810	-	235	21	8,066	256	3%
SPS05	Administration Buildings	262,420	-	3,939	158,661	425,020	162,600	62%
SPS06	MDDC Depots	74,990	-	950	65,250	141,190	66,200	88%
SPS07	Public Transport	(15,280)	-	126	9,044	(6,110)	9,170	-60%
SPS09	Property Services Staff Unit	738,890	-	27,998	(32,795)	734,093	(4,797)	-1%
SPS11	Public Conveniences	63,980	-	1,267	(23,987)	41,260	(22,720)	-36%
SWS01	Street Cleansing	420,440	-	18,662	34,175	473,277	52,837	13%
SWS02	Waste Collection	229,459	75,000	68,887	52,330	425,676	196,217	86%
SWS03	Recycling	1,017,000	-	56,252	(93,259)	979,993	(37,007)	-4%
SWS04	Waste Management	366,440	-	11,450	(506)	377,384	10,944	3%
TOTAL ENVIRONMENT PDG		3,926,239	75,000	216,322	278,104	4,495,664	569,425	15%
Homes PDG								
SES15	Private Sector Housing Grants	(3,630)	-	-	2,140	(1,490)	2,140	-59%
SHG03	Homelessness Accommodation	396,640	(66,850)	13,647	126,338	469,775	73,135	18%
TOTAL HOMES PDG		393,010	(66,850)	13,647	128,478	468,285	75,275	19%
GRAND TOTAL		13,667,414	(436,563)	596,954	1,208,875	15,036,681	1,369,267	10%

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2022/23 BUDGETS

Transfers To Earmarked Reserves

SERVICE	EMR		Total
IE435	EQ653	New Homes Bonus Grant	460,264
PS990	EQ685	Fore Street Maintenance Sinking Fund	5,000
PS992	EQ685	Market Walk Maintenance Sinking Fund	20,000
CP540	EQ686	Paying Car Parks (Machine Replacement Sinking Fund)	3,000
LD201	EQ720	Election Costs - District	25,000
LD300	EQ721	Democratic Rep & Management	5,000
PR810	EQ728	Statutory Development Plan	100,000
EQ754	EQ754	Phoenix Printers Equipment Sinking Fund	2,200
EQ755	EQ755	ICT Equipment Sinking Fund	189,500
EQ756	EQ756	Fleet Contract Fund	624,600
GM960	EQ760	Grounds Maintenance	16,500
EQ761	EQ761	Recycling Plant Sinking Fund	30,000
EQ763	EQ763	Recycling Maintenance Sinking Fund	2,700
PS880	EQ765	Bus Station	5,000
ES100	EQ766	Cemeteries	25,000
ES450	EQ767	Parks & Open Spaces	25,000
RS140	EQ837	Leisure Sinking Fund	75,000
WS700	EQ839	Waste Pressure Washer	2,500
PS980	EQ837	Property Maintenance	100,000
IT500	New	Business Systems Migration	50,000
TOTAL			1,766,264

2022/23 BUDGETS

Transfers (From) Earmarked Reserves

SERVICE	EMR	Description	TOTAL
CD200	EQ653	Community Development	(45,000)
EQ638	EQ638	Dev Cont Linear Park	(4,170)
EQ640	EQ640	W52 Popham Close Comm Fund	(1,950)
EQ641	EQ641	W67 Moorhayes Com Dev Fund	(1,630)
EQ642	EQ642	W69 Fayrecroft Willand Ex West	(4,620)
EQ643	EQ643	W70 Developers Contribution	(6,650)
EQ644	EQ644	Dev Cont Winswood Credition	(3,080)
EQ755	EQ653	ICT Equipment Sinking Fund	(189,500)
EQ756	EQ756	Fleet Contract Fund	(493,230)
HG320	EQ742	Homelessness EMR	(163,180)
IE420	EQ777	C/Tax Smoothing EMR	(62,401)
IE440	EQ659	NNDR Reserve	(152,020)
PR225	EQ824	Garden Village Project	(310,130)
PR400	EQ653	Business Development	(80,000)
PR400	EQ728	Crediton Masterplan	(60,000)
PR400	EQ722	Staffing For Economic Recovery Work	(23,750)
PR402	EQ653	Cullompton HAZ	(168,420)
PR402	EQ652	Cullompton HAZ	(110,000)
PR600	EQ821	Neighbourhood Plans	(15,560)
PR810	EQ728	Statutory Development Plan	(173,500)
PR810	EQ726	Brownfield Project	(36,260)
PR810	EQ729	Custom Build Project	(25,000)
RB100	EQ787	Council Tax Staffing	(32,622)
RB100	EQ776	Customer Welfare Officer	(2,308)
IT900	EQ655	IT Project Managers X 2 - IT600 And IT900	(87,887)
PS992/PS991	EQ838	GF Shops EMR	(87,000)
RS100/PS810	EQ837	General Property Maintenance Sinking Fund	(251,000)
TOTAL			(2,590,868)

Net Transfer To / (From) Earmarked Reserves

(824,604)

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2022/23 Draft Capital Programme

	Estimated Capital Programme 2022/23 £k	Notes
General Fund Estates Management		
Culm Valley sports centre		
Ceiling - asset review	260	
Total Leisure	260	
Other MDDC Buildings		
Cemetery Lodge - Structural solution for damp	62	
MDDC Depot sites		
Depot Design & Build - Waste & Recycling	250	Subject to identification of appropriate site
MDDC Shops/Industrial Units		
36 & 38 Fore Street including Flat above structure & cosmetic works	150	This is in addition to the £47k identified in 2021/22.
Other Projects		
Hydromills Electricity generation Project - Tiverton Weir	420	Funding options to be explored - subject to acceptable Business Case/Financial appraisal. This is in addition to £800k identified in 2021/22 that is forecast to slip into 2022/23.
Total Other	882	
HIF Schemes		
Cullompton Town Centre Relief Road (HIF bid)	8,414	Revised Project costs/funding have been incorporated per Cabinet Report 03/08/21 and latest forecast from DCC (July 2021). Revised total project costs £24.9m. 'Levelling Up' funding bid has been submitted for £13.6m, if successful this funding will be used to partially fund costs in this forward looking MTFP but also budgeted costs in 2021/22 (which depending on the speed in which this project progresses may slip into 2022/23). Total project costs in this plan take into account monies already spent in 2019/20 & 2020/21 and the budgeted spend in 2021/22 Capital Programme. Levelling up bid unsuccessful - alternative funding source being explored.
Tiverton EUE A361 Junction Phase 2 (HIF bid)	4,640	Additional £1.9m projected costs assumed in 2023/24 per Cabinet Report 03/08/21 (Total revised project forecast £10.1m). At this stage for illustrative purposes to be funded by borrowing until tendering process complete and revised report brought back to Cabinet regarding delivery contract and associated funding and revised estimated profile of spend.
Total HIF Schemes	13,054	
ICT Projects		
Laptop/desktop refresh - Workstation	150	
Secure WIFI Replacement	60	
Network Switch/Firewall Refresh (all sites except P/House)	50	
Total ICT	260	
Private Sector Housing Grants		
Disabled Facilities Grants-P/Sector	577	
Total PSH Grants	577	
TOTAL GF PROJECTS	15,033	
Other General Fund Development Projects		
3 Rivers Scheme - Bampton	1,206	Linked to 3 Rivers Business Plan that was presented at 30/11/21 Cabinet
3 Rivers Scheme - Riverside Development (rear of Town Hall) Tiverton	99	Linked to 3 Rivers Business Plan that was presented at 30/11/21 Cabinet
* 3 Rivers Schemes - Future Projects	2,229	Linked to 3 Rivers Business Plan that was presented at 30/11/21 Cabinet * These schemes require signed loan agreements before they can be progressed further
Park Road	1,265	Delivery of this project is yet to be determined until conclusion of marketing exercise & therefore maybe a Capital Receipt
Regeneration Project 2	500	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
TOTAL GF OTHER DEVELOPMENT PROJECTS	5,299	
GRAND TOTAL GF PROJECTS	20,332	

Estimated Capital Programme 2022/23 £k		Notes
HRA Projects		
Existing Housing Stock		
Major repairs to Housing Stock	2,255	
*Renewable Energy Fund	250	* 2023/24 & 2024/25 are dependent on SHDF Funding bid in 2021/22 - if successful this spend will be b/fwd to 2022/23
Home Adaptations - Disabled Facilities	300	
** Housing Schemes (1:4:1 Receipt) Projects		
Housing Scheme - Project 1	35	Subject to acceptable Business Case/Financial appraisal - 40% Funded through 1:4:1 Monies, additional funding options to be explored
Housing Scheme - Project 2	130	Subject to acceptable Business Case/Financial appraisal - 40% Funded through 1:4:1 Monies, additional funding options to be explored
Affordable Housing/ Purchase of ex RTB	400	Subject to acceptable Business Case/Financial appraisal - 40% Funded through 1:4:1 Monies, additional funding options to be explored
** Housing Development Schemes		** Proposed Council House 1:4:1 & Housing Development schemes subject to full appraisal
Housing Scheme - Project 11	1,500	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Housing Scheme - Project 14	800	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Housing Scheme - Project 16	900	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Housing Scheme - Project 18	900	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Housing Scheme - Project 19	1,400	Subject to acceptable Business Case/Financial appraisal - Assumed 45% Homes England Funding in respect of additional units created, additional funding options to be explored
Westex - Structural Communal area work (stairwells, steps)	100	Funding options to be explored - subject to acceptable Business Case/Financial appraisal
Garages Block - Redevelopment	92	This is in addition to the £408k identified in 2021/22, the majority of which is projected to slip into 2022/23
Post Hill, Tiverton	2,200	Original timescales/costs have been assumed - subject to scheduling of delivery provider. Planning application to be submitted Jan/Feb 2022
Old Road Depot remodelling options - forecast expenditure to maintain	50	Assumed Costs to keep building operational
GRAND TOTAL HRA PROJECTS		11,312
GRAND TOTAL GF + HRA Projects		31,644

Estimated Capital Programme 2022/23 £k		Notes
FUNDING		
MDDC Funding Summary		
General Fund		
		2022/23
EXISTING FUNDS		£k
Capital Grants Unapplied Reserve	577	
Capital Receipts Reserve	5	
NHB Funding	81	
Other Earmarked Reserves	308	
HIF Funding (Tiverton & Cullompton schemes)	6,465	
Levelling Up funding bid (Cullompton Relief Road Project)	6,436	Levelling up bid unsuccessful - alternative funding source being explored
DCC Funding (Cullompton Relief Road Project)	153	
Subtotal	14,025	
NEW FUNDS		
PWLB Borrowing (50 years)	750	
PWLB Borrowing (25 years)	758	
PWLB Borrowing (3 years)	4,799	
Tiverton HIF Scheme - Assumed funded through borrowing from Public Works Loan Board		Funding options to be explored - subject to acceptable Business Case/Financial appraisal
Subtotal	6,307	
Total General Fund Funding	20,332	
Housing Revenue Account		
		2022/23
EXISTING FUNDS		£k
Homes England Funding	2,160	
Capital Grants Unapplied Reserve	170	
Capital Receipts Reserve	1,080	
NHB Funding	21	
HRA Housing Maintenance Fund	0	
Other Housing Earmarked Reserves	2,804	
Subtotal	6,235	
		2022/23
NEW FUNDS		£k
PWLB Borrowing (50 years)	5,077	
Subtotal	5,077	
Total Housing Revenue Account Funding	11,312	
TOTAL FUNDING	31,644	

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Housing Revenue Account - by service

