

Cabinet

Tuesday, 12 December 2023 at 5.15 pm
Phoenix Chamber, Phoenix House, Tiverton

Next ordinary meeting
Tuesday, 9 January 2024 at 5.15 pm

Please Note: This meeting will take place at Phoenix House and members of the public and press are able to attend via Teams. If you are intending to attend in person please contact the committee clerk in advance, in order that numbers of people can be appropriately managed in physical meeting rooms.

The meeting will be hybrid and an audio recording made and published on the website after the meeting.

[To join the meeting online, click here](#)

Meeting ID: 396 856 281 273
Passcode: wD4HYb

Membership

Cllr L Taylor	Leader of the Council
Cllr J Lock	
Cllr S Keable	
Cllr D Wulff	
Cllr S J Clist	
Cllr N Bradshaw	
Cllr J Wright	
Cllr J Buczkowski	

A G E N D A

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

1. **Apologies**
To receive any apologies for absence.
2. **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 - 24*)
To consider whether to approve the minutes as a correct record of the meeting held on Tuesday 14th November 2023.
5. **Silverton Neighbourhood Plan** (*Pages 25 - 162*)
To receive a report on the Silverton Neighbourhood Plan from the Director of Place.
6. **Joint Strategy** (*Pages 163 - 236*)
To receive a report on the Joint Strategy from the Director of Place.
7. **Fly Tipping Policy** (*Pages 237 - 246*)
To receive a report on the Fly tipping Policy Review from the Environment and enforcement Manager and Corporate Manager for People and Governance and Waste.
8. **Review of Bin It 123 including Side Waste Collection** (*Pages 247 - 260*)
To receive a report on the review of Bin-it 123 from the operations manager of Street Scene and Open Spaces and Corporate Manager for People and Governance and Waste.
9. **Crediton Town Centre Masterplan** (*Pages 261 - 386*)
To receive a report on Crediton Town Centre Masterplan from the Senior Project Officer and Strategic Manager Growth, Economy and Delivery.
10. **MTFP - budget update** (*Pages 387 - 418*)
To receive a report on the Medium Term Financial Plan (MTFP) covering the period of 2024/2025 to 2028/2029 and potential saving options from the Deputy Chief Executive (S151) Officer.

Access to Information - Exclusion of the Press and Public

Discussion with regard to the next items, may require the Cabinet 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 Cabinet 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.

Recommended 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).

11. **Purchase offer for land at Post Hill, Tiverton** (*Pages 419 - 426*)
To receive a report on Post Hill Affordable Housing Site from the Deputy Chief Executive (S151 Officer).
12. **Notification of Key Decisions** (*Pages 427 - 438*)
To note the contents of the Forward Plan.

Stephen Walford
Chief Executive
Monday, 4 December 2023

Meeting Information

From 7 May 2021, the law requires all councils to hold formal meetings in person. The Council will enable all people to continue to participate in meetings

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via Teams.

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. Notification in this way will ensure the meeting runs as smoothly as possible.

Residents, electors or business rate payers of the District may make a statement or shall be entitled to ask questions at a meeting which concerns the Council's powers / duties or which otherwise affects the District. If your question does not relate to an agenda item, the question must be submitted to the Democratic Services Manager two working days before the meeting to give time for a response to be prepared.

Please note that a reasonable amount of hardcopies at the meeting will be available, however this is a limited number. If you are attending the meeting and would like a hardcopy of the agenda we encourage that you notify Democratic Services in advance of the meeting to ensure that a hardcopy is available. Otherwise, copies of the agenda can be found on our website.

If you would like a copy of the Agenda in another format (for example in large print) please contact Laura Woon on: lwoon@middevon.gov.uk

Public Wi-Fi is available in all meeting rooms.

MINUTES of a **MEETING** of the **CABINET** held on 14 November 2023 at 5.15 pm

Present

Councillors

L Taylor (Leader)
N Bradshaw, J Buczkowski, S J Clist,
S Keable, J Lock, D Wulff and J Wright

Also Present

Councillor(s)

D Broom, E Buczkowski, G Duchesne, C Harrower,
B Holdman, L Knight and S Robinson

Also Present

Councillors

Online

Mrs F J Colthorpe, A Glover and G Czapiewski

Also Present

Officers

Stephen Walford (Chief Executive), Andrew Jarrett (Deputy Chief Executive (S151)), Richard Marsh (Director of Place), Maria De Leburne (District Solicitor and Monitoring Officer), Paul Deal (Corporate Manager for Finance, Property and Climate Change), Simon Newcombe (Corporate Manager for Public Health, Regulation and Housing), Matthew Page (Corporate Manager for People, Governance and Waste), Dean Emery (Corporate Manager for Revenues, Benefits and Recovery), Tristan Peat (Forward Planning Team Leader), Haley Walker (Leisure Business Manager), Kelly Lee (Leisure Business Manager), Laura Woon (Democratic Services Manager), Angie Howell (Democratic Services Officer) and Sarah Lees (Democratic Services Officer)

61. APOLOGIES

There were no apologies for absence.

62. PUBLIC QUESTION TIME

The following questions were received from members of the public:

Paul Elstone

My questions relate to Agenda Item 6 2023/24 Quarter 2 Budget Monitoring

Question 1

A 3 Rivers Development estimated write off amount of £3.7 million is shown for 2023/24. Is this in addition to £4.5 million impairment previously stated by the S151 Officer in June 2023?

Answer

£3.7m is the impairment we believe is the figure that will need to be accounted for within the 23/24 year. I would reiterate that this is still an estimate based on a number of future costs and receipts and will be confirmed within the Outturn report.

Question 2

Since the formation of 3 Rivers what is the total amount of 3 Rivers impairment or write-offs that so far needs to be accounted for in Council accounts?

Answer

The value of approved impairments that is accounted for within the Council's accounts as of 31 March 2023 is £5.317m.

Question 3

I understand that the 3 Rivers start-up cost was estimated at £1 million, can this amount be confirmed. If not £1 million, what was the start-up cost?

Answer

I haven't seen the estimation that you refer to and I would be interested to understand the inclusions and calculations and I am very happy if Mr Elstone wishes to share this with me but my understanding is that the start up costs to create 3Rivers were around £200k - £250k.

Question 4

Has the 3 Rivers start-up cost also been impaired, in the Councils accounts, if not why not?

Answer

Yes, loans are impaired, not specific costs or projects. I understand the start-up costs were funded from a loan that had previously been impaired.

Question 5

In March 2022 the Earmarked Reserves were shown as £20.6 million.

In March 2023 the reserves were £18.1 million.

Now in March 2024 reserves are being estimated at £15.9 million therefore being very seriously eroded.

Does the estimated year end figure for Earmarked Reserves fully include the 3Rivers known loss provisions?

Answer

No, the Council holds Earmarked Reserves for a number of legal requirements, for example S106 Planning obligations and ring fenced Government grants for specific schemes. In addition we make prudent provisions for estimated future known costs such as asset replacements and future projects. As we have impaired the forecasted future loan write-off, there is no need to create a reserve.

Question 6

An important financial health indicator is the percentage of reserves held against the Council's annual spend.

When the current known 3Rivers impairments and write-offs are accounted for what will this percentage be?

Answer

Your question is probably based on an incorrect interpretation or misunderstanding. It would be helpful to explain that the Council's General Fund has two types of reserves. Firstly Earmarked Reserves which, as explained in the answer to question 5 includes a number of legal requirements e.g. S106 Planning obligations and ring fenced Government grants for specific schemes and in addition they enable us to make prudent provision for unknown future costs such as asset replacements and future projects. There is no maximum or minimum amount for these reserves as your question suggests but it is essential that the Council is prudent when setting these. Secondly the Council maintains a general reserve, the minimum level of this reserve is set by full Council on the advice of the S151 Officer and adherence to this minimum level is perhaps an indicator of financial health or more likely an indicator of prudent fiscal responsibility.

It is worthy to note that the previous administration approved the budget which drew £600k from the General Reserve balance to an unfunded budget putting the Reserve well below the minimum amount. You may recall I asked the then caretaker Leader in March 2023 to reconsider this, they chose not to. You will note that in the Q2 update report, this administration, in conjunction with officers, has worked hard to reverse this and return to a position of fiscal responsibility and the intention is to maintain a general reserve that is recommended by the Council's S151 Officer which is currently £2m.

Question 7

What exactly are the sinking funds mentioned?

Answer

As alluded to in question 5, the Council's holds a number of funds for essential replacements of assets that wear out e.g. buildings, vehicles and some plant and equipment. This is based on replacement costs and estimated life spans.

Question 8

How much exactly is held in these sinking fund accounts?

Answer

You asked exactly how much is held in these sinking fund accounts? So the balance is, as at 31 March 2023:

£530k in ICT equipment
£1.4m in vehicle fleet
£780k in waste plant and infrastructure
£267k in Phoenix House
£830k in property maintenance
£880k in Leisure Centres and equipment

£270k in parks and open spaces

There are some other smaller reserves but these are for the key EMR sinking funds.

The implication of reallocating these to cover losses are how we fund maintenance going forwards (as maintenance is a revenue cost so we can't borrow).

Question 9 (submitted at the meeting and not in advance)

The minutes of the full Council meeting held on 1 November 2023, and in an answer to a public question state that 3Rivers loan capital has risen to over £27m yet at the meeting we were told it was nearly £23m I believe, what is it, is it £27m or £22.7m?

Answer

I can say that the total loans outstanding as at 30 September 2023 was £22.363m.

Barry Warren

My questions are prompted by the content of Agenda item 6.

I recall being assured by the Cabinet Member for Finance at an earlier meeting that all decisions were made by members but then in answer to another question in relation to commissioning an external report I was advised that the decision was made by officers. An apparent contradiction.

It is noted that the four recommendations in the report the first three are for the Cabinet to note them. a) is self explanatory and I have no query on this.

Presumably decisions under b) were made by the S151 Officer in accord with procedure and the Cabinet are being informed but are Cabinet able to question or overturn any of these decisions?

In the case of recommendation c) the Cabinet are asked to note a write off of £3.7 million and are told where the funding will come from.

Is this a case of Officers making the decisions and Cabinet are asked to note it without any input? Should such a decision be made by elected members on information and advice from officers?

In the case of d) Cabinet are asked to agree the virement of the capital approval from the Hydromills project and to be replaced by investment in solar panels. I cannot find any further reference to this in the body of the report but there is a note in Appendix F against Code CA582 – 'Feasibility works to be undertaken on alternative solar options.'

When and where was the decision made that the Hydromills project was unviable please?

Is it prudent to make a decision as to the use of the monies previously allocated to a different project without knowing the detail of the location(s) of the proposed solar panels and the detail of their cost and use?

Is it prudent to make such an open ended decision?

Answers

The Cabinet Member for Finance responded by stating that... he was not entirely sure when the contradiction took place that Mr Warren was referring to so to aid Mr Warren I shall repeat the answer I gave to a public question at the Cabinet meeting in August this year which was that...it is clear to me that poor decisions have been made by councillors in the past particularly in previous administrations likely due to their commitment bias to a failing and unviable project. These poor decisions and in some cases indecisions has resulted in a most serious situation for this Council with significant financial implications. I want to be really clear about this. Every decision to lend money or support a decision for a project was always made by councillors and in particular the Leader and the Cabinet at the time. Many, if not all, responsible for these poor decisions are no longer part of this Council, perhaps that is telling enough.

While I stand by this answer Members know that officers must make decisions all the time and of course there are also decisions that have been specifically delegated to senior officers. The Council simply would not function effectively, if at all, if every decision needed to come through a Committee.

On to the other questions...

b) In reference to the procurement waivers the Council's S151 Officer has been specifically delegated to make these decisions. Delegated to by Members, Members who made the decision to delegate. All Members have the opportunity to question and scrutinise all decisions of a delegated nature including procurement waivers.

c) Cabinet are asked to note the forecasted position. A full breakdown of this position has been provided to Members and there will likely be questions from Members on this. The decision to formally recommend write-off and approve the virements to fund these will be made by Members with the advice from the Council's S151 Officer when approving the 23/24 Outturn report. This is made very clear within the report and the recommendations.

d) A significant amount of office time has been spent over the years considering this project which has been fed back to a number of Council meetings. Due to the complexity of this potential scheme and the associated permissions that would be required from third parties it is felt not worth pursuing at this stage. The new project will require a detailed business case to be made by the Leadership Team prior to formally allocating a precise budget. These considerations will be fed back to Cabinet for investigation before any investment is made.

Nick Quinn

My first question concerns Agenda Item 4 – Minutes of the previous meeting

Q1 – In the minutes of the previous meeting of Cabinet, the answer shown to my question number 3 is incomplete. Will the Leader, and/or the Cabinet Member for Finance, please correct this by giving a more complete, and accurate, answer to that question – and ask for this to be recorded in the minutes of this meeting?

My next questions relate to Agenda Item 6 – Quarter 2 Budget Monitoring

The first line of Appendix D shows the ‘Annual Budget’ for employee costs in Corporate Management as £331,200 and then uses the P6 Profiled and P6 Actual spend to produce a likely Full Year Variance – giving a calculated Corporate Management overspend of £215,000 (or 64.9%).

But on the first line of Appendix B, this shows there is an actual annual saving on Corporate Management of £85k - but then takes this away from a Cumulative Salary savings target of £300k (across all other services) resulting in a forecast overspend, shown against Corporate Management, of £215k.

This statement is incorrect, “Corporate Management” is not overspending at all. It is a salary savings target, covering the whole Council, that is not being achieved.

Lumping a Council-wide target into an individual service area is confusing and provides inaccurate indications of actual, and projected, service costs.

Q2. Why are Members being given reports that provide confusing and inaccurate indications, such as the overspend figure shown against Corporate Management?

Q3. The £300k, cross Council, salary savings target has only been reduced by the £85k saving in Corporate Management. Have none of the other service area headings had any salary savings, to reduce the total further?

Answer

Q1. At the last Cabinet meeting on 17th October, Mr Quinn asked a number of questions regarding the Agenda Item 8 – Medium Term Financial Update, these questions and answers are shown within the minutes of that meeting.

In particular, he asked:

“Q3: Licensing is shown as a statutory function. How can a budget of £24k be reduced to just £4k and still provide the required Statutory service?”

My answer given at the meeting was “The budget is net of income. The specific savings options are shown in Appendix 2, rows 15 & 17”

It was unfortunate that I could not communicate with Mr Quinn during the meeting and as such Mr Quinn had to wait until after the meeting to query this response and it was identified that I had made a mistake with this answer, in that the specific savings were shown in rows 15, 17, 18 and 19 and not just 15 and 17 as answered at the meeting.

While I have corrected this with Mr Quinn and provided a further explanation and an unreserved apology for my oversight, Mr Quinn has asked that I publicly correct the answer, and I am happy to do so, therefore the revised answer to the third question asked by Mr Quinn on 17th October is:

The savings in appendix 1 attributed to “Licensing” relate to rows 15, 17, 18 and 19 in appendix 2.

For the avoidance of doubt, the savings attributed to “Licencing” are.

15 - Removal of pest control.

17 - Removal of the revenue budget for Air Quality Monitoring (but utilisation of s106 funds is being explored).

18 - Reduction of NOx monitoring.

19 - Removal of the provision of planning advice to public health.

The resulting budget proposal of £4,000 for licencing is net of income and subject to rounding.

Q2, I can't agree with the statement that was made. I certainly haven't had any Members raise any concerns with me, indeed we have regular updates and briefings and these are given to all Members and I am always happy to receive feedback from Members and work with officers to ensure that information provided to them is clear and easy to understand and importantly fulfils the need they have for said information. Likewise I am happy to engage with other residents if they feel that information can be presented to them in an easy to understand way and I will take on board Mr Quinn's feedback. To answer the question of the £400k unidentified salary savings in the 23/24 budget, £300k was assigned to Corporate Management to identify savings and a £100k specific to the service delivery areas.

Q3, The Corporate Salary Saving Target is included within the Corporate Management area – along with other corporate costs. The actual savings are shown where the savings are achieved. This is explained in the report (para 3.4).

Tim Bridger

All public servants whether paid or elected are expected to abide by the Nolan Principles of public life. These seven principles are selflessness, integrity, objectivity, accountability, openness, honesty and leadership. These are important elements of public service, important for outcomes of good governance, ethical culture and legitimacy. Where in those principles does it state that intimidating members of the public arriving at meetings, suppressing debate and legitimate comment, labelling tax payers as 'scurrilous' and using threatening advice of the paid staff to those same members of the public, are acceptable behaviours under those principles?

Secondly, agenda item 12, Leisure Pricing....the public are not satisfied that this discussion should be taking place without public scrutiny. To date there have been three changes of approach to the Leisure Centre refund. Firstly that it will be used to offset bad debt which was back in June time. Secondly following a Motion by Cllr Woollatt that the money would not be used in such a way and thirdly that it will be used like a previously unmentioned annual loss to the tax payer of either £1.8m or £2.1m depending on whether you include missed membership targets. The inconsistencies of this approach have only been highlighted and u-turns forced through public scrutiny. To the public, excluding item 12 from public debate looks very much like a fourth approach in as many months. That will not see value for money to the tax payer. This is precisely the sort of decision being made behind closed doors which so enraged the Lib Dems when they were in opposition but seems to be the go-to mode not only now that they have moved into the Cabinet system but decided to keep it despite the clear decision 6 months ago to move to a Committee structure.

Fourthly the options for the car parking spaces in Halberton.... the Cabinet's documents state that there are 5 parking spaces out of 6 made for sale by 3 Rivers Developments. Checking today on Right Move there is only one space remaining, however, looking at the sales, it was previously for sale at £10k and then on 6th October that was reduced to £5k which is quite a significant discount and I am sure you want to correct the impression that this is a 'fire sale' of asset. Given that MDDC

revenue is affected, can the S151 Officer and the Cabinet Member for Finance give their approval for this very substantial price cut?