Code	Best Value Unit	Base Budget 2021/2022	Movement	Draft Budget 2022/2023
		£	£	£
	Income			
SHO01	Dwelling Rents Income	(12,450,680)	(75,649)	(12,526,329)
SHO04	Non Dwelling Rents Income	(559,830)	71,470	(488,360)
SHO07	Leaseholders' Charges For Services	(23,810)	(5,190)	(29,000)
SHO08	Contributions Towards Expenditure	(29,220)	(51,700)	(80,920)
SHO10	H.R.A. Investment Income	(10,000)	(15,000)	(25,000)
SHO11	Misc. Income	(7,350)	350	(7,000)
	Services			
SHO13A	Repairs & Maintenance	3,600,220	680,563	4,280,783
SHO17A	Housing & Tenancy Services	1,626,530	100,553	1,727,083
	Accounting entries 'below the line'			
SHO29	Bad Debt Provision	150,000	0	150,000
SHO30	Share Of Corp And Dem	168,040	5,860	173,900
SHO32	H.R.A. Interest Payable	1,026,430	50,892	1,077,322
SHO34	H.R.A. Transfer To/From Earmarked Reserves	1,899,100	(1,029,292)	869,808
SHO37	Capital Receipts Res Adjustment	(19,500)	(1,300)	(20,800)
SHO38	Major Repairs Allowance	2,260,000	205,000	2,465,000
SHO45	Renewable Energy Transactions	(105,000)	0	(105,000)
	TOTAL	(2,475,070)	(63,443)	(2,538,513)

Assumptions/significant variances

- SHO01 Income assumption for Rents retained at 3%. The increase is not 3% in real terms as the assumed Void and RTBs impact this
- SHO04 Garage rents and ground rent charges assumed to remain unchanged for 2022/23, again there will be a real reduction due to the forecast units available
- SHO08 Forecast increase in Building Services works, this is mainly provision of services for the General Fund
- SHO10 Slight increase to the forecast investment income in line with the General Fund forecast reflecting an assumed gradual increase in interest rates
- SHO13A £450k provision made for Decarbonisation works and Fire Risk Assessments (post Grenfell) £213k in salary changes this assumes 2% for 2022/23 and a slight increase in the establishment
- SHO17A £127k salary inflation assumes 2% for 2022/23, inclusive of establishment changes £35k reduction in software budget requirements
- SHO32 Inclusive of Interest for Self-financing loan and interest on assumed borrowing for 2022/23 Capital Programme schedule of works
- SHO34 **Contributions to reserves:** £50k towards vehicle cost sinking fund, £803k to the Loan deficit reserve, £105k to the Renewables reserve, £149k to the Affordable Rent Surplus reserve
Contributions from Reserves: £200k assumed funding for Decarbonisation works, £250k drawdown from the Maintenance Fund for Fire Risk Assessment works
- Assuming a 2% increase (on top of the 1.75%) for Internal recharges (£56k) this would result in a final contribution to the Housing Maintenance Fund of £212k
- SHO38 Change is in line with the planned Works Programme for 2022/23

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CABINET

4 JANUARY 2022

MODULAR BUILD SCHEMES, ST ANDREWS ESTATE CULLOMPTON AND SHAPLAND PLACE TIVERTON – PHASE 2 CONTRACTS

Cabinet Member(s): Cllr Bob Evans, Deputy Leader and Cabinet Member for Housing and Property Services
Responsible Officer: Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing

Reason for Report: Following the pending completion of Phase 1 design and planning contracts for the construction of fourteen Council properties, using a direct award framework, consideration is required for the Phase 2 construction and installation contract for each scheme.

Recommendation: That Cabinet approve the following:

1. Subject to planning permission being granted for the proposed social rented housing development at St Andrews Estate Cullompton and Shapland Place Tiverton:
 - (a) Zen Pods Ltd's bid for the Phase 2 works be accepted; and
 - (b) the St Andrews development include an in-house managed and community based competition, public artwork.
2. Delegated authority be granted to the S151 Officer (in consultation with the Deputy Leader and Cabinet Member for Housing and Property Services) to complete the associated Phase 2 contracts.

Financial Implications: These are explained in the report as set out fully in Part 2 Annex A. The schemes will be managed within HRA budget and 1-4-1 budget allocations received as part of the right to buy (RTB) process.

Budget and Policy Framework: The construction of new homes has been identified in the Capital Medium Term Financial Plan. The cost for the on-going maintenance of the asset will be met from the Housing Maintenance Fund (HMF). These homes will support the delivery of specific objectives in the Housing Strategy 2021-25.

Legal Implications: Upon awarding the contract, the Council will be engaged and bound by the terms of the SWPA contract with the chosen contractor.

Risk Assessment: Use of an approved procurement framework which undertook an open and transparent tendering process had been selected to meet the specific requirements of these projects and to avoid the potential for challenge and to ensure value for money. Approximately 20% of the overall cost of these projects is to be funded from 1-4-1 right-to-buy receipts received in 2017. Consequently, under the 5-year legal restriction, these must be spent (or be contractually allocated) before the end of March 2022 to avoid returning the monies to the Government. More information on this and the overall budget is given in Section 4.0 and Part 2 Annex A of the report.

Equality Impact Assessment: The design of the properties considers the needs of all and more information on the enhanced accessibility and neuro-diversity standard of the dwellings is given in Annex B.

Relationship to Corporate Plan: Homes: Deliver more affordable housing and greater numbers of social rented homes.

Impact on Climate Change: These are accredited, zero-carbon schemes. The dwellings will also come with the latest low-carbon technologies ensuring ultra-low energy consumption and cheaper running costs for tenants.

The contractor will be also be required to be committed to managing and minimising the wider environmental impact of each scheme. This project will be planned in a manner, which takes account of the environmental impact, seeking to reduce such effect as much as possible. Local suppliers for preparation and completion of groundworks will be used under the contract terms.

More information on the specific carbon and wider sustainable development considerations of these schemes is set out in Annex B.

1.0 Introduction

- 1.1 The Council is committed to increasing its social housing stock through the development of existing Council owned land. This is formalised in Objective 5 of the recently adopted Housing Strategy 2021-25 which commits to the delivery of 60 new social rent houses over a 5-year programme utilising our 1-4-1 receipts from right-to-buy sales. An additional 100 social and affordable rent houses are committed to from non-1-4-1 funding sources.
- 1.2 The land that the Council plan to develop at both St Andrews Estate and Shapland Place is within the Council ownership (HRA fund) as shown on attached plans in Annex C.
- 1.3 The present or previous use of the each site comprises redundant garaging with a limited area of unofficial off-road parking all of which is in the ownership of the Council's HRA fund. The Cullompton site is adjacent to No. 107 St Andrews Estate and includes a small parcel of land to the rear. The Tiverton site is adjacent to 13 and 16 Shapland Place.
- 1.3 Full planning permission for the Phase 2 works has been applied for through the Phase 1 contract with Zed Pods Ltd, under the SWPA NH2 direct award framework. Applications 21/01956/FULL St Andrews Estate and 21/01957/FULL Shapland Place were validated in November 2021 and are due for decision at the Planning Committee meeting on 2 February 2022.
- 1.4 The application at St Andrews Estate is for 6 units and the application at Shapland Place is for 8 units. These are for social rent and will be held for secure tenure allocations through the Devon Home Choice system including for those tenants with adapted property needs.

- 1.5 The Council has completed consultation with nearby tenants and local residents as part of the Phase 1 contract and a second, formal statutory consultation has been completed through the planning application process. In parallel with this, the Council also hired a modular Zed Pods 1-bed demonstration unit which was sited at Culm Valley Sports Centre for several months over the summer – autumn 2021. Over 500 visitors viewed the demo unit with feedback sheets records >98% positive feedback on design, appearance and construction.
- 1.6 Prior to commencement of Phase 1, the project team have considered alternatives for these sites which included a traditional build solution; however, the conclusion has been to select a modular construction solution for each. At these locations, a modular option affords an estimated 35% cost saving overall against a traditional equivalent zero-carbon build and also maximises the number of units and overall provision of car parking. Specifically in respect of Shapland Place, modular construction enables a stilt construction in order to address lower-risk Flood Zone 3 concerns and increase drainage capacity and attenuation at this site.
- 1.7 Due to the modular, off-site construction both schemes can also be delivered significantly faster than traditional build schemes, with first occupation planned within 3-months of contract award. Subject to planning, this would enable the first tenants to move into each scheme from May 2022 onwards.
- 1.8 There are wider accessibility, adaptability and day-light benefits from the proposed modular-build design including meeting full access requirements and benefits in terms of supporting those with neuro-diversity needs. These will enable the dwellings to be given immediate adapted status within the stock improving opportunities to retain the homes going forward and reduce loss through right-to-buy.
- 1.9 The proposed Phase 2 construction contracts will be a SWPA approved framework contract to Zed Pods Ltd and include a combined project contingency sum of 10% of the combined contract value to allow for any late design amendments required through the planning process and any unforeseen works.
- 1.10 Further background information to these schemes including the wider site context, design/sustainability considerations and the current state-of-play is provided in Annex B.
- 1.11 Location plans are attached in Annex C.
- 1.12 A block plan and 3D view of the proposed properties at each site is shown in Annex D.

2.0 Affordable Housing

- 2.1 The local housing need is shown Tables 1 and 2 in Annex B. These set out housing need as captured by the Mid Devon Housing team from the Devon Home Choice monitoring report as of October 2021.

- 2.2 Please note that Tables 1 and 2 include those registered and these are the latest figures from Q3 in 2021 for the Cullompton and Tiverton areas respectively. They demonstrate that there is more than sufficient need in the both areas to ensure that the fourteen dwellings would be occupied. Homes are advertised on Devon Home Choice with the rent shown so people will know when they bid how much they will be required to pay on a weekly basis if successful. These dwellings rented on a prescribed social rent basis (approximately 50% of market rent).

3.0 Procurement and design/quality considerations

- 3.1 The works will be procured under the SWPA New Homes (NH2) Offsite Construction of New Homes direct award framework. The bid received for these works was therefore provided under the terms of this framework.

- 3.2 Under the SWPA NH2 framework, contracts are split into two phases:

- Phase 1 – design, pre-application advice, consultation and planning (Equivalent to RIBA – Royal Institute of British Architects - Stages 2-4)
- Phase 2 – construction and installation (Equivalent to RIBA Stages 5-6)

- 3.3 Phase 1 of the project was awarded to Zed Pods (the contractor) and had a combined value as set out in Part 2 Annex A. These contracts were put in place under delegated powers within the threshold of approval of officers with the approval of the s151 officer (Deputy Chief Executive) in consultation with Cabinet Member for Housing and Property Services (Cllr Bob Evans). The combined value of the Phase 2 contracts can be met from existing HRA budgets, however exceeds this threshold therefore a Cabinet decision is sought.

- 3.4 More information on the financial aspects of the proposed Phase 2 contracts are given in Section 4.0 below with the commercially sensitive elements set out in Part 2 Annex A.