The Leader responded by stating that councillors absolutely complied with the Nolan Principles and if anybody had a complaint about a councillor this could be taken to Standards Committee. As regards discussing the Leisure pricing item in Part II, he hoped Mr Bridger could appreciate the sensitivities involved and the commercial nature around that particular agenda item seeing as the Council wanted to provide good value at the Leisure Centres which obviously faced a lot of competition whereas if the Cabinet were to discuss that in the public domain he was sure Mr Bridger wouldn't want the Council to be losing revenue to it's competition.

Ian Batchelor

3 Rivers developed a site near the eastern boundary of Halberton a number of years ago for residential use. Part of the site was the creation of a car park. This was in addition to parking provision provided for the new residents of the development. This new car park, the parish was led to believe, would help alleviate parking problems in that area and make the road safer for pedestrians and road users both travelling through Halberton and emerging from the new development.

It came to the Parish Council's attention in April 2022 that the car parking spaces were being offered for sale. The concerns we had were that the unregulated sale of the spaces would not help alleviate the problems of parking at that end of the village and the area would continue to be a danger for both pedestrians and motorists. We raised our concerns with our then District councillor and planning enforcement but no satisfactory conclusions have emerged until our new councillor has attempted to look at the situation again.

I am asking on behalf of the residents of Halberton that the council is minded to right a wrong and allow the parking spaces in Mid Devon District Councils control to be offered to be used for the good of all in the area and the most needy have an opportunity to park somewhere less dangerous. We are asking for the council to look at the legality of the current sale of these parking spaces and at what good could be achieved if this space was managed by the community for the community.

(The issue of parking spaces in Halberton was considered as a specific item on the agenda, with a decision being made as indicated in these minutes.)

The Leader stated that any unanswered questions would be responded to in writing in due course.

63. DECLARATIONS OF INTEREST UNDER THE CODE OF CONDUCT (00:41:00)

No interests were declared under this item. Members were reminded of the need to make declarations of interest where appropriate.

64. MINUTES OF THE PREVIOUS MEETING (00:57:00)

The minutes of the previous meeting held on 17 October 2023 were approved as a correct record and **SIGNED** by the Leader.

65. **GUIDANCE REGARDING CLIMATE AND SUSTAINABILITY STATEMENTS (00:57:40)**

Cabinet had before it a report * providing an update on the Climate Action Plan (CAP) and the wider Climate and Sustainability Programme.

The Cabinet Member for Climate Change stated that the guidance, if adopted, would aid the Council in making well informed decisions and in moving towards its Net Zero targets.

Consideration was given to:

- Officers across the Council needing to be fully aware of the impact of their service areas on the Climate Change agenda.
- The guidance would further embed the need for this awareness and provide vital information to new and existing officers.
- The good work undertaken by the Policy Development Group when making this recommendation.
- The State of the District Debate would provide an important opportunity to work with Town and Parish Councils to strengthen knowledge and working practices in this area.
- Mid Devon already employed a Climate Change Specialist and was one of the leading Councils in the South West regarding this issue.

RESOLVED that:

The report be accepted as an update on the Council's response to the Climate Emergency, documenting progress with the Climate Action Plan (CAP) and the wider Climate and Sustainability Programme.

The guidance for officers and Members regarding climate and sustainability statements be adopted. This guidance relates to business cases and committee reports. Guidance was developed in consultation with the Net Zero Advisory Group and Corporate Managers and should now be used and maintained to help shape decisions and delivery in line with policy and statutory obligations.

(Proposed by Cllr N Bradshaw and seconded by Cllr J Wright)

Reason for the decision

Progress on Performance Indicators (PI) provided separately by Performance and Risk Reports. There are 2 main risks (to the Council): 1) that the Council does not take sufficient actions to enable it to meet its Climate Emergency declaration ambitions; and 2) that the financial implications of Climate Change are not adequately measured and reflected in the Council's decision making.

Note: * Report previously circulated.

66. 2023/2024 QUARTER 2 BUDGET MONITORING (00:49:00)

The Cabinet had before it a report * from the Deputy Chief Executive (S151) presenting the forecast Outturn position for the General Fund, Housing Revenue Account and Capital Programme for the financial year 2023/24.

The Cabinet Member for Finance outlined the contents of the report with particular reference to the following:

- Based on quarter 2 data the Cabinet were asked to note the Outturn position for the General Fund which was a £196k overspend. This needed to be set in context with the Council having set a budget back in March with an in year savings target of £1.025m. Therefore to have delivered all the services to a high standard and on time was a remarkable achievement.
- Many other Council's were facing serious financial difficulties. Under spending by over £800k needed to be recognised and praised.
- Variances were symptomatic of economic circumstances e.g. Planning and Building Control fees were significantly lower than forecast due to the stagnation of the housing market.
- Membership numbers continued to increase in Leisure.
- Staff sickness continues to be quite high requiring more temporary staffing than expected.
- These forecasts were before the final indications of the soft closure of 3Rivers takes place. This would incur further impairment of loans The funding of this impairment would need to be paid out of service underspends, Earmarked Reserves and additional borrowing in the future, all of which would impact future budget decisions.
- The HRA was showing a healthy underspend of £485k, this was largely due to staff savings, partially offset by higher than budgeted materials.
- Regarding the Capital Programme, there was a sizeable variance against the budget given the decision to close 3Rivers. There was also significant slippage regarding the Cullompton Relief Road.

Discussion took place regarding:

- The sort of tendering process the Council went through to recruit agency staff.
- There was a process from 'Temporary' to 'Permanent' but the need for this did not often occur as most people chose to work on a temporary basis in the service areas affected most.
- Funds being used to do feasibility works in relation to Hydromills.
- The larger number within the report were in relation to the Cullompton Relief Road, the Waste depot and 3Rivers. The remainder was due to slippage in the HRA development programme.
- The long awaited announcement in relation to Council's being able to increase Planning Application fees had been announced the previous day. This could potentially increase income to the Council by £200k a year.
- There had been a well-attended Member briefing on the Budget.

RESOLVED that:

- a. The financial monitoring information for the income and expenditure for the three months to 30 September 2023 and the projected outturn position be **NOTED**;
- b. The use of Waivers for the Procurement of goods and services as included in Section 9 be **NOTED**;
- c. The estimated 2023/24 3Rivers write off of c£3.7m will be funded through a combination of Earmarked Reserves included New Homes Bonus and various sinking funds be **NOTED**. The precise make up of this will be recommended within the Cabinet Outturn report.
- d. The virement of the capital approval from the Hydromills project (currently deemed unviable) to be replaced by Investment in Solar Panels (once quantified) with the remainder being released be **APPROVED**.

(Proposed by Cllr J Buczkowski and seconded by Cllr S Keable)

Reason for the decision:

Good financial management and administration underpinned the entire document. A surplus or deficit on the Revenue Budget would impact on the Council's General Fund balances. The Council's financial position was constantly reviewed to ensure its continued financial health. Regular financial monitoring information mitigates the risk of over or underspends at year-end and allows the Council to direct its resources to key corporate priorities.

Note: * Report previously circulated.

67. **TREASURY MANAGEMENT STRATEGY MID YEAR REVIEW REPORT 2023/2024 (01:02:00)**

The Cabinet had before it a report * from the Deputy Chief Executive (S151) informing it of the treasury performance during the first six months of 2023/24, to agree the ongoing deposit strategy for the remainder of 2023/24 and a review of compliance with Treasury and Prudential Limits for 2023/24.

The Cabinet Member for Finance outlined the contents of the report with particular reference to the following:

- Changes in the Regulations required more regular reports to be presented to the decision makers of local authorities.
- Higher returns had been achieved due to an increase in interest rates and a slippage on the Capital Programme.
- No additional borrowing had been required.
- An economic summary had been provided, showing the deposits held at the end of the quarter and the yields being achieved.
- The report confirmed that the lending criteria remained appropriate.

Consideration was given to:

- The security around short term deposits and whether these had reached maturity, it was confirmed that they had.

- Reassurance was provided that the Council only borrowed from organisations with high ethical standards. This could be further strengthened as a requirement within the Treasury Management Policy approved by Council each year in February.
- Funds placed with CCLA (Churches, Charities and Local Authorities) were currently doing well.
- Some funds were only available for a finite amount of time.

RECOMMENDED to Full Council that:

- a) A continuation of the current policy outlined at paragraphs 4.0 – 4.5 be approved; and
- b) The changes to the Capital Financing Requirement, Operational Boundaries and Authorised Limits for the current year at paragraphs 5.4 – 5.5 be approved.

(Proposed by Cllr J Buczkowski and seconded by Cllr S Clist)

Reason for the Decision

Good financial management and administration underpinned the entire strategy. The Council's Treasury Management Strategy should attempt to maximise investment return commensurate with minimum risk to the principal sums invested. The Council was under a statutory duty to "have regard" to the 2011 CIPFA Treasury Management Code of Practice. The Council's own Financial Regulations included requirements as to the reporting of treasury management information. The Council considered deposit security as the paramount function in any treasury dealings or activities. It should be noted that any investment decisions would always be subject to a degree of risk. However, in complying with an agreed Treasury Management Strategy, these risks would be kept to an acceptable level.

Note: * Report previously circulated.

68. **TAX BASE CALCULATION 2024/2025 (01:14:00)**

The Cabinet had before it a report * from the Deputy Chief Executive (S151) detailing the statutory calculations necessary to determine the Tax Base for the Council Tax. The calculations made follow a formula laid down in Regulations.

The Cabinet Member for Finance outlined the contents of the report with particular reference to the following:

- It was reiterated that each year the Council had to set its Council Tax Base against which all Town and Parish Council's could set their precepts.
- Within the calculation were the actual numbers of properties within the district, the number of properties falling within the Council Tax Reduction Scheme, the forecast growth in properties and the likely level of collection, all of which are converted into an average amount for a Band D property.
- For 2024/25 there was projected to be 30,222.10 Band D properties which was growth of 389 on the current year and the Council expected to collect 97.5% of the precept which was up from 96.5% in 23/24.

- Although they did not affect the materiality of the report, some amendments needed to be highlighted within the report: The effective date in paragraph 3.7.1 should have been 2025 not 2024 and conversely in paragraph 3.8.2 it should have been 2024 not 2025.

Discussion took place regarding:

- The effective commencement date of an empty property in terms of collecting Council Tax.
- Discretionary relief was available via the Exceptional Hardship Fund.
- The threshold figure used to discount savings was £16k.
- The amount of Council Tax that could be applied for second homes. By law, residents needed to be given 1 years notice before Council Tax doubled to 200%.
- In Mid Devon, a lot of the properties were Band D or below.
- Some elements of the Council Tax regime were unfair.
- Only 9.8% of the Council Tax collected by MDDC actually came back to the authority for use on service provision.
- The difficulties involved in identifying second homes, although it was confirmed inspections took place.
- Concerns amongst the parishes regarding second homes which could be further discussed at the State of the District Debate.
- The rules regarding the use of second homes as holiday lets and the number of days properties could be let out for each year.

RECOMMENDED to Full Council that:

- a) That the calculation of the Council's Tax Base for 2024/25 be approved in accordance with The Local Authorities (Calculation of Tax Base) (England) Regulations 2012 at 30,222.1 an increase of circa 389.12 Band D equivalent properties from the previous financial year.
- b) That the current collection rate of 96.5% be increased to 97.5% detailed in Section 2.

(Proposed by Cllr J Buczkowski and seconded by Cllr J Lock)

Reason for the decision

Mid Devon District Council was 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. This was a statutory function and was a legal requirement. The Council must now set its budget annually using Council Tax information 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. 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.

Note: * Report previously circulated.

69. **MEETING HOUSING NEEDS SUPPLEMENTARY PLANNING DOCUMENT (ADOPTION) (01:40:00)**

The Cabinet had before it a report * from the Director of Place informing it of the outcomes of the public consultation on the Meeting Housing Needs Supplementary Planning Document, the amendments that had been made in response to comments received and to formally adopt the Meeting Housing Needs Supplementary Planning Document (SPD).

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report and made reference to the following:

- The existing Meeting Housing Needs SPD was adopted in June 2012 and was now out of date. The SPD had therefore been updated to reflect the policies of the current adopted Local Plan ensuring that the guidance was consistent with the latest national planning policy and practice guidance. Additionally, the update sought to reflect on, and positively respond to, the Council's Corporate Plan and Housing Strategy.
- The scope and content of the new Meeting Housing Needs SPD was broader than the current version. It set out a series of positive measures to support housing diversification in Mid Devon including through community led housing, custom and self-build and modern methods of construction. The SPD also provided comprehensive guidance on affordable housing matters including tenure mix, dwelling size and design considerations, housing for older people and those with disabilities as well as planning to meet the needs of gypsies, travellers and travelling show people.
- A six week public consultation on the draft SPD took place between 17th July and 25 August 2023 where a total of 11 responses were received. Officers had provided a summary of the main comments received along with a response and where appropriate an explanation of how these comments had been addressed in the final version presented for adoption.
- Once adopted, the Meeting Housing Needs SPD would be capable of being a material consideration in the determination of planning applications.

Discussion took place with regard to:

- Why the consultation had taken place when it had? It was confirmed that there had been no specific reason, it had just been the earliest opportunity mindful of the timescales of the new Local Plan.
- The allocation to key workers and how they were defined.
- Community Land Trusts, how many existed and was the fact that funding was available widely advertised? It was confirmed that all Town and parish Council's had been written to with an offer of officer support for those interested in submitting an application. Again, this could be an issue to be followed up through the State of the District Debate. It was confirmed that Government funding had been secured from the LGA.
- The benefits of self builds in terms of meeting Net Zero targets, however, self builds were costly due to material costs having gone up.

RESOLVED that The Mid Devon Housing Needs Supplementary Planning Document (Appendix 1 of this report) be adopted and is published on the Council's website together with the Strategic Environmental Assessment Screening Report (Appendix

2), the Habitats Regulations Assessment Screening Report (Appendix 3), the Statement of Consultation (Appendix 4), and its Adoption Statement (Appendix 5).

(Proposed by Cllr S Keable and seconded by Cllr S Clist)

Reason for the decision

The Meeting Housing Needs SPD provides guidance on the Mid Devon Local Plan 2013 – 2033 policies on housing. The document will reduce the risk of costs being awarded against the Council where decisions are based on its content.

Note: * Report previously circulated.

70. **ANNUAL INFRASTRUCTURE FUNDING STATEMENT: THE INFRASTRUCTURE LIST (02:00:00)**

The Cabinet had before it a report * from the Director of Place regarding the Annual Infrastructure Funding Statement; The Infrastructure List which the Council was required to maintain for the purposes of identifying those items of infrastructure that it intended to fund, either wholly or partly, through development (developer contributions, also known as Section 106 (S106) agreements).

The Cabinet Member for Planning and Economic Regeneration outlined the contents of the report and provided the following summary:

- The report related to infrastructure that could be funded partly or wholly by developer contributions.
- The report identified several types of infrastructure that were necessary to support the delivery of adopted Local Plan. These had been recorded in a list (the infrastructure list) and divided into three categories of priority; high importance, importance and desirable; based on a combination of strategic importance and a requirement to spend existing funding within a legally specified timescale. Under each infrastructure type are further details of the required infrastructure item.
- The list was not exhaustive, it was a live document that continued to evolve.
- In addition to compulsory reporting the list was a key document in informing future S106 agreements.
- The Planning Policy Advisory Group had been asked to consider this list. No changes had been suggested.

Consideration was given to:

- A possible need to have consulted with the Town and Parish Council's.
- The List needing to align with the Local Plan.
- The List was only ever a 'snapshot' at one particular time and was therefore out of date quite quickly.
- There was still a lot of work to do in terms of linking up with the Local Plan and ensuring that all available funds were accessed and used within relevant timescales.

RESOLVED that:

- a) The list of infrastructure (Appendix 1; the Mid Devon Infrastructure List) that the Council intends to fund, either wholly or partly, by developer contributions is approved.
- b) The Infrastructure List will be included within the annual Infrastructure Funding Statement (IFS) to be published on the Council's website by 31st December 2023.

(Proposed by Cllr S Keable and seconded by Cllr J Lock)

Reason for the decision

The Infrastructure List plays an important role in identifying when developer contributions can be used to assist in the delivery of infrastructure. It is an easily accessible document that sets out the Council's priorities for income from development and expenditure. Risk is multi-faceted, but publication of a clear IFS mitigates these by allowing transparency on the utilisation of S106 funds, allows monitoring of measures to be implemented to support planned development and also safeguards against the loss of S106 receipts through the passage of time.

Note: * Report previously circulated.

71. ACCESS TO INFORMATION - EXCLUSION OF THE PRESS AND PUBLIC (02:17:00)

The Leader indicated that discussion with regard to the following items, required the Cabinet 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 was required because consideration of this matter in public would disclose information falling within one of the descriptions of exempt information in Schedule 12A to the Local Government Act 1972. The Cabinet decided, in all circumstances of the case, the public interest in maintaining the exemption interest in disclosing the information, outweighed the public interest in disclosing the information.

RESOLVED: That, in accordance with Part I of Schedule 12A to the Local Government Act 1972, the press and public be excluded from the meeting for item's 12 and 13, for the reason set out below:

Information under paragraph 3 (contains information relating to the financial or business affairs of any particular person including the authority holding that information).

(Proposed by the Leader).

72. OPTIONS REPORT FOR 5 CAR PARKING SPACES IN HALBERTON (02:42:00)

The Cabinet had before it a report * from the Deputy Chief Executive (S151) considering options relating to a number of car parking spaces in Halberton, currently being marketed by the Council's development company.