- 3.5 Zed Pods are one of 7 suppliers approved under the NH2 modular housing work-stream within the SWPA framework. Whilst any of these suppliers could have been selected without further evaluation due to this being a direct-award framework, Zed Pods were selected for the following specific reasons:

- UK based – reduced carbon footprint, including for Pod delivery
- Quality – design/assured (see paras 3.8-3.11) and perceived (ability to view existing modular schemes in Bristol and London)
- Appearance – offer the widest range of final finishing schemes to suit different locations and local architecture etc
- Zero carbon build standard/performance – assured and approved
- Adaptive pods – one of only two suppliers to offer this
- Flexibility – range of multiple bed unit options
- Room on stilt options – further flexibility of location and design

- 3.6 In respect of design quality/durability, assurance is provided by Zed Pods through a formal accreditation process for their residential systems. This requires them (and any other modular builders signing up) to undergo a rigorous quality review under the Building Offsite Property Assurance Scheme (BOPAS) which includes process and quality checks by Lloyds Register and minimum 60-year durability and maintenance assessments by Building Life Plans (BLP). This covers both off-site construction and on-site installation through separate BOPAS accreditations. Within our proposed contracts and more broadly, Zed Pods are going beyond 60-years and are providing an overall 100-year assurance. This is better than most volume major traditional house builders.
- 3.7 Whilst not directly relevant to these schemes, by means of further assurance, BOPAS is also a requirement of Government Homes England Affordable Homes Programme funding, as are national minimum space standards by bedroom/unit size, which Zed Pods also meet.
- 3.8 Overall, BOPAS offers assurance that these new homes and assets have been designed, manufactured and installed to ensure a lifespan way beyond any borrowing and/or mortgage term to provide very durable housing stock for the future. Other elements of the construction which are typically replaced in 10-25 year cycles have higher than standard durability on this contract – for example the windows have a 50-year guarantee. Along with the overall construction design, these features will support a lower cyclical planned maintenance bill going forward – an equally important consideration.
- 3.9 Beyond the key BOPAS accreditation, there were detailed and specific quality considerations within the SWPA tender process that led to the development of the NH2 framework. Zed Pods also specifically hold Q-policies for providing assurance on structural integrity of their new build systems – see <https://www.qassurebuild.co.uk/>. Q is recognised as a leading, very highly risk-managed, quality focused approach to technical assurance and consumer warranties in the construction industry.

4.0 Financial Analysis

- 4.1 The cost of these projects is to be met from 1-4-1 receipts with the balance being funded by the HRA Housing Management Fund (HMF) development budget for 2021/22.
- 4.2 The full budget for these projects includes several commercially sensitive elements and is therefore set out separately in Part 2 Annex A of this report. Under the terms of the updated 1-4-1 legislation, a maximum of 40% of the total projects cost will be funded by 1-4-1 receipts with the balance coming from the HMF.
- 4.3 Of the 1-4-1 monies allocated to these schemes, approximately half (therefore circa 20% of the combined project costs) comes from 2017 receipts and as a result must be utilised within 5-years under legal requirements. As a result it should be contracted spend by the end of this financial year i.e. 31 March 2022. The remainder comes from 2018 receipts. There are no other major schemes currently adequately progressed where the 2017 receipts can be

legally utilised in-full within the remaining quarter of 21/22. Nonetheless, over 90% of the originally allocated 1-4-1 budget can be utilised by these schemes which covers in full the required in-year spend.

- 4.4 The remaining less than 10% within the original 1-4-1 budget was allocated from the 2018 receipts and is therefore not due for utilisation until the end of 2022/23 and can be held for other schemes next year. Nonetheless, due to better than expected current year property buy-back opportunities it is likely this residual amount will be utilised before March 2022 in any case.
- 4.5 Should only one scheme be granted planning permission, and there are no flood zone and drainage constraints with the St Andrews scheme for example, then all the 2017 receipts will be allocated against the remaining project. In this way 100% of the 1-4-1 receipts due spend in 21/22 will still be utilised and none will be required to be returned to Homes England, subject to planning decisions.
- 4.6 All contingency funds allocated to these projects are set against 2018 receipts and therefore if they not fully utilised can be retained for further schemes in 2022/23, as set out in the 1-4-1 five-year plan.
- 4.7 The total project costs per unit (14 No. total, mix of 1-3 bed) including contingency, and compares favourably (-35%) with an average project cost per typical traditional build 2-bed property built to a full zero-carbon standard in 2021.
- 4.8 Accounting for existing HMF commitments in 2021/22 including the recently approved Beech Road scheme and several buy-back properties there is adequate capacity within the approved >£2m HRA development project in-year to meet the remaining 60% of the project costs not allocated against 1-4-1 receipts.
- 4.9 The impact of funding this development on the HMF Fund has been updated to calculate the Net Present Value profiled over 30-years for current social rent levels to provide assurance it is sustainable with the long-term financial plan for the HRA. The following assumptions were made:
- No external borrowing costs (assume internally funded)
 - Rental values based on the 1-bed, 2-bed and 3-bed profiles for the proposal developments
 - Maintenance profiles adjusted for modular build
- 4.10 Right-to-Buy (RTB) receipts must be used to fund like-for-like (1-4-1) tenure replacements; a sold social rented home should be replaced with a new social rented home within the parameters of the relevant housing legislation. Given this project will be using the 1-4-1 RTB receipts as set out with the balance coming from the HMF then all properties will be tenanted and managed on a social rent basis by Mid Devon Housing as part of the Council's HRA stock.

5.0 Project delivery and oversight

- 5.1 Project delivery will be the responsibility of the proposed contractor (Zed Pods if the recommendation is approved) under each Phase 2 contract (through to the equivalent of RIBA stage 6 and on-site installation). This is supported by a combined Zed Pods and in-house team. Internal oversight of the project is provided the Corporate Management Team (Simon Newcombe, supported by Andrew Busby). Day-to-day project management lead for the Council will be Mike Lowman (Operations Lead for Building Services).

6.0 Conclusion

- 6.1 The Council has an urgent housing need for one, two and three bed social-rented homes within the boundary of Cullompton and Tiverton as part of its wider HRA stock. Bringing forward these schemes helps the Council to address a real housing crisis and meet its specific objectives as set out the Housing Strategy 2021-25 to provide more affordable housing.
- 6.2 The development has been identified in the 5-year 1-4-1 programme with the balance of the development being funded by the Housing Maintenance Fund regeneration budget.
- 6.3 These are exemplar sustainable build schemes meeting zero-carbon standard and maximum adaptability for meet future needs, applying modern methods of construction through modular off-site build.
- 6.4 The award of the Phase 2 contracts is subject to grant planning permission in respect of the current, live planning applications as detailed above.

Contact for more Information: Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing – snewcombe@middevon.gov.uk

Circulation of the Report:

Deputy Leader and Cabinet Member for Housing and Property Services
Leadership Team
Corporate Management Team including the Corporate Manager for Property, Leisure & Climate Change
Operational Leads for Housing and Building Services

List of Background Papers:

None

Part 2 Annex A – attached separately

Annex B - Background information

The sites

The present or previous use of the each site comprises redundant garaging with a limited area of unofficial off-road parking all of which is in the ownership of the Council's HRA fund. The Cullompton site is adjacent to No. 107 St Andrews Estate and includes a small parcel of land to the rear. The garages at this location were demolished in the summer 2021. The Tiverton site is adjacent to 13 and 16 Shapland Place. Access to each site is via St Andrews Estate and Shapland Place respectively.

Both sites are therefore backfill, brownfield regeneration sites located at the end of and adjacent to existing residential development.

Each site is relatively level from front to rear with limited cross fall and are positioned as logical extensions of current residential estates which include existing and former HRA Council housing.

The St Andrews site has dwellings along St Andrews Estate on two sides, with a grassed area, footpath/highway along St Andrews Road and the Cullompton Town Council St Andrews car park along the remaining boundaries. Vehicle access will be from St Andrews Estate. A public footpath leading across the front of the boundary makes a connection to St Andrews Road.

The Shapland Place site has dwellings on three sides comprising the existing Shapland Place properties to the north and The Walronds to the east and south. The western boundary comprises Woodward Road and Howden Industrial Estate beyond that. Vehicle access will be from Shapland Place and not Woodward Road in order to retain Shapland Place as a cul-de-sac.

Design

The final form of design for each site was formulated following analysis of the surrounding area, discussions with the Planning department including a pre-application service and other statutory consultees. The scheme therefore incorporates design details put forward to ensure that they fit within the vernacular of the surrounding area and local housing precedents whilst being a distinct, contemporary but complimentary design.

The proposed massing, angle of orientation and set back of each site have been carefully considered to maximise daylight/solar gain and key distances to nearby neighbours and allow for strategic views where possible.

The St Andrews scheme provides for 3x1-bed units and 3x2-bed units together with a secure cycle store, bin store, 7 car parking spaces for residents, a private, communal green to the rear together with decking and balconies.

The Shapland Place scheme provides for 4x1-bed units, 3x2-bed units and 1x3-bed unit with a secure cycle store, bin store, a private, communal green and play area to the rear and balconies. 8 under-croft car parking spaces are provided for residents in addition to 2 disabled spaces, 18 additional car parking spaces (including 3 electric vehicle (EV) charging points with provision for 3 more in future) and 1 motorbike space across the remainder of the site. The additional, non-EV car parking spaces will be available to other local residents on a permit basis.

The main form of the St Andrews building is a single rectangular building with a 1-bed and 2-bed unit on each of the three floors. Residents entry is via a communal entrance/lobby and stairway with level access on the ground floor. The proposed massing is angled 10 degrees from the road with the front building line sloping towards the adjacent step backed massing of 107 St. Andrews Estate. There is a minimum distance of 9m to the nearest building which is faced by the proposals gable wall, and over 23m to the parallel bungalows. The massing has been designed to act as a continuation and entrance to the crescent of housing of St. Andrews Estate.

The main form of the Shapland Place building is also a single rectangular shape with a different combination of 1, 2 and 3-bed units on each of the first and second floors as shown in Annex C. Here, the building is on stilts with the under-croft parking and has two communal access points. Access and egress is designed for safety reasons due the scheme being within Flood Zone 3a. The proposed massing is angled to run parallel with (and pushed forward towards) Woodward Road to reduce overlooking and maximise private amenity space to the rear. There is a minimum 9.7m distance to the nearest existing building at Shapland Place, again faced by a gable wall. It is more 14m to the nearest Walronds property.

The finishing of both the St. Andrews and Shapland Place buildings is a mix of render and plank cladding. The cladding has a 60-year lifespan and is made from non-combustible material achieving the highest possible safety rating. There is also provision for an optional public artwork scheme across the southerly gable wall of the St. Andrews building given its visibility at the entrance to the wider St. Andrews estate. It is proposed that this could be provided via a public competition, possibly in connection with the nearby St Andrews Primary School and cost of installation met from the project contingency (estimated at less than £10k).

Sustainable Development

Both schemes will be provided on a zero-carbon basis assessed under the UK independent SAP (Standard Assessment Procedure) for dwellings.

The schemes feature solar photovoltaic power with triple glazing and high levels of insulation, providing an overall an ultra-low energy consumption home (typically costing around one-third to heat compared to the equivalent non-modular, traditional build) and which consequently exceed conventional standards and building regulations.

The schemes also promote excellent daylighting for healthy living/sleep patterns, dual aspect cross-ventilation, low temperature fluctuations, minimal artificial light and quiet heat pumps/low electrical noise. The insulation, glazing and design

specification also provide above average sound attenuation. Finally, no toxic materials or urea based insulations systems are used and low VOC paints/adhesives and breathing wall construction further support health living. Alongside full adaptability for physical access needs, these design features make the properties particularly suited to those with neuro-diverse needs as well.

Water efficiency is built into the design with water saving facets and fixtures.

Both sites are either town-centre or edge of town-centre with the Cullompton site being 5mins walk and the Tiverton site 10-12mins walk from their main respective town-centres. All are close to existing bus-stops, medical, and education amenities as well as other services. Cycle stores and electric vehicle charging are included as noted for each scheme.

Full provision will be made within the bin storage areas for recyclable materials in suitable containers for collection and reuse by the Council.