The Cabinet Member for Finance outlined the options available. Following discussion and having returned to open session, the Cabinet:

RESOLVED that:

- a) 3Rivers is instructed to release the 5 car parking spaces to MDDC ownership in part consideration of outstanding liabilities, valued at the current price being marketed.
- b) Once the spaces are within the Council's ownership, delegated authority be given to the S151 Officer to explore how they can be made available to Halberton Parish Council to manage on a Full Repairing and Insuring Lease and a further report be brought back to cabinet.

(Proposed by Cllr J Buczkowski and seconded by Cllr J Lock)

Reason for the decision

Value For Money / best value should be achieved on all asset disposals.

Note: * Report previously circulated.

73. **LEISURE POLICY AND PRICING STRATEGY (03:37:00)**

The Cabinet had before it a report * from the Corporate Manager for Council Tax, Business Rate, Benefits, Corporate Recovery, Planning & Leisure informing it of proposals to change the Leisure fees and charges strategy.

The Community Policy Development Group had **RECOMMENDED** that the fees and charges proposed within the report be approved.

The contents of the report were outlined by the Cabinet Member for Community & Leisure. Following discussion and having returned to open session, the Cabinet:

RESOLVED that the strategy to change fees and charges as proposed in the report at sections 2.8.1 and 2.8.2 be approved.

(Proposed by Cllr D Wulff and seconded by Cllr S Keable)

Reason for the decision

There is a legal obligation to notify customers with direct debits of any changes to their payments with at least 10 day notice. As we are increasing these, for some customers, we will aim to give at least 2 weeks' notice. The commercial nature of the industry and the cost of living crisis means that Mid Devon Leisure can be vulnerable to threats from; competition, substitutions and price sensitivity. It could also exclude certain priority groups the service is trying to encourage to use the facilities and get active, however the pricing strategy is trying to minimise the impact on these groups as much as possible. The service plans to ensure the marketing message around any price increases showcases the value attached to the service with the service's unique selling points to ensure we continue to grow, and maintain, participation levels at mid Devon Leisure.

Following the decision made by the Cabinet, the Cabinet Member for Community & Leisure made the following statement:

“In looking at the leisure pricing, both the Community Policy Development Group and the Cabinet gave consideration to how we can encourage greater participation, and increased activity, amongst young people by giving access to the full facilities at an affordable rate. This is particularly important given the life-long health benefits early access to health, fitness and sports can provide. This is something that Mid Devon Leisure is uniquely positioned to deliver due to the high quality of its pools and courts, fitness equipment and instructors amongst its peers.

Inflation affects us all. Whilst funding the service to ensure it continues to deliver that high quality, we need to be confident we do not put barriers up that prevent low-income users from accessing these services, and we must ensure we don't pass on the increasing costs of the service to those least able to afford it.

Mid Devon Leisure will continue to support those members of the community accessing means tested benefits via Concessionary discounting to pay and play fees and charges, in addition to discounted membership opportunities. And staff have already identified new services to offer that cater to younger people and help increase access to physical activity in fun and collaborative ways.

Additionally, we have also committed to making it easier for care leavers to access our leisure services by agreeing to offer care experienced young people (up to the age of 25) a leisure membership at an effective 100% discount rate.

We were the first district council in Devon to exempt care leavers from paying Council Tax, and this is the latest part of a wider package of support intended to provide care leavers with the best possible start in their adult lives.

It can feel like a cliché to say this, but our Mid Devon Leisure staff are our biggest asset. This is evidenced by the growth and market-leading quality of the services they design and deliver. For example, their outstanding learn-to-swim programmes and aquatics training reached second place in the Swimming Teacher Association awards just a few weeks ago. Our swimming pools are operating more effectively than our peers in both the public and private sector. I have no doubt this is largely down to the quality of our aquatic staff – and their passion to deliver for Mid Devon residents, as I have heard feedback to that effect.

But it is not just the aquatic services. Our fitness instructors, business managers, front-of-house, and support staff are all (without exception) passionate about Mid Devon Leisure and seeing our facilities thrive. Those are not my words – those are quoted from an independent report that recently evaluated every part of our leisure services.

By supporting the leisure pricing strategy, we can create stability that allows staff to innovate services further while remaining competitive and reflecting the cost-of-living

challenges our community faces. The change in national VAT treatment for Council-run leisure services will allow us to absorb inflationary increases for general memberships, and hold down increases for Concessionary users. That is a significant reinvestment in our service users. Our proposed pricing is highly competitive and protects our ability to deliver new and innovative improvements to the way people across the district are able to access fitness, leisure and community sports.

This Council will this week start to work on an ambitious plan to develop these improvements, and I welcome any feedback or suggestions from anyone who is as passionate about increasing access to fitness and leisure as I am.”

Note: * Report previously circulated

74. **SCHEDULE OF MEETINGS (04:07:00)**

The Cabinet had before it the * Schedule of Meetings for 2024/2025.

RECOMMENDED to Council that the Schedule of meetings for 2024/2025 be approved.

(Proposed by the Leader)

Note: * Schedule previously circulated.

75. **NOTIFICATION OF KEY DECISIONS (04:08:00)**

The Cabinet had before it, and **NOTED**, the Notification of Key Decisions *.

A number of additions had been made to this since the publication of the document with the agenda for this meeting:

- Strategic Grants Review
- Purchase offer for land at Post Hill, Tiverton
- Completion Notice Policy
- Council Tax Empty Premises Policy
- NDR DRR policy amendment
- Pets and Animals Policy

Note: * Notification of Key Decisions previously circulated.

(The meeting ended at 9.24 pm)

CHAIRMAN

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Report for: Cabinet

Date of Meeting:	12 th December 2023
Subject:	Silverton Neighbourhood Plan – decision on Examiner’s report
Cabinet Member:	Councillor Steve Keable, Cabinet Member for Planning and Economic Regeneration
Responsible Officer:	Richard Marsh, Director of Place
Exempt:	None
Wards Affected:	Silverton Ward
Enclosures:	Appendix 1 – Silverton Parish Neighbourhood Plan: A Report to Mid Devon District Council on the Examination of the Silverton Parish Neighbourhood Plan Appendix 2 – Decision Statement Appendix 3 – Silverton Neighbourhood Plan

Section 1 – Summary and Recommendation(s)

The Silverton Neighbourhood Plan has been examined by an independent Examiner and Mid Devon District Council received the final Examiner’s report on 2nd November 2023. There is now a need for the Council to consider the Examiner’s recommended modifications and reach a decision whether the Silverton Neighbourhood Plan with the Examiner’s recommended modifications be agreed, and that the plan proceeds to a local referendum.

Recommendation(s):

To Cabinet that:

- 1. the Examiner’s modifications (Table 2) be agreed, and that subject to these modifications the Silverton Neighbourhood Plan is determined to meet the Basic Conditions (as defined in the Town and Country Planning Act 1990 Schedule 4B) and other legislative requirements;**
- 2. the Decision Statement attached at Appendix 2 be approved; and**

3. the Silverton Neighbourhood Plan (at Appendix 3) subject to the Examiner's modifications, proceeds to a local Referendum based on the boundary of the Silverton Neighbourhood Area.

Section 2 – Report

1.0 Introduction

1.1 The Localism Act 2011 and Neighbourhood Planning (General) Regulations 2012 (as amended) introduced powers to allowing qualifying bodies (parish councils, or neighbourhood forums in areas without parish councils) to produce neighbourhood plans and Neighbourhood Development 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. They are able to choose where they want new homes, shops and offices to be built, have their say on what those new buildings should look like and what infrastructure should be provided. The Neighbourhood Plan can be used to inform planning applications in the neighbourhood area submitted to the local planning authority for determination and the decisions made on these. Neighbourhood planning provides a powerful set of tools for local people to plan for the types of development to meet their community's needs and where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area.

Silverton Neighbourhood Plan

1.2 The Silverton Neighbourhood Plan has been prepared by the Neighbourhood Plan Steering group for Silverton Parish Council. It Includes:

- A vision statement for Silverton
- 6 Sections:
Natural Environment; Built Environment; Housing; Business and Jobs; Traffic and Travel; Community Spaces and Activities.

Each section has identified a series of objectives which support the delivery of the vision, but which do not constitute planning policies. The neighbourhood plan includes 23 policies covering a range of planning matters. The neighbourhood plan identifies a few housing sites that are available and have potential for development. It also recognises the need for reduction of carbon emissions to net zero.

Strategic Environmental Assessment and Habitat Regulation Assessment

1.3 The Silverton Neighbourhood Plan has been subject to a Strategic Environmental Assessment and Habitat Regulation Assessment screening undertaken by the Council (2018). The screening identified a potential for significant environmental effects to occur from the implementation of the NP. It

was recommended to undertake a full SEA, however there was no need for a full HRA. The Strategic Environmental Assessment (SEA) for the Silverton Parish Neighbourhood Plan (Sept 2022) was produced by AECOM.

Stages in production of a neighbourhood plan

1.4 There are a number of key stages in the production of a neighbourhood plan and these can be summarised as follows in relation to the preparation of the Silverton Neighbourhood Plan:

Table 1 – key stages in the production of a neighbourhood plan

Key stage	Action	Date
1. Neighbourhood Area designation	Silverton Neighbourhood Plan Area designation requested by Silverton Parish Council and approved by Mid Devon District Council. This sets the area the Neighbourhood Plan will apply to.	7 th July 2014
2. Pre-Submission Consultation	Regulation 14 consultation (minimum 6 weeks) organised by Silverton Town Council	4 th September 2021 – 5 th November 2021
3. Submission	Silverton Parish Council submitted the Silverton Neighbourhood Plan to Mid Devon District Council	Plan submitted 14 th December 2022 Formal confirmation by MDDC 16 th January 2023
4. Publication	Regulation 16 consultation (minimum 6 weeks) organised by Mid Devon District Council Regulation 16 re-consultation (minimum 6 weeks) organised by Mid Devon District Council	18 th January 2022 – 3 rd March 2023 17 th July 2023 – 29 th August 2023
5. Examination	Independent Examiner reviews the Plan against the statutory Basic Conditions. The Examiner either recommends that a Neighbourhood plan does not proceed to Referendum, or can proceed Referendum, with or without modifications, and recommends the extent of the area the Referendum applies to.	Final version received 2 nd November 2023

Key stage	Action	Date
6. Plan Proposal Decision	Mid Devon District Council considers the Examiner's Report, including the recommended modifications and if satisfied with the Plan proposal agrees for it to proceed to Referendum.	12 th December 2023
7. Referendum	Organised and funded by Mid Devon District Council. Where if more than 50% of those voting are in favour of the Neighbourhood Plan, it comes into force as part of the statutory development plan, and must be 'made' by the Council.	Date to be confirmed in 2024

The examination

- 1.5 Following the Regulation 16 consultation, an Independent Examiner was appointed by Mid Devon District Council, with the consent of the Parish Council, to carry out the examination of the Neighbourhood Plan. The Examiner, John Slater examined the Plan by written representations, and undertook an unaccompanied site visit of the Neighbourhood Plan area. He also held a hearing which took place on 29th September 2023. The matters considered were the Glebe Housing Site (NP Policy HS03), settlement boundary and Local Green Space designations (NP Policy EN03).
- 1.6 The role of the Examiner is to check (as required under Paragraph 8(1) of Schedule 4B of the Town and Country Planning Act 1990) whether the Neighbourhood Plan meets certain legal requirements:
- the policies relate to the development and use of land for a designated neighbourhood plan area; and
 - the policies in the plan meet the requirements of Section 38 of the Planning and Compulsory Purchase Act (that is, it specifies the period to which it has effect, does not include provision about excluded development and does not relate to more than one neighbourhood area), and
 - the plan has been prepared for an area that has been designated under Section 61G of the Localism Act and has been developed and submitted for examination by a qualifying body, in this case by Silverton Parish Council.
- 1.7 The Examiner must consider a variety of matters, including whether the submitted plan meets the 'Basic Conditions' set out in paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990. A plan meets the basic conditions if:

- having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the neighbourhood plan;
- the making of the neighbourhood plan contributes to the achievement of sustainable development;
- the making of the neighbourhood plan is in general conformity with the strategic policies contained in the development plan for the area;
- the making of the neighbourhood plan does not breach, and is otherwise compatible with retained European Union (EU) obligations; and
- such other prescribed conditions which include those set out in the following regulations.

1.8 Regulations 32 and 33 of the Neighbourhood Planning (General) Regulations 2012 (as amended) set out two additional basic conditions. These are:

- the making of the neighbourhood development plan does not breach the requirements of Chapter 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017 , and
- having regard to all material considerations, it is appropriate that the neighbourhood development order is made where the development described in an order proposal is Environmental Impact Assessment development (this does not apply to this examination as it is not about a neighbourhood development order).

Examiner's report

- 1.9 The Examiner has now examined the Silverton Neighbourhood Plan and has issued his report (see **Appendix 1**). The Examiner has concluded that subject to the modifications set out in his report the Silverton Neighbourhood Plan meets the basic conditions and other statutory requirements, and has recommended that subject to the modifications set out in his report the Silverton Neighbourhood Plan should proceed to a local referendum.
- 1.10 The Examiner is also required to consider whether the referendum should be extended beyond the Silverton parish area. The Examiner is satisfied that the Referendum Area should be the same as the Plan Area. The Plan should proceed to referendum based on the neighbourhood area approved by Mid Devon District Council on 7th July 2014.
- 1.11 After the Examiner's Report was formally submitted, the Neighbourhood Plan group made officers aware that this includes a factual error in relation to the Local Plan allocated site Policy SI2 The Garage. The report wrongly states that the site has been developed (page 10, paragraph 49). The Examiner has been informed of the error and has concluded that since the error has no significance in terms of the examination and the recommendations, there is no need to issue an addendum to the Report. Officers agree with this view.

The role of the Mid Devon District Council as the local planning authority

- 1.12 The Council, as the Local Planning Authority must take decisions at key stages in the neighbourhood planning process and within specified time limits, and has a duty to provide advice or assistance to a parish council as it considers appropriate for the purpose of, or in connection with, facilitating the making of proposals in relation to the neighbourhood plan. This includes providing comments on 'general conformity' of the neighbourhood plan policies with the strategic policies of the Local Plan, advising on neighbourhood plan requirements (including Strategic Environmental Assessment 'SEA' and Habitat Regulations Assessment 'HRA'), undertaking post-submission consultation on the neighbourhood plan (Regulation 16 consultation), the appointment of an independent examiner, making a decision on the Examiner's report, making arrangements for the referendum, and bringing the neighbourhood plan into force.
- 1.13 Once the Council has received the Examiner's report it must decide what action to take. Regulation 18 of the Neighbourhood Plan (General) Regulations 2012 (as amended) provides that once the Local Planning Authority (LPA) has made one of the following decisions, it must publish the decision with the reasons for such, include details for inspection of the decision statement and in the case of (c) below, the Examiner's report:
- (a) to decline to consider a plan proposal;
 - (b) to refuse a plan proposal;
 - (c) what action to take in response to the recommendations of an examiner made in a report;
 - (d) what modifications, if any, they are to make to the draft plan;
 - (e) whether to extend the area to which the referendum (or referendums are) to take place; or
 - (f) that they are not satisfied with the plan proposal.
- 1.14 There are no grounds to decline to consider the Neighbourhood Plan under part (a), since this is not a repeat proposal (i.e. where the same or similar proposal has been refused by the Council within the previous 2 years or where a referendum relating to a proposal that is the same as or similar has been held and 50% or less than 50% of those voting voted in favour, and the Council considers no significant change in national policy and advice in Secretary of State guidance of relevance to the proposal, or the strategic policies of the development plan for the area of the authority have occurred since the refusal or referendum).
- 1.15 There are no grounds to refuse to consider the Plan under part (b), since the legislative requirements have been met. This is in terms of the parish council being authorised to act, the neighbourhood plan's submission, the neighbourhood plan's scope and definition, and the correct procedures in relation to the pre-submission consultation and publicity being followed.

- 1.16 In relation to part (c), the Examiner has made a series of recommendations. The Council needs to consider what action to take in relation to these. This is discussed in section 2 of this report. The Council must also consider, under part (d) whether there are any other modifications which are required to ensure the basic conditions are met; to ensure the Neighbourhood Plan is compatible with the Convention rights, to ensure the requirements of legislation are met, and to correct errors. If the Council proposes to make a decision which differs from that recommended by the Examiner, and the reason for the difference is (wholly or partly) as a result of new evidence or a new fact or a different view taken by the Council as to a particular fact, then a six week period must be given for people to make representations. If the Council considers it appropriate, then the issue can be referred to further examination.¹
- 1.17 Officers consider that the plan meets the requirements under part (d) and do not consider that any further modifications are needed in addition to those recommended by the Examiner.
- 1.18 The Local Authority must consider whether to extend the area to which the Referendum is held under part (e). This is discussed in section 3 of this report.
- 1.19 If the Local Authority is not satisfied that the plan meets the basic conditions, is not compatible with Convention rights or requirements of legislation are not met then they must refuse the Neighbourhood Plan under part (f). This is not the case with this Neighbourhood Plan.
- 1.20 The Neighbourhood Plan (General) Regulations 2012 state that a LPA must publish the actions which will be taken in response to the recommendations of the Examiner. This is known as a 'Decision Statement'.