Ecology – with the exception of a tree (retained) at the St Andrew site, the existing sites hold no current ecological value, as they are a combination short cut grass, concrete and tarmac surfacing. The creation of soft landscaping to the rear communal gardens and other areas will enhance the ecological value of these sites as well as improving water permeation and rainfall infiltration.

Planning application references 21/01956/FULL and 21/01957/FULL provide further information on the proposed schemes and are available via the planning portal <https://www.middevon.gov.uk/residents/planning/search-and-comment-on-planning-applications/>

South West Procurement Alliance Framework (SWPA)

As an approved procurement framework for these works (SWPA), all legal and standard contract matters were resolved as part of the original framework tendering exercise. These are vetted and approved by the Government and were Official Journal of the European Union (OJEU) compliant. This means individual Local Authorities and other public sector bodies can draw down specific contracts with an approved supplier on the framework without requiring additional legal procurement compliance advice or undertaking further tendering. The whole purpose is to facilitate cost-effective, quicker procurement decisions that are robust, legally valid and avoid each LA undertaking separate tenders for each contract.

The SWPA framework have existed for many years to support local government and are part of the LHC Group, a not-for-profit central purchasing body who develop legally compliant frameworks for public sector use nationally. Overall, in designing a compliant procurement process we specifically consulted our procurement team internally who identified and approved SWPA for this purpose and validated our submission to draw down on the specific NH2 framework. Zed Pods are one of the approved suppliers on the framework

More information on the SWPA NH2 off-site construction framework <https://www.swpa.org.uk/frameworks/construction-extension-and-refurbishment/offsite-construction-of-new-homes-nh2/>

Housing Need

Table 1

Cullompton

Band	Housing Type	Housing Needs Requirement Size					
		1BH	2BH	3BH	4BH	5BH	6BH
Total	General Needs	57	33	37	15	1	0
	Step Free	8	2	4	0	0	0
	Max 3 Steps	0	1	3	0	0	0
	Wheelchair	3	1	0	1	0	0
	Grand Total	68	37	44	16	1	0
A	General Needs	0	0	0	0	0	0
	Step Free	0	0	0	0	0	0
	Max 3 Steps	0	0	0	0	0	0
	Wheelchair	0	0	0	0	0	0
B	General Needs	6	4	11	4	1	0
	Step Free	1	2	2	0	0	0
	Max 3 Steps	0	1	0	0	0	0
	Wheelchair	0	0	0	1	0	0
C	General Needs	3	12	22	11	0	0
	Step Free	6	0	2	0	0	0
	Max 3 Steps	0	0	3	0	0	0
	Wheelchair	1	0	0	0	0	0
D	General Needs	48	17	4	0	0	0
	Step Free	1	0	0	0	0	0
	Max 3 Steps	0	0	0	0	0	0
	Wheelchair	2	1	0	0	0	0

Breakdowns of One Bedroom Need

Age	16-35	36-54	55+
1 Bedroom Need	36	12	20

Table 2

Tiverton

Band	Housing Type	Housing Needs Requirement Size					
		1BH	2BH	3BH	4BH	5BH	6BH
Total	General Needs	104	51	55	25	5	0
	Step Free	24	7	5	3	0	0
	Max 3 Steps	1	1	1	0	0	0
	Wheelchair	13	3	0	1	0	0
	Grand Total	142	62	61	29	5	0

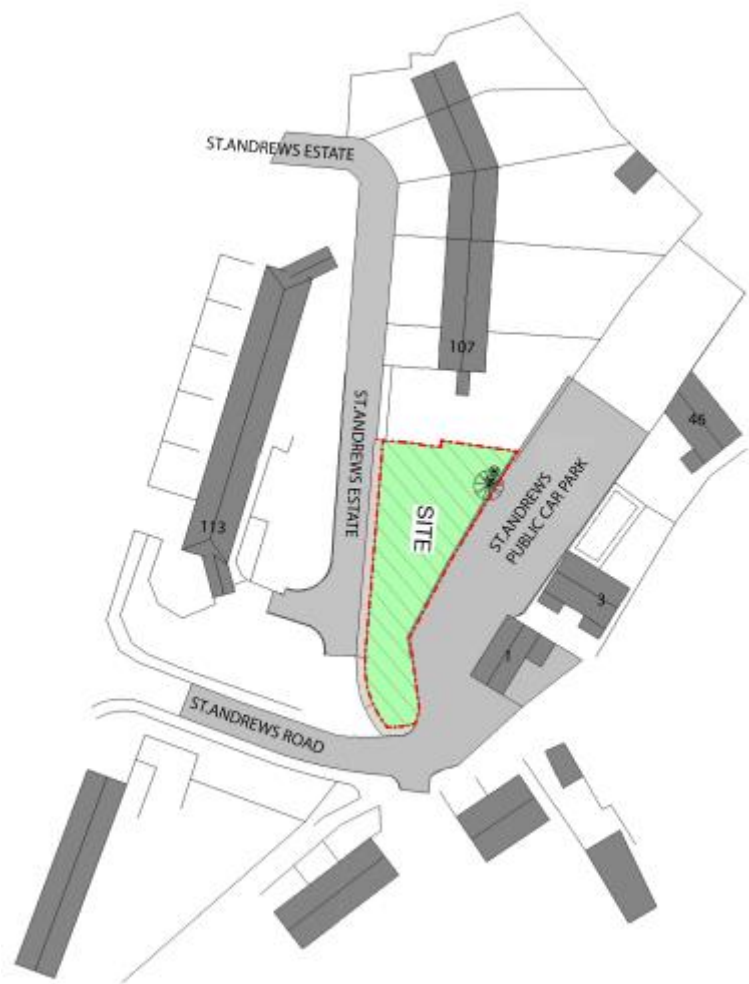
A	General Needs	0	0	0	0	0	0
	Step Free	0	0	0	0	0	0
	Max 3 Steps	0	0	0	0	0	0
	Wheelchair	0	0	0	0	0	0
B	General Needs	9	9	6	9	5	0
	Step Free	11	1	1	1	0	0
	Max 3 Steps	1	0	0	0	0	0
	Wheelchair	7	0	0	0	0	0
C	General Needs	15	24	46	14	0	0
	Step Free	10	5	4	2	0	0
	Max 3 Steps	0	1	1	0	0	0
	Wheelchair	4	0	0	1	0	0
D	General Needs	80	18	3	2	0	0
	Step Free	3	1	0	0	0	0
	Max 3 Steps	0	0	0	0	0	0
	Wheelchair	2	3	0	0	0	0

Breakdowns of One Bedroom Need

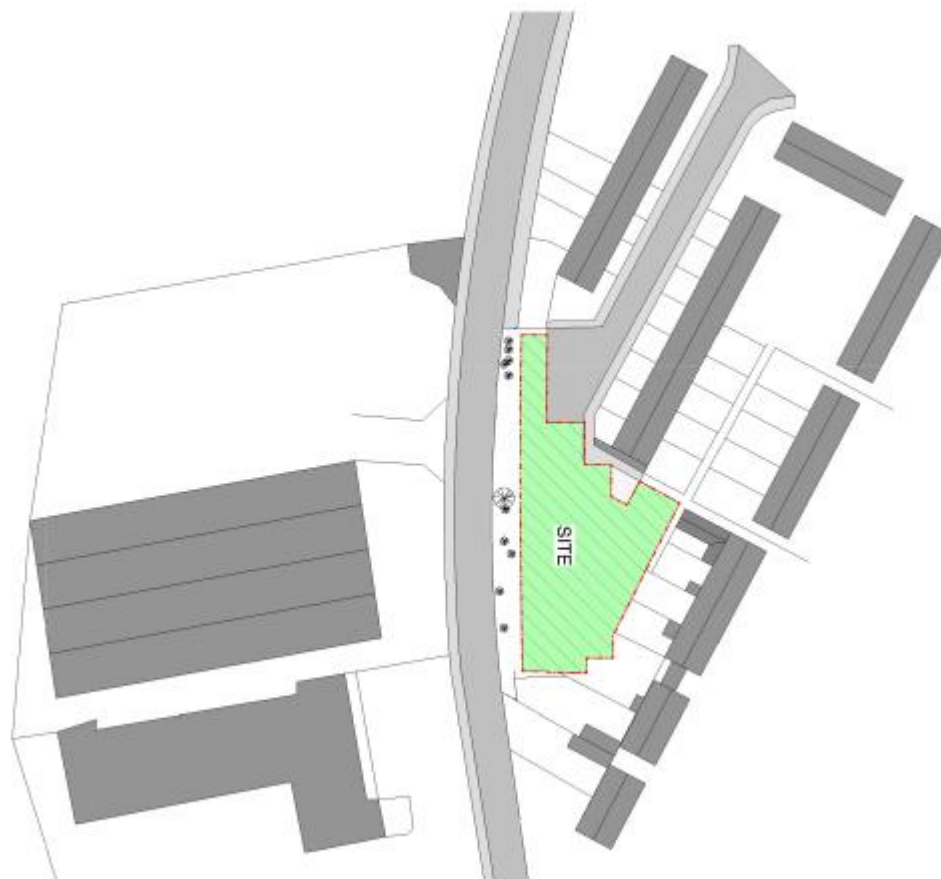
Age	16-35	36-54	55+
1 Bedroom Need	56	43	43