2.0 Consideration of the Examiner's report and proposed modifications

- 2.1 The Examiner has recommended modifications to ensure that the Plan meets the basic conditions and have the clarity required by national guidance and ensure that the policies do what they are intended to do. These are set out in his report (see **Appendix 1**) and are also set out below in Table 2, together with the Council's decisions that are recommended by Officers, and the reasons for these:

¹ Regulations 12 and 13 of Schedule 4B of the Town and Country Planning Act 1990

Table 2 – Examiner’s recommended modifications

Neighbourhood Plan Policy	Examiner’s recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy EN01: Retaining and Enhancing the Natural Beauty of Our Parish	<p>Replace clause 1 with</p> <p>“Development proposals will only-not be supported where they have demonstrated that there are a greater than minimal adverse impact on the natural environment (landscape and biodiversity), or-unless they satisfactorily mitigate these adverse impacts. and-Development will be expected to enhance the natural environment where there is the opportunity to do so.</p>	<p>Agreed.</p> <p>These modifications are needed to reflect the wording of national planning policy and so meet the Basic Conditions, and will add clarity to the Policy EN01.</p>
Policy EN02: Rights of Way (Public Footpath, Bridleways and Cycleways)	<p>Revise the policy as follows:</p> <p>Proposals for development/ affecting public rights of way will be supported where:</p> <ol style="list-style-type: none"> 1. they promote, protect, maintain and enhance the existing local footpath and bridleway network for use on foot, bicycle or horseback and 2. they improve and enhance the existing network through the provision of new or extended routes (where it is feasible to do so) and 3. they prevent motorised vehicles (except those specifically designed for the disabled) using designated footpaths, bridleways and cycleways and 4. they protect and/or enhance the value of the rights of way as a biodiversity corridor 	<p>Agreed.</p> <p>These modifications are needed to clarify which criteria proposals are required to meet.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy EN03: Local Green Space	Amend Map 5 to remove the area on the south side of Applemede.	Agreed. The site does not warrant this level of protection. The modification will meet the Basic Conditions.
Policy EN04: Minimising Flood Risk	Amend the policy as follows: All development Proposals for <i>new buildings / extensions / engineering operations</i> should show how they will incorporate Sustainable Drainage System (SUDS) principles and provision for their ongoing maintenance in order to buffer rainwater runoff and to ensure there is no adverse impact on local flood risk through development.	Agreed. The modification is needed to make clear which development proposals Policy EN04 will apply to.

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy BE01: Local Character and Design Standards	<p>Amend clause 1, criterion III as follows:</p> <p>demonstrates that the amenities of neighbouring residential occupiers will not be <i>unacceptably</i> adversely affected through overlooking, loss of light or outlook, over dominance or disturbance; and minimises visual impact through sensitive design and an appropriate level of landscaping and screening which complements and enhances the character of the local area.</p> <p>Amend clause 2 as follows:</p> <p>Development proposals should be accompanied by a statement that sets out: <i>demonstrate</i> an assessment of the character of the site and its context; <i>character of the site and its wider context</i>, and how the Silverton Design Statement has been taken into account.</p>	<p>Agreed.</p> <p>The modification is needed to make Policy BE01 consistent with Policy DM1 of the Local Plan.</p> <p>Additionally, a neighbourhood plan policy cannot dictate what documents should accompany a planning application. The modification will meet the legal requirements for a neighbourhood plan.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy BE02: Local Heritage	<p>Amend the policy as follows</p> <p>1. Development proposals within or in proximity to which affects the setting of the Silverton Conservation Area will be expected to demonstrate how they will positively conserve and enhance the unique characteristics of its location as identified in the Silverton Conservation Area Appraisal and Management Plan.</p> <p>2. — Development proposals in the wider Parish will also need to show how they will respect heritage assets and enhance the rural character of the area.</p> <p>3. Where a he requisite Heritage Statement <i>is required</i> to accompany ing a planning applications s <i>it</i> will be required to identify the heritage assets, provide a clear assessment of the significance and impact of the proposal on those assets and their setting and to justify the design approach taken.</p>	<p>Agreed.</p> <p>The modification adds clarity to the policy and removes an unreasonable requirement placed on development proposals which do not affect heritage assets or rural character of the area.</p>
Policy HS01: Scale of Housing Development	<p>Amend the policy as follows:</p> <p>Proposals for housing development of five and fewer dwellings within or on the edge of the Village Settlement Boundary as shown on the Policies Map and on sites allocated in the Neighbourhood Plan will be supported provided they conform to the other policies of this Plan.</p>	<p>Agreed.</p> <p>The modification adds clarity to the policy, and will achieve general conformity with Policy S13 of the Local Plan and meet the Basic Conditions.</p>

<p>Policy HS03: The Glebe Housing Site</p>	<p>Retitle the Policy as “Land at the Glebe”</p> <p>Amend the policy as follows:</p> <p>Development proposals Land <i>at The Glebe is allocated for a mixed use development</i> to provide up to 5 dwellings on the site area shaded brown and an area of public open space on the area shaded green as indicated on Map 8. A comprehensive development proposal will be supported provided:</p> <p>I. the housing scheme is sensitive to its setting, within adjacent to the conservation area and its close proximity to the countryside;</p> <p>II. the visual impact of the housing development from the Churchyard and the Berry is minimised. A Heritage Assessment would be taken into account.</p> <p>III. the housing development minimises the loss of existing trees and hedges and includes additional planting and other measures to protect Priority Habitat on the western boundary and improve ecological connections in the area, including the provision of green infrastructure enhancements to ensure a net gain in biodiversity</p> <p>IV. vehicular access to the housing development is provided from a single point with visibility splays appropriate to the speed of traffic and the public open space incorporates a footpath link from the housing development to the village;</p> <p>V. sufficient parking spaces for residents of the new housing and their visitors are provided within the housing site;</p> <p>VI. adequate recycling and storage areas are included on housing site as an integrated part of the design and layout of the scheme so as not to harm visual amenity;</p>	<p>Agreed.</p> <p>The modifications strengthen the requirement to secure the provision of public open space as part of mixed use development at the Glebe site, and will meet the Basic Conditions.</p>
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Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
	<p>VII. — provision is made for an area of public open space of at least 0.5 ha on the Glebe including the planting of native tree species and hedging on boundaries.</p> <p><i>Any planning application for the housing development on the land shaded brown shall be accompanied by a planning obligation that provides for the transfer of the land shaded green (excluding the small building shaded brown) to the Parish Council before the housing development is commenced.</i></p>	
Policy HS04: Tiverton Road Development Site	<p>Amend the policy as follows:</p> <p>Development proposals to provide at least two dwellings on the site indicated on Map 9 will be supported provided:</p> <p>I use of the existing topography to ensure that there will be no unacceptably detrimental impact on the skyline;</p> <p>II existing boundary hedgerow and trees are retained, except where some loss is unavoidable to create safe vehicular access to the site. If this loss occurs, it must be mitigated by restoration and re-creation to provide net-gain in biodiversity;</p> <p>III sufficient parking spaces for residents and their visitors are provided within the site;</p> <p>IV private garden space for each dwelling commensurate with the size of the dwelling is provided; and</p> <p>V adequate recycling and storage areas are included on site as an integrated part of the design and layout of the scheme so as not to harm visual amenity.</p>	<p>Agreed.</p> <p>The modification will provide flexibility to the policy and be consistent with the supporting text to Policy HS04.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy HS05: Community Housing	<p>Amend the policy as follows</p> <p>Community Housing schemes, such as a Community Land Trust, of more than five dwellings will be supported on a site, or sites in locations within a reasonable and safe walking distance of existing community facilities <i>adjacent to the settlement boundary</i>, where development would not otherwise be permitted providing:</p> <p>I the development <i>meets the requirements set out in Policy DM6 of the Mid Devon Local Plan 2013 - 2033 including providing that provides</i> an appropriate mix of dwelling types and sizes reflecting identified local need and meets demand based on a current Local Housing Needs Assessment; <i>and</i></p> <p>II the development will not have a significant adverse impact on the character of the area and local landscape setting <i>and</i>;</p> <p>III the scheme demonstrates it has taken the Silverton Design Statement into account; and the land is held in trust as a community asset <i>affordable or low-cost housing will remain affordable</i> in perpetuity to provide genuinely affordable housing to meet local needs.</p>	<p>Agreed.</p> <p>The modification is needed in order to be consistent with Local Plan Policy DM6 and meet the Basic Condition to contribute to the achievement of sustainable development.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy HS06: Parking Space on Housing Development	<p>Amend the policy as follows:</p> <p>New housing development will be required to provide a minimum of two off-road parking space for units with 1 or 2 bedrooms and a minimum of three off-road parking spaces for units with 3 or more bedrooms. Garages that count against this requirement must be of a size that allows for the parking of a family size car and a bicycle <i>unless separate cycle storage is provided in accordance with Policy DM 5 of the Mid Devon Local Plan 2013 - 2033.</i></p> <p>At least one electric car charging per house, with vehicle-to-grid connectivity when available.</p>	<p>Agreed.</p> <p>The modification is needed to achieve consistency with Local Plan Policy DM5 and be consistent with recent changes to the Building Regulations Part S.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy BJ01: Roosters, Babylon Lane, Employment Site	<p>Amend the policy as follows</p> <p>Redevelopment proposals to protect existing or provide improved business/employment space at the site shown on Map 10 will be supported provided any redevelopment of the site does not result in a net increase in the total footprint of buildings on the site and they:</p> <p>I minimise the loss of existing trees and hedges and include additional planting and other measures to ensure a net gain in biodiversity;</p> <p>II include adequate and appropriate screen-planting to minimise visual impact and ensure that adjoining uses are not adversely impacted by business activity on the site;</p> <p>III provide sufficient on-site parking together with an adequate service and turning area on site;</p> <p>IV satisfactorily address traffic and highway issues with any new access being designed to ensure that vehicles can only enter and leave the site from and towards the west only;</p> <p>V conform to the other policies of this Plan.</p>	<p>Agreed.</p> <p>The modification is needed to make sure the criterion is within the scope of a policy for the development and use of land and so meet the legal requirements for a neighbourhood plan</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy BJ02: Super-fast Connectivity	<p>Amend the policy as follows:</p> <ol style="list-style-type: none"> 1. The development of a super-fast broadband infrastructure to serve Silverton Parish will be supported where it is sensitively sited and sympathetically designed. 2. All new residential, educational and business premises should <i>incorporate the necessary infrastructure (ducting etc.) to enable the premises to</i> be served by a superfast broadband (fibre-optic) connection installed on an open access basis. 	<p>Agreed.</p> <p>Modification of Policy BJ02 is necessary to make clear it relates to the provision of infrastructure to support the internet.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy BJ03: Home Working	<p>Amend the policy as follows</p> <p>1. <i>Where planning permission is required</i>, proposals for development that combines living and small-scale employment space for office and/or light industrial uses through:</p> <p>I. the use of part of a dwelling; or</p> <p>II. a small-scale free-standing building within its curtilage; or</p> <p>III. extensions to the dwelling; or</p> <p>IV. conversion of outbuildings <i>outside of residential curtilages</i></p> <p>will be supported provided there is no adverse impact on the character and amenity of nearby residential areas and they meet the criteria of Policy BE01.</p> <p>2. Employment space permitted under clause (IV) of this policy must remain as its approved use unless it has been actively marketed for <i>at least 18 months</i>two years and it can be demonstrated that no demand exists for its continuation for employment purposes. In such cases, the redundant space should revert to its former use.</p>	<p>Agreed.</p> <p>This modifications will make clear the policy will only apply to development that requires planning permission, and the policy will also meet the Basic Conditions.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy TR02: Pedestrian Link to Main Road	Amend the policy as follows: Development Proposals that further for the creation of a safe pedestrian and cycle link between the Village and the A396 will be supported.	Agreed. This modification is needed to make the intention of Policy TR02 clear.

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy TR03: Traffic Management	<p>Amend the policy as follows:</p> <p>1 <i>Major</i> Development proposals that <i>require the preparation of a Transport Assessment</i> should identify the realistic level of traffic they are likely to generate. They must assess the potential impact of this traffic on pedestrians, cyclists, road safety, parking and congestion within the Silverton neighbourhood area and include measures to mitigate any impacts.</p> <p>2 Development that would give rise to unacceptable highway dangers <i>or where the residual cumulative impact on the highway network is severe should will</i> not be permitted.</p> <p>3 Traffic management proposals to reduce speed and improve pedestrian safety on existing roads should be consulted on fully and show they have the support of the local community.</p> <p>4 A 20mph limit in built up areas throughout the parish is supported. If a legal limit proves problematic to implement, an advisory limit is recommended for a transitional period.</p> <p>5 Banning of lorries over 7.5T, except for access, in built areas of the Parish to improve safety is recommended.</p>	<p>Agreed.</p> <p>The modification of Policy TR03 will remove criteria that do not fall within the scope of policies for the development and use of land and so meet the legal requirements for a neighbourhood plan. It will also remove criteria about matters which are covered through other legislation.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy TR04: Off Road Parking	<p>Amend the policy as follows:</p> <p>Development proposals must make adequate provision for off-road parking and service vehicles taking into consideration the type of development, the accessibility of the location, and the requirements of parking standards set down in policy HS06 of the Neighbourhood Plan for residential development, or any standards set by Devon County Council and/or Mid Devon District Council for non-residential developments.</p> <p>Development proposals to provide an additional public car park serving the Village of Silverton will be supported provided:</p> <ul style="list-style-type: none"> • suitable points for the charging of electric vehicles • suitable access/egress arrangements can be provided • the car park is suitably landscaped • it will not cause significant nuisance to adjoining properties • It is suitably located • Extension of the lay-by at Ellerhayes for additional parking is supported. <p>4. Adoption by individuals of Driveway Sharing schemes and Electric Charging Sharing scheme is encouraged.</p> <p>5. Provision of electric chargers at existing car parks and community buildings with car park is encouraged.</p>	<p>Agreed.</p> <p>This modification is needed to avoid duplication of other policies in the neighbourhood plan and the Local Plan, and also will meet the legal requirements for a neighbourhood plan.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Recommended Council decision and reason
Policy TR05: Vehicle Sharing	The policy be deleted	Agreed. The content of this policy is outside the scope of policies for the development and use of land and the modification is needed to meet the legal requirements for a neighbourhood plan.

<p>Policy CS01: Existing Community Facilities and Assets</p>	<p>Amend the policy as follows:</p> <p>4- Development proposals that result in the loss of local retail uses, service provision, or the following community facilities or a ‘community asset’ (listed on the Register kept by Mid Devon District Council)</p> <ol style="list-style-type: none"> 1. Silverton Community Hall 2. St Mary’s Church 3. St Mary’s Church Hall 4. Evangelical Church and Hall 5. Methodist Church and Hall 6. The Lamb Inn 7. The Lamb Inn Shed 8. The Silverton Inn 9. Room 4U 10. Wyndham House Surgery <p>will only be supported where:</p> <ul style="list-style-type: none"> • they are to be replaced with community space of an equal or higher quality on the same site or another site within the area; • the proposed alternative use would, overall, provide equal or greater benefits to the local community; and • it is demonstrated, through local community consultation, that it is no longer required by the community for the current use it serves or it is shown that the continued use is no longer economically viable. <p>2. Community facilities are encouraged to have an environmental assessment undertaken to advise on how they can reduce their carbon emissions</p>	<p>Agreed.</p> <p>The modifications will add clarity to Policy CS01, and will meet the legal requirements for a neighbourhood plan.</p>
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The Examiner's recommended modifications and the Council's decisions and reasons (in Table 2) are set out in the Decision Statement attached at **Appendix 2**.

- 2.2 Having considered each of the recommendations made in the Examiner's Report and the reasons for them, Officers agree that the Examiner has undertaken a fair examination of the submitted Neighbourhood Plan, properly considering all duly made representations. Officers recommend that the Council agrees with all of the Examiner's modifications to the Neighbourhood Plan.
- 2.3 Silverton Parish Council has been provided with the Examiner's report and has not made any comments on the modifications recommended by the Examiner. Silverton Parish Council has amended the Neighbourhood Plan to include the Examiner's recommendations (set out in **Table 2**), and has provided a reformatted "referendum" version of the neighbourhood plan (**Appendix 3**).
- 2.4 Officers have considered whether any other modifications are required to ensure that the Neighbourhood Plan meets the required conditions. It is not considered that any additional modifications are required.
- 2.5 Officers consider that, subject to the Examiner's modifications, the Silverton Neighbourhood Plan meets the basic conditions set out in paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990 (as amended), is compatible with the Convention Rights and meets the requirements of paragraph 8(1) of Schedule 4B to the Town and Country Planning Act (as amended).

3.0 Next steps and referendum

- 3.1 It is recommended that Cabinet agrees the Examiner's recommended modifications to the Neighbourhood Plan and that the modified Neighbourhood Plan proceeds to referendum. The Neighbourhood Plan incorporating the Examiner's modifications is attached at **Appendix 3**.
- 3.2 It is recommended that Cabinet agrees the Decision Statement and that this is published as soon as possible and publicised in a manner to meet publicity requirements in the Regulations.
- 3.3 In relation to the referendum area, the Examiner concluded that there is no reason to alter, or extend the Plan area, for the purpose of holding a referendum. Officers agree with this recommendation and therefore recommend to Cabinet that the area for the Referendum should be the Silverton Neighbourhood Plan Area as approved by Mid Devon District Council on 7th July 2014 (shown in **Appendix 3**). The Neighbourhood Area covers the entirety of Silverton Parish.
- 3.4 Once the Council has published the Decision Statement detailing its intention to send the Silverton Neighbourhood Plan to referendum, the Council's Development Management Team will be able to give significant weight to this

plan when determining planning applications within the Silverton Neighbourhood Plan Area.

3.5 Subject to the decision of Cabinet recommended in this report, arrangements will be made for the referendum to be held in the Silverton Neighbourhood Plan area (Silverton Parish). To meet statutory requirements the referendum will be held within 56 working days following the publication of the Decision Statement and the date for the referendum will be published not fewer than 28 days before the date on which the referendum will be held.

3.6 To meet the requirements of the Localism Act 2011 the referendum will pose the following question:

“Do you want Mid Devon District Council to use the Neighbourhood Plan for Silverton to help it decide planning applications in the neighbourhood area?”

3.7 Following the referendum, if more than 50% of those voting, vote ‘yes’ then the Neighbourhood Plan comes into force and must be ‘made’ within eight weeks of the Referendum.

4.0 Planning