Annex C – Location Plans

St Andrews Estate, Cullompton



Shapland Place, Tiverton

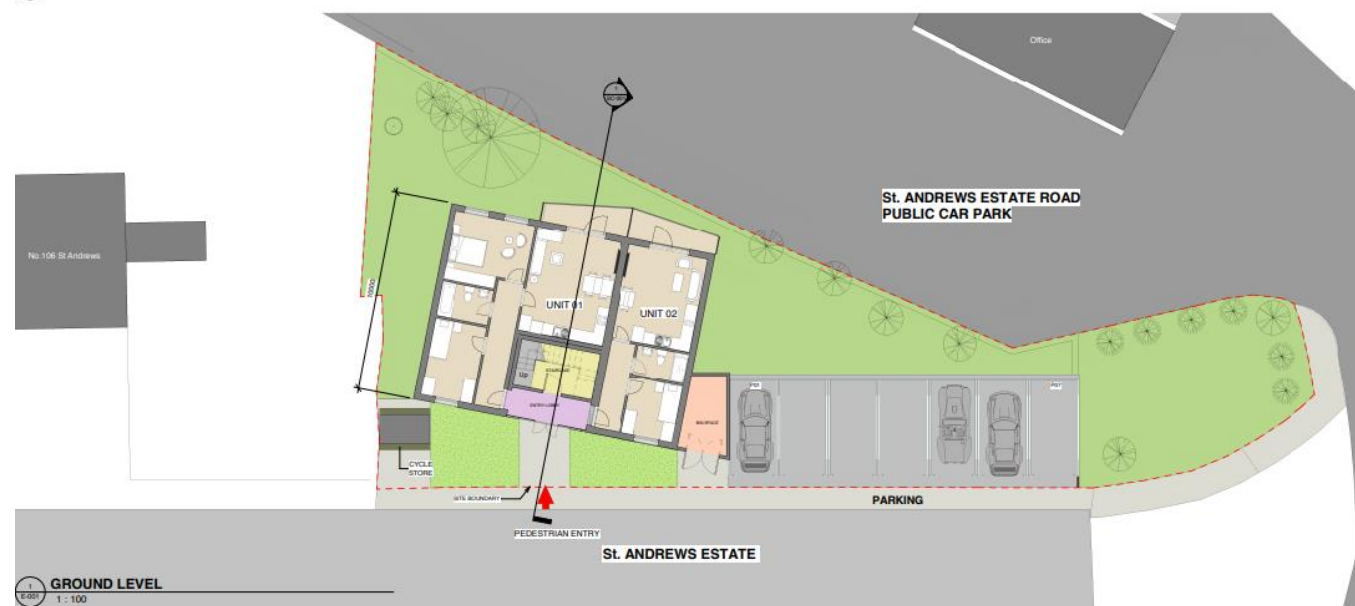


Annex D – Block/layout and 3D Plans

St Andrews Estate, Cullompton – Ground and First/Second Floors



2
E:001
FIRST AND SECOND FLOOR PLAN
1 : 100



1
E:001
GROUND LEVEL
1 : 100

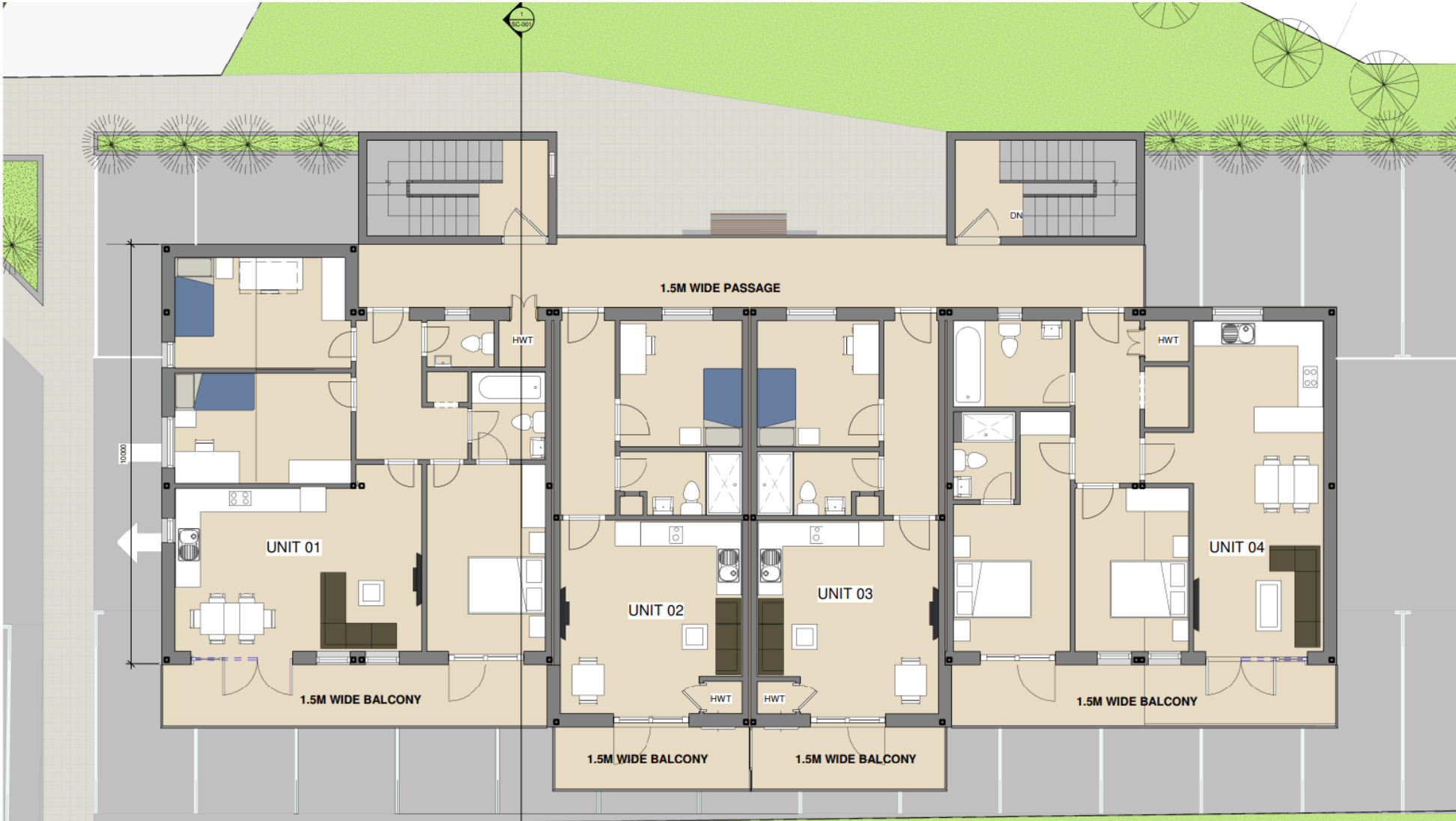


Note: Gable wall - example public art work only

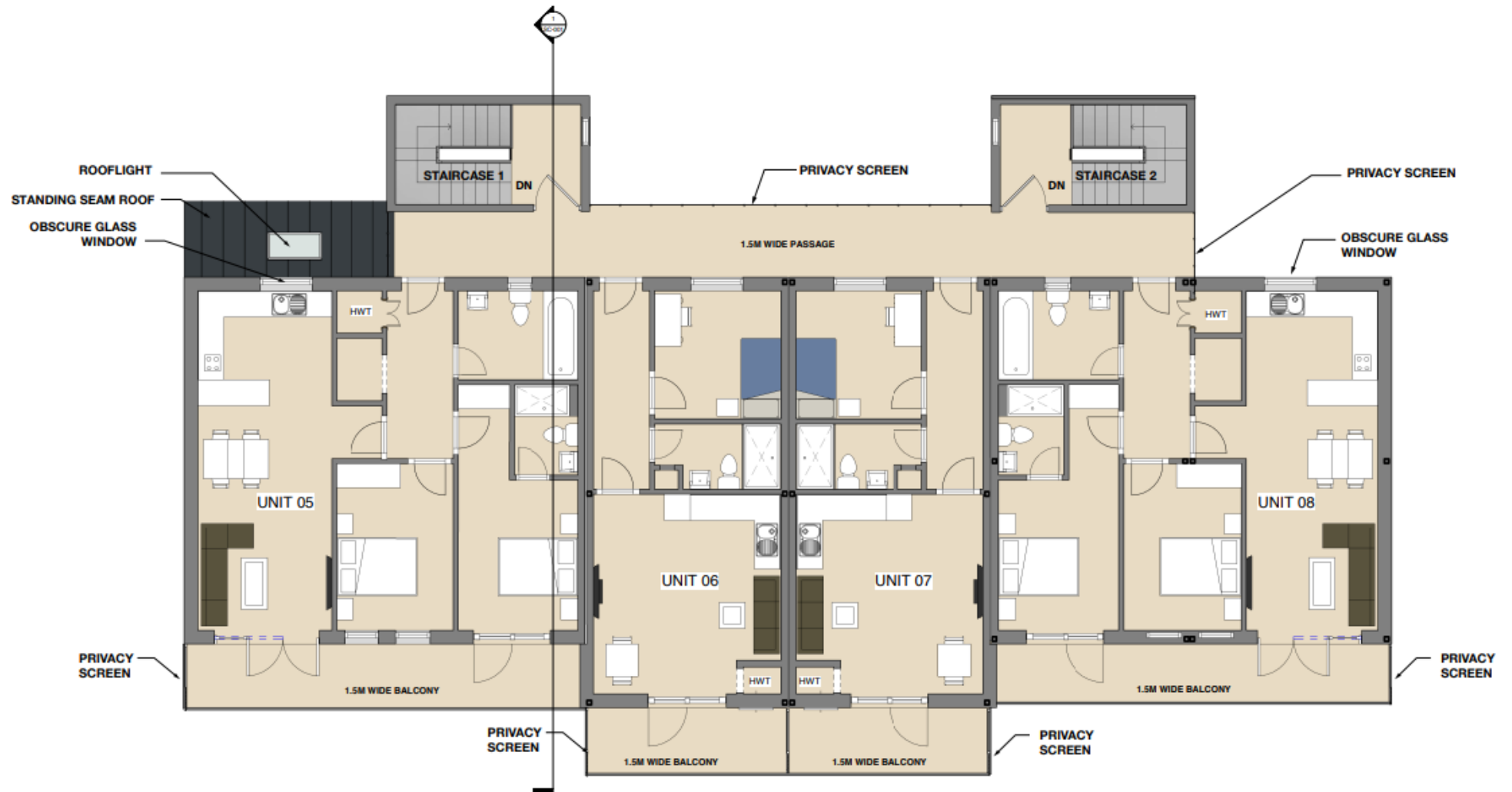
Shapland Place, Tiverton – Ground Floor



First Floor



Second Floor





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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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CABINET
4 JANUARY 2022

AGENDA ITEM:

INFORMATION SECURITY AND INFORMATION SECURITY INCIDENT POLICIES

Cabinet Member: Cllr Dennis Knowles
Responsible Officer: Catherine Yandle, Operations Manager for Performance, Governance and Health & Safety

Reason for Report: To update the existing policies to reflect current job roles and best practice.

RECOMMENDATION(S): That Cabinet approves the revised Information Security and Information Security Incident policies.

Relationship to Corporate Plan: These policies support good governance arrangements enabling confidence in delivery of the Corporate Plan.

Financial Implications: The Information Security and Information Security Incident policies do not themselves have any financial implications but the Council incurs significant costs to achieve data security and if the system is unavailable for any reason that is estimated to cost the Council at least £6,000 per hour.

Legal Implications: Not complying with Data Protection Act 2018 security and breach reporting requirements would expose MDDC to enforcement action by the Information Commissioner's Office (ICO).

Risk Assessment: Approving the Information Security and Information Security Incident policies reduces the risk of enforcement action by the ICO. However, Information Security remains on the risk register because even with extensive IT security the weakest link remains the users of the IT facilities.

Equality Impact Assessment: No equality issues identified for this report.

1.0 Introduction

1.1 These policies were last reviewed after the requirements of the GDPR were brought into force by the DPA 2018 and were approved by Cabinet on 25 October 2018.

1.2 The Council's network achieves, and is annually tested for, compliance with Public Sector Network criteria.

2.0 The Policy

2.1 The existing policy was already based on best practice which has meant very little revision was necessary.

2.2 There were minor changes to staff job titles and responsibilities throughout, changes tracked for clarity

3.0 **Recommendation**

- 3.1 That Cabinet approves the revised Information Security and Information Security Incident policies.

Contact for more Information: Catherine Yandle, Operations Manager for Performance, Governance and Health & Safety

Circulation of the Report: Cabinet Members, Cllr Dennis Knowles, Leadership Team

Mid Devon District Council

Information Security Management Policy

Policy Number: IM 003

October 2021

Version Control Sheet

Title: **Information Security Policy**

Purpose: **To detail the Information Security Standards for Mid Devon District Council in the protection of all Information Assets. These standards apply to all Officers, Councillors, Third Party Contractors and Partner Organisations sharing Mid Devon District Council's information.**

Owner: **Operations Manager for Performance, Governance and Health & Safety
cyandle@middevon.gov.uk
01884 234975**

Date: **October 2021**

Version Number: **3.0**

Status:

Review Frequency: **Every three years**

Next review date: **October 2024**

Consultation **This document was sent out for consultation to the following:**
Leadership Team
Cabinet Member

Document History

This document obtained the following approvals.

Title	Date	Version Approved
Corporate Manager for Digital Transformation and Customer Engagement		2.0
Leadership Team		2.0
Cabinet		2.0

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Information Security Policy

1. Introduction

- 1.1 Mid Devon District Council has a duty and responsibility to protect all its' Information Assets in whatever form they exist and wherever they are located. Mid Devon District Council will protect information as directed by national government standards as set by National Cyber Security Centre (NCSC) and in collaboration with Devon Information Security Partnership.
- 1.2 This Policy provides a framework for the management of information assets to ensure that they are kept secure, are available when needed, maintains integrity and, where necessary, remains confidential ensuring compliance with all laws, regulations and other obligations

2. Scope

- 2.1 These standards shall apply to all Officers, Councillors, Third Party Contractors and Partner Organisations sharing Mid Devon District Council's information.

3. Risks

- 3.1 Failure to adequately manage information security can lead to:
 - Damage to Mid Devon District Council's reputation
 - Disclosure of confidential or personal information
 - Misuse of Mid Devon District Council's information for personal gain, e.g. fraud
 - Inability to take disciplinary and/or legal action against anyone misusing information
 - Theft of data and other assets
 - Loss or damage to data due to infection by malicious attacks
 - Breaches of legislation and legal action against Mid Devon District Council
 - Electronic eavesdropping or interception of communications;
 - Inaccuracies in data processing
 - Failure to deliver critical services to Mid Devon District Council's customers.

4. Identification of roles and responsibilities

- 4.1 Leadership Team are the lead group for Information Security with
 - Director of Corporate Affairs and Business Transformation as Senior Risk Information Officer (SIRO)
 - Operations Manager for Performance, Governance and Health & Safety as Data Protection Officer and Information Management and Security Officer (DPO);
 - Operations Manager for ICT & GMS Services as Information Technology Security Officer (ITSO)

- Information Asset Owners (IAO) are the key system owners.

5. Training and Awareness

- 5.1 Training will be carried through use of Learning Management System (LMS), Induction training and update briefings.
- 5.2 References to security protocols will be in tenders, contracts and agreements.
- 5.3 Adhering to security measures will be a condition of any Sharing, Partnerships, Contractors and Third Party agreements

6. Review of Policy

- 6.1 This Policy will be reviewed in 2024 and in accordance with NCSC and the Devon Information Security Partnership.

Standard 1: Organisation of Information Security

1.1 Introduction

This standard sets out Mid Devon District Council's commitment to manage information security.

1.1.1. Control Objective

This standard is intended to ensure that Mid Devon District Council manages the security of information within a clear and agreed framework which shall be applied across the organisation and in its dealings with Third Parties.

1.1.2. Policy

Mid Devon District Council will manage the security of information within an approved framework through assigning roles and co-ordinating implementation of this Security Policy across the organisation and in its dealings with Third Parties, where necessary drawing upon specialist external advice so as to maintain the Security Policy and thus address new and emerging threats and standards.

1.2. Internal Security Organisation

- 1.2.1 Leadership Team will give clear direction and support for information security initiatives.
- 1.2.2 Corporate and Operations Manager teams acting as a cross-functional forum will co-ordinate security measures.
- 1.2.3 Responsibilities for the protection of individual assets, and for carrying out specific processes are clearly defined.
- 1.2.4 A process is in place for Data Protection Impact Assessments to be done before the installation of new information processing facilities.
- 1.2.5 Mid Devon District Council requires confidentiality and non-disclosure agreements to be completed where appropriate.
- 1.2.6 Information security advice will be sought from in-house or external specialist advisors and is communicated throughout the organisation.
- 1.2.7 Mid Devon District Council maintains contacts with external security specialists, e.g. law enforcement and regulatory bodies.

1.3 Third Party Access

- 1.3.1 All Third Party access to Mid Devon District Council information systems must be risk assessed and appropriate counter measures applied to mitigate the risk.
- 1.3.2 Suppliers given access to Mid Devon District Council information or assets must comply with Mid Devon District Council's Information Security Policy.
- 1.3.3 Contracts with Third Parties set out the security conditions and controls that they are required to adhere to.

Standard 2: Asset Management

2.1 Introduction

This standard sets out Mid Devon District Council's commitment to protect information and related information processing assets.

2.1.2 Control Objective

This standard is intended to ensure that Mid Devon District Council achieves and maintains an appropriate level of protection of its organisational assets.

2.1.3 Policy

Mid Devon District Council requires that all assets are accounted for and have a nominated person made responsible for their safekeeping (the IAO). The IAO shall be responsible for the maintenance and protection of the asset/s concerned.

2.2 Responsibility for assets

- 2.2.1 An inventory of assets is maintained which includes: software, databases, information stores, physical assets, services, people and intangibles.
- 2.2.2 An IAO, either an individual or a section, must be formally assigned to all information and assets connected with information processing. The IAO has responsibility for controlling the production, development, maintenance, use and security of a named asset.

2.3 Information classification

- 2.3.1 Information classification and associated protective controls must be applied to facilitate sharing or restricting information.
- 2.3.2 Mid Devon District Council maintains procedures for information labelling and handling in accordance with its classification scheme.

Standard 3: Human Resources

3.1 Introduction

This standard sets out Mid Devon District Council's commitment to reduce the risk of Employee, Contractor or Third Party user theft, fraud or misuse of information and information processing facilities.

3.1.2 Control Objective

This standard is intended to ensure that Mid Devon District Council Officers, Contractors and Third Party organisations understand their responsibilities having been assessed as suitable for their role and provided with adequate resources to safeguard Mid Devon District Council information assets.

3.1.3 Policy

Mid Devon District Council requires that Employee, Contractor and Third Party terms and conditions of employment/working and any supporting documents, e.g. job descriptions, set out security responsibilities with an adequate screening and declaration process in place. These shall be supported by an adequate training and awareness programme with recourse to disciplinary/contract action if necessary.

3.2 Prior to Employment

- 3.2.1 Background (screening) checks are carried out in respect of Officers, employment candidates, Contractors and Third Party users, relevant to the classification of information they will access.
- 3.2.2 Mid Devon District Council Officers, Contractors and Third Parties sign security confidentiality and data protection agreement as part of their initial terms and conditions of employment.

3.3 During Employment

- 3.3.1 Mid Devon District Council's Councillors, Officers, Contractors and Third Party users receive appropriate training and mandatory updates in policies and procedures.
- 3.3.2 Mid Devon District Council may invoke the formal disciplinary process for Officers who commit an information security breach.

3.4 Termination or Change of Employment

- 3.4.1 Mid Devon District Council maintains clearly defined and assigned procedures in respect of leavers, which must be followed at all times.
- 3.4.2 Councillors, Officers, Contractors and Third Party users must return all information assets in their possession upon termination of their employment, contract or agreement.

- 3.4.3 The access rights of all Councillors, Officers, Contractors and Third Party users to information and information processing facilities are terminated upon termination of their employment, contract or agreement.

Standard 4: Physical and Environmental Security

4.1.1 Control Objective

This standard is intended to ensure that Mid Devon District Council takes adequate steps to prevent unauthorised physical access and damage or interference to its premises, information, assets or people therein.

4.1.2 Policy

Mid Devon District Council requires that physical security is commensurate with the risks faced for the area concerned. In particular critical or sensitive information processing is carried out in appropriately secure environments.

4.2 Secure Areas

4.2.1 Areas that contain information and information processing facilities have access restricted to only authorised personnel.

4.2.2 Mid Devon District Council must design facilities with regard to protection against damage from fire, flood, earthquake, explosion, civil unrest, and other forms of natural or man-made disaster

4.3 Equipment Security

4.3.1 Information processing equipment is sited with a view to minimise loss or damage from environmental threats and hazards or opportunities for unauthorised access.

4.3.2 Key items of equipment are protected from power failures and other disruptions caused by failures in supporting utilities.

4.3.3 Data carrying cabling is protected from interception or damage.

4.3.4 Equipment is maintained in accordance with manufacturer's recommendations to ensure continued availability and integrity.

4.3.5 Due consideration is taken for equipment removed from Mid Devon District Council premises in terms of its security and that of any information held on it .

4.3.6 Equipment is checked prior to disposal to remove or overwrite any sensitive data and/or licensed software.

4.3.7 Mid Devon District Council equipment, information or software must not be taken off site without prior risk assessment.

Standard 5: Communications and Operations Management

5.1. Introduction

This standard sets out Mid Devon District Council's commitment to ensure the correct and secure operation of information processing facilities within, between and outside of Mid Devon District Council.

5.1.2 Control Objective

This standard is intended to ensure that Mid Devon District Council processing facilities are secure and allow for the correct processing of data.

5.1.3 Policy

Mid Devon District Council requires that responsibilities and procedures for the management, operation, ongoing security and availability of all information processing facilities, data being stored and destroyed in a controlled manner.

5.2 Procedures and Responsibilities

- 5.2.1 Detailed operating procedures are documented and maintained through formal change control processes covering:
- Information processing and handling
 - Error handling/exceptions
 - Support contracts
 - Restart and recovery procedures
 - Back up/maintenance
 - System start up/close down
- 5.2.2 Formal change control procedures for information processing facilities and systems are in place with audit logs stamped with the date and time and a roll-back capability.
- 5.2.3 The duties of those involved with the handling and processing of data and of subsequent output are wherever possible segregated and/or compensating controls adopted.

5.3 Third Party Service Delivery Management

- 5.3.1 Security controls, service definitions, data sharing and delivery levels included in Third Party service agreements are implemented, operated and maintained by the Third Party.
- 5.3.2 Third Party services, reports and records may be monitored and reviewed with periodic audits being undertaken.

- 5.3.3 Changes to the provision of Third Party services, including maintaining and improving existing information security policies, procedures and controls are managed taking into account the risks involved.

5.4 Protection Against Malicious Code

- 5.4.1 Preventative, detective and recovery controls are implemented to protect against malicious code with appropriate user awareness procedures having been implemented.

5.5 Back-up

- 5.5.1 Back-up copies of essential business information and software are regularly taken and tested in accordance with a back-up policy.

5.6 Network Security Management

- 5.6.1 A range of controls has been implemented to achieve and maintain security across Mid Devon District Council networks and data whilst in transit.
- 5.6.2 The network meets the criteria and is regularly tested for Public Sector Network compliance.

5.7 Media Handling

- 5.7.1 The management of removable computer media, e.g. tapes, disks, data sticks and printed reports is adequately controlled.
- 5.7.2 Procedures are in place for the secure and safe disposal of media.
- 5.7.3 System documentation is protected from unauthorised access.

5.8 Exchange of Information

- 5.8.1 Data sharing agreements are in place between Mid Devon District Council and other organisations with regard to the exchange of information and software.
- 5.8.2 Electronic messaging systems, e.g. email, are appropriately protected.
- 5.8.3 Policies and procedures are in place and implemented to protect information accessed.

5.9 Electronic Commerce Services

- 5.9.1 Information used in the conduct of electronic commerce passing over public networks is protected from fraudulent activity, contract dispute, unauthorised disclosure and modification.

- 5.9.2 Information transmitted in respect of on-line electronic services is protected against incomplete transmission, mis-routing, unauthorised alteration and disclosure, duplication or replay.

5.10 Monitoring

- 5.10.1 Audit logs recording user activities, exceptions and security events are produced and retained as required.

Standard 6: Access Control

6.1 Introduction

This standard sets out Mid Devon District Council's commitment to control access to its information and information systems so as to safeguard its information against deliberate or accidental damage, disclosure or misuse.

6.1.2 Control Objective

This standard is intended to ensure that Mid Devon District Council allows appropriate access to information.

6.1.3 Policy

Mid Devon District Council requires that access to information and information systems shall be driven by business requirements. Access shall be granted to personnel, Councillors and Contractors to a level that will allow them to carry out their duties and shall not be excessive.

6.2 Business Requirement for Access Control

6.2.1 An access control policy is established, documented and reviewed periodically

6.3 User Access Management

6.3.1 A formal user registration and de-registration is in place for granting and revoking access to information systems and services.

6.3.2 The allocation of user rights to information and information systems is controlled and in accordance with the individuals authorised operational role.

6.3.3 The allocation of passwords for information and information systems is controlled.

6.3.4 Information system user's access rights are reviewed at regular intervals.

6.4 User Responsibilities

6.4.1 Users of information systems must follow good security practices in the selection and use of passwords.

6.4.2 Mid Devon District Council operates a clear desk policy and computer screens must be locked when left un-attended.

6.5 Network Access Control

6.5.1 Users are only provided with access to services that they have specifically been authorised to use.

- 6.5.2 Appropriate authentication methods are used to control access by remote users, e.g. vpns, fobs etc.
- 6.5.3 Equipment connected to networks is authenticated using automatic equipment identification.
- 6.5.4 Access to physical and logical diagnostic and configuration ports is controlled.
- 6.5.5 Information services and systems are adequately segregated on the network.
- 6.5.6 The capability of users to connect to the network outside of Mid Devon District Council's boundaries is restricted.

6.6 Operating System Access Control

- 6.6.1 Access to operating systems is controlled through a secure log-on procedure.
- 6.6.2 Operating system users are provided with a unique identifier (user ID) so that activities are traceable to the individual concerned.
- 6.6.3 An effective password management system is in place for the selection of quality passwords.
- 6.6.4 Access to system utility programs is restricted and tightly controlled.
- 6.6.5 Procedures and mechanisms are in place to ensure that inactive systems time out after a defined period of inactivity.

6.7 Mobile and Home Working

- 6.7.1 Mid Devon District Council maintains a formal policy on the appropriate security measures that should be adopted to protect against risks of using mobile computing and communication facilities.
- 6.7.2 Mid Devon District Council maintains a working policy with supporting procedures to allow homeworking on request.
- 6.7.3 However at present formal home working is not a requirement, if this situation changes formal home working policies will be required in consultation with HR and Unison.

Standard 7: Information Systems Acquisition, Development and Maintenance

7.1 Introduction

This standard sets out Mid Devon District Council's commitment to ensure that security is an integral part of its information systems.

7.1.2 Control Objective

This standard is intended to ensure that Mid Devon District Council maintains an adequate level of security in its information processing systems.

7.1.3 Policy

Mid Devon District Council requires that the information security risks, controls and requirements are identified at the earliest stage in the development or acquisition cycle with controls to mitigate against them being identified. Controls should cover user access, data input, data processing, transmission, storage, system changes and known vulnerabilities.

7.2 Security Requirements of Information Systems

7.2.1 Security requirements are set out in statements of business requirements of new or enhanced information processing systems.

7.2.2 All hardware, software and mobile apps are authorised for procurement or use by ICT to ensure they meet the necessary security requirements and standards.

7.3 Correct Processing in Applications

7.3.1 Validation checks are incorporated into applications where appropriate to detect any corruption of information through processing errors or deliberate acts.

7.3.2 Data output from the application is validated.

7.4 Encryption

7.4.1 Encryption is a requirement under certain circumstances according to the Data Protection Act 2018.

7.5 Security of File Systems

7.5.1 Mid Devon District Council maintains procedures for the installation of software for operational systems.

7.5.2 Test data is carefully selected protected and controlled.

7.5.3 Access to program source code is restricted.

7.6 Security in the Development and Support Processes

7.6.1 Changes to systems are implemented under a formal change control procedure.

7.6.2 The impact of changes to operating systems on business critical applications is formally reviewed and tested to ensure that there has been no adverse effect on operations or security.

7.6.3 Modifications to software packages are generally discouraged and limited to necessary and strictly controlled changes.

7.6.4 Mid Devon District Council minimises the opportunities for the leakage of information e.g. by scanning outbound media, regular monitoring etc.

7.6.5 Outsourced software development is supervised and monitored.

7.7 Technical Vulnerability Management

7.7.1 Information systems are assessed for technical vulnerabilities in a timely manner.

Standard 8: Compliance

8.1 Introduction

This standard sets out Mid Devon District Council's commitment to avoid breaches of any statutory, regulatory or contractual obligation arising out of the management of information assets.

8.1.2 Control Objective

This standard is intended to ensure that Mid Devon District Council avoids breaches of any statutory, regulatory or contractual obligation and any security requirements concerning the collection, processing, holding and dissemination of information assets whether they be communicated on paper, electronic or in verbal format.

8.1.3 Policy

Mid Devon District Council requires that the design, operation, use and management of information systems observe all statutory, regulatory and contractual security requirements.

8.2 Compliance with Legal Requirements

- 8.2.1 Procedures are in place to ensure compliance with legislative, regulatory and contractual requirements on the use of material in respect of which there may be intellectual property or copy rights.
- 8.2.2 Important records are protected against loss, destruction and falsification in accordance with statutory, regulatory and contractual requirements.
- 8.2.3 Data protection and privacy is ensured as required by relevant legislation, regulation and where applicable, contractual obligations.
- 8.2.4 Controls are in place to deter users from using information processing facilities for unauthorised purposes.
- 8.2.5 Encryption is used in compliance with relevant laws, agreements and regulations whenever special category data is shared with Third Parties.

8.3 Compliance with Security Policies and Standards

- 8.3.1 Managers will ensure that all security procedures within their area of responsibility are carried out correctly in compliance with this and other Mid Devon District Council policies.
- 8.3.2 Information systems are regularly checked for compliance with security implementation standards.

Mid Devon District Council

Information Security Incident Policy

Policy Number: IM 004

October 2021

Version Control Sheet

Title: **Information Security Incident Policy**

Purpose: **To inform Staff and Elected Members of Mid Devon District Council of the requirements for proper reporting and management of Information Security Incidents.**

Owner: **Operations Manager Performance, Governance and Health & Safety**
cyandle@middevon.gov.uk
01884 234975

Date: **October 2021**

Version Number: **4.0**

Review Frequency: **Every three years**

Next review date: **October 2024**

Consultation **This document was sent out for consultation to the following:**

Corporate Manager for Digital Transformation and Customer Engagement

Leadership Team

Cabinet Member

Document History

This document obtained the following approvals.

Title	Date	Version Approved
Corporate Manager for Digital Transformation and	Oct 2021	V4.0
Leadership Team	Oct 2021	V4.0
Cabinet Member		

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Information Security Incident Policy

1 Introduction

- 1.1 This Policy is about the handling of incidents where there has been a loss of, or breach of security relating to, information belonging to or being processed by Mid Devon District Council (the Council). This document defines an Information Security Incident and the procedure to report an incident.
- 1.2 The Council has a responsibility to monitor all incidents that occur within the organisation that may breach security and/or confidentiality of information. All incidents need to be identified, reported, investigated and monitored. It is only by adopting this approach that the Council can ensure that incidents of a particular nature do not re-occur.
- 1.3 Where 'near misses' occur, these should also be reported to the line manager and a local decision taken as to whether the cause of the 'near miss' is one which could involve the development of a new policy or process. If this is the case, it should be reported using the normal Procedure (see Section 8).

2 Related Documents

- IM 003 Information Security Policy
- IM 001 Data Protection Policy

3 Scope

- 3.1 This Policy applies to all Employees of the Council (whether permanent or temporary), Councillors, Partners, Contractual third parties and Agents of the Council who have access to Information Systems or information used for Council purposes.
- 3.2 This may involve staff reporting observed or suspected incidents or actions of others where security is threatened. You may wish to also read the Council's Anti-Fraud and Corruption Policy and the Whistle Blowing Policy.

4 Definition

- 4.1 An information security incident occurs when information/data is transferred, or is at risk of being transferred, to somebody who is not entitled to receive it; or where information/data is at risk from corruption. This includes a breach or suspected breach of confidentiality which could be anything from computer users sharing passwords to a piece of paper identifying an individual being found in a public area.
- 4.2 Breaches of security and/or confidentiality are events that could compromise business operations, result in embarrassment to the Council or loss of trust in the organisation by a client or the public as a whole. Each could be a threat to the personal safety or privacy of an individual(s) and/or could lead to legal or financial penalties.

5 An Information Security Incident

5.1 Examples of these types of incident include:

- the loss or theft of information or data (either manual or electronic)
- the finding of confidential information/records in a public area
- poor disposal of confidential waste
- unauthorised access to information
- unauthorised disclosure of confidential information to a third party (in any format including verbally)
- transfer of information to the wrong person (by email, fax, post, or phone)
- receiving of information (such as by email or fax) meant for someone else
- sharing of computer IDs and passwords.
- attempts (either failed or successful) to gain unauthorised access to information or data storage or a computer system
- changes to information or data or system hardware, firmware, or software characteristics without the Council's knowledge, instruction, or consent
- unwanted disruption or denial of service to a system

5.2 A wider range of examples of incident types are set out in section 10 below

6 When to report

- 6.1 All events that result in the actual or potential loss of data, breaches of confidentiality, unauthorised access or changes to systems should be reported as soon as they happen.
- 6.2 Every breach must be taken seriously and reported according to the process identified in this document. If there is any doubt about what constitutes a security incident, you should contact the Operations Manager for ICT & GMS Services or the Operations Manager for Performance, Governance and Health & Safety (DPO). Please use DPO@middevon.gov.uk

7 Action on becoming aware of the incident

- 7.1 As soon as you discover something that could be considered as an incident or suspected incident it must be reported immediately via the ICT Helpdesk (Hornbill) under Security.

8 How to report

- 8.1 Log the call under Security and answer the required questions on the ICT Helpdesk, the call will be assigned to the SIRO team who will follow up the report.
- 8.2 If you do not have computer access please advise your line manager or Customer First who can log the call on your behalf.
- 8.3 Whichever route you choose, the following information must be supplied:
- Contact name and number of person reporting the incident
 - The type of data or information involved
 - Whether the loss of the data puts any person or other data at risk
 - Location of the incident

-
- Inventory numbers of any equipment affected
 - Date and time the security incident occurred
 - Location of data or equipment affected
 - Type and circumstances of the incident.

8.4 The incident and any action plan will be followed up by the SIRO team and line manager as required.

9 What happens after a Report

9.1 The DPO will report all incidents on a regular basis to Leadership Team.

9.2 All registered incidents will be investigated and appropriate action taken. This could be further training and awareness provision or an improvement to existing security and/or confidentiality policies and procedures.

9.3 Incidents will be re-evaluated after a six month period to ensure the type of incident is no longer being reported or the volume of those incidents has reduced. If there is no reduction in the volume of each type of incident Leadership Team will be alerted by the Operations Manager for Performance, Governance and Health & Safety and further courses of action will be considered.

10 Examples of Information Security / Misuse Incident Protocols

10.1 Information Security Incidents are not limited to this list, which contains examples of some of the most common incidents.

10.2 Malicious Incident

- Computer infected by a Virus or other malware, Ransomware, Phishing etc.
- An unauthorised person changing data
- Social engineering - Unknown people asking for information which could gain them access to Council data (e.g. a password or details of a third party).
- Unauthorised disclosure of information electronically, in paper form or verbally.
- Falsification of records or inappropriate destruction of records
- Denial of service, for example
- Damage or interruption to Council equipment or services caused deliberately e.g. computer vandalism
- Connecting non-council equipment to the Council network
- Unauthorised information access or use
- Printing or copying protectively marked information and not storing it correctly or appropriately.

10.3 Access Violation

- Disclosure of logins to unauthorised people
- Disclosure of passwords to unauthorised people e.g. writing down your password and leaving it on display
- Accessing systems using someone else's authorisation e.g. someone else's user id and password
- Inappropriately sharing security devices such as access tokens
- Other compromise of user identity e.g. access to network or specific system by

unauthorised person

- Allowing unauthorised physical access to staff areas of the premises.

10.4 **Environmental**

- Loss of integrity of the data within systems and transferred between systems
- Damage caused by natural disasters e.g. fire, burst pipes, lighting etc.
- Deterioration of paper records
- Deterioration of backup tapes
- Introduction of unauthorised or untested software
- Information leakage due to software errors.

10.5 **Inappropriate use**

- Accessing inappropriate material on the internet
- Sending inappropriate emails
- Personal use of services and equipment in work time
- Using unlicensed software

10.6 **Theft / loss Incident**

- Theft / loss of data – written or electronically held.
- Theft / loss of any Council equipment including computers, laptops, mobile phones, PDAs, Memory sticks, CDs.

10.7 **Accidental Incident**

- Sending an email containing personal information to wrong staff by mistake.
- Receiving unsolicited mail which requires you to enter personal data or click on a link.

10.8 **Miskeying**

- Receiving unauthorised information.
- Sending information to wrong recipient.

11 **Escalation**

- 11.1 Where an incident is determined to be of National value the Operations Manager for ICT & GMS Services will escalate this to NCSC.gov.uk. NCSC is the National Technical Authority for Information Assurance within the UK and is the technical arm of GCHQ.

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MID DEVON DISTRICT COUNCIL – NOTIFICATION OF KEY DECISIONS

January 2022

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)
3 Weekly Bin Trial To receive the results of the 3 Weekly Bin Trial	Environment Policy Development Group Cabinet	11 Jan 2022 1 Feb 2022	Darren Beer, Operations Manager for Street Scene	Cabinet Member for the Environment and Climate Change (Councillor Colin Slade)	Open
Budget Options for Climate Investment To receive budget options for Climate Investment as recommended by the Net Zero Advisory Group	Environment Policy Development Group Cabinet	11 Jan 2022 1 Feb 2022	Andrew Busby, Corporate Manager for Property, Leisure and Climate Change Tel: 01884 234948	Cabinet Member for the Environment and Climate Change (Councillor Colin Slade)	
Draft MDDC Litter Strategy To receive the MDDC Litter Strategy	Environment Policy Development Group Cabinet	11 Jan 2022 1 Feb 2022	Darren Beer, Operations Manager for Street Scene	Cabinet Member for the Environment and Climate Change (Councillor Colin Slade)	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)
Contracted Out Enforcement Duties report on the options to engage an external contractor for additional littering and dog fouling enforcement duties in the district.	Environment Policy Development Group Cabinet	11 Jan 2022 1 Feb 2022	Darren Beer, Operations Manager for Street Scene	Cabinet Member for the Environment and Climate Change (Councillor Colin Slade)	Open
Bereavement Services Fees and Charges To receive the annual review of Bereavement Services Fees & Charges	Environment Policy Development Group Cabinet	11 Jan 2022 1 Feb 2022	Andrew Busby, Corporate Manager for Property, Leisure and Climate Change Tel: 01884 234948	Cabinet Member for the Environment and Climate Change (Councillor Colin Slade)	Open
Market Environmental Strategy To receive and discuss the draft Environmental Strategy.	Economy Policy Development Group Cabinet	17 Mar 2022 5 Apr 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
The Tenant Involvement and Empowerment Standard Policy To consider a revised policy	Homes Policy Development Group Cabinet	18 Jan 2022 1 Feb 2022	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)
Gas and Renewable Servicing Contract To consider the servicing contract.	Homes Policy Development Group Cabinet	18 Jan 2022 1 Feb 2022	Mike Lowman, Building Services Operations Manager	Cabinet Member for Housing and Property Services (Councillor Bob Evans)	Part exempt
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	25 Jan 2022 1 Feb 2022	Dean Emery, Corporate Manager for Revenues, Benefits and Recovery	Cabinet Member for Finance (Councillor Andrew Moore)	Open
Regulation of Investigatory Powers To receive the annual update of Regulation of Investigatory Powers	Community Policy Development Group Scrutiny Committee Cabinet	25 Jan 2022 14 Feb 2022 10 Mar 2022	Karen Trickey, District Solicitor and Monitoring Officer	Cabinet for the Working Environment and Support Services (Councillor Nikki Woollatt)	Open
Health and Safety Policy To receive the annual review of the Health & Safety Policy	Community Policy Development Group	25 Jan 2022	Catherine Yandle, Operations Manager for Performance, Governance and Health & Safety Tel:	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
	Cabinet	3 Feb 2022	01884 234975		
Single Equalities Policy and Equality Objective To receive the annual review of the Single Equalities Policy and Equality Objective	Community Policy Development Group Cabinet	25 Jan 2022 3 Feb 2022	Catherine Yandle, Operations Manager for Performance, Governance and Health & Safety Tel: 01884 234975	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open
Crediton NHS Hub Phase 2 To consider a funding request.	Cabinet	1 Feb 2022	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Andrew Moore)	Part exempt
Cullompton Town Centre Masterplan and Delivery Plan SPD To consider the masterplan	Cabinet Council	1 Feb 2022 23 Feb 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Review of Development Management Discretionary Fees and Charges To consider and agree a revised schedule of fees and charges.	Cabinet	Not before 1st Feb 2022	Angharad Williams, Interim Development Management Manager	Cabinet Member for Planning and Economic Regeneration (Councillor Richard)	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)
				Chesterton)	
Cullompton HSHAZ Public Realm Project - Consultation For consideration prior to consultation.	Cabinet	1 Feb 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Budget 2022/23 To consider the Budget for 2022/23	Cabinet Council	1 Feb 2022 23 Feb 2022	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Andrew Moore)	Open
Capital Programme To consider the Capital Programme as part of the budget setting.	Cabinet Council	1 Feb 2022 23 Feb 2022	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Andrew Moore)	Open
Capital Strategy To consider the Capital Strategy	Cabinet Council	1 Feb 2022 23 Feb 2022	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)
Treasury Management Strategy 2022/23 To consider the Treasury Management Strategy for 2022/23	Cabinet Council	1 Feb 2022 23 Feb 2022	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Andrew Moore)	Open
Policy Framework To consider the Policy Framework	Cabinet Council	1 Feb 2022 23 Feb 2022	Stephen Walford, Chief Executive Tel: 01884 234201	Leader of the Council (Councillor Bob Deed)	Open
Pay Policy To receive a report on the Pay Policy	Cabinet Council	1 Feb 2022 23 Feb 2022	Matthew Page, Corporate Manager for People, Governance and Waste	Leader of the Council (Councillor Bob Deed)	Open
National Non Domestic Rates To receive a report detailing the statutory calculations necessary to determine the Tax Base for the Council Tax	Cabinet Council	1 Feb 2022 23 Feb 2022	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Andrew Moore)	Open
Establishment To inform Members of the overall structure of the Council showing the management and	Cabinet Council	1 Feb 2022 23 Feb 2022	Matthew Page, Corporate Manager for People, Governance and Waste	Cabinet for the Working Environment and Support Services (Councillor Nikki	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)
deployment of officers.				Woollatt)	
Playing Pitch Strategy - Post Consultation To consider the strategy for approval following the public consultation.	Cabinet	Not before 1st Feb 2022	Tristan Peat, Forward Planning Team Leader	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Recommendations from the Motion 564 Spotlight Review To receive the final report and recommendations from the Motion 564 Spotlight Review.	Scrutiny Committee Cabinet	14 Feb 2022 8 Mar 2022	Clare Robathan, Policy and Research Officer	Councillor Elizabeth Lloyd	Open
Cullompton Railway Station To receive a project update.	Cabinet	Not before 8th Mar 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	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)
Tiverton Town Centre Masterplan To agree the draft masterplan for public consultation.	Cabinet	Not before 8th Mar 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Crediton Masterplan - Procurement To consider the procurement of services for the Crediton Masterplan.	Cabinet	8 Mar 2022	Richard Marsh, Director of Place	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Part exempt
Tiverton EUE Area B Masterplan To consider the outcome of the playing pitch and sports provision review	Cabinet	Not before 8th Mar 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
North West Cullompton Masterplan To consider a revised masterplan for North West Cullompton	Cabinet	8 Mar 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	Cabinet Member for Planning and Economic Regeneration (Councillor Richard)	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)
				Chesterton)	
Modernisation Contract 2022 - 2026 To consider the outcome of the tender process for this contract.	Cabinet	8 Mar 2022	Mike Lowman, Building Services Operations Manager	Cabinet Member for Housing and Property Services (Councillor Bob Evans)	Part exempt
Residents Survey To consider the outcome of the Residents' Survey	Cabinet	8 Mar 2022	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open
Shopfront Enhancement Scheme To receive and discuss information with regard to the Shopfront Enhancement Scheme.	Economy Policy Development Group Cabinet	17 Mar 2022 5 Apr 2022	Tristan Peat, Forward Planning Team Leader	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Local Economic Recovery Plan To consider the plan.	Economy Policy Development Group Cabinet Council	17 Mar 2022 5 Apr 2022 27 Apr 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	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)
Unauthorised Encampment Policy To receive the 3 yearly review of the Unauthorised Encampment Policy	Community Policy Development Group Cabinet	22 Mar 2022 7 Apr 2022	Andrew Busby, Corporate Manager for Property, Leisure and Climate Change Tel: 01884 234948	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open
Safeguarding Children and Adults at Risk Policy and Procedures To receive the annual review of Safeguarding Children and Adults at Risk Policy and Procedures	Community Policy Development Group Cabinet	22 Mar 2022 7 Apr 2022	Matthew Page, Corporate Manager for People, Governance and Waste	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open
Town and Parish Charter To receive the 3 yearly review of the Town and Parish Charter	Community Policy Development Group Cabinet	22 Mar 2022 5 Apr 2022	Sally Gabriel, Member Services Manager Tel: 01884 234229/0785511492 1	Cabinet Member for Community Well Being (Councillor Dennis Knowles)	Open
Cullompton - Town Centre Public Realm Enhancement To consider the Town Centre Public Realm Enhancement	Cabinet	5 Apr 2022	Adrian Welsh, Strategic Manager for Growth, Economy and Delivery Tel: 01884 234398	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)
Channel Access Policy To consider a revised Policy	Cabinet	5 Apr 2022	Lisa Lewis, Corporate Manager for Business Transformation and Customer Engagement Tel: 01884 234981	Cabinet for the Working Environment and Support Services (Councillor Nikki Woollatt)	Open
Tiverton A361 Junction HIF Scheme To consider the outcome of the tender process.	Cabinet	Not before 5th Apr 2022	Richard Marsh, Director of Place	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Part exempt
Culm - Garden Village To consider a masterplan for consultation.	Cabinet	5 Apr 2022	Tina Maryan, Area Planning Officer	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Custom and Self Build Supplementary Planning Document To consider a draft SPD for consultation	Cabinet	Not before 1st Jun 2022	Tristan Peat, Forward Planning Team Leader	Cabinet Member for Planning and Economic Regeneration (Councillor Richard)	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)
				Chesterton)	
Non Statutory Interim Policy Statement on Planning for Climate Change To consider the policy statement	Cabinet	Not before 7th Jun 2022	Tristan Peat, Forward Planning Team Leader	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Meeting Housing Needs Supplementary Planning Document To consider the draft SPD	Cabinet	Not before 7th Jun 2022	Tristan Peat, Forward Planning Team Leader	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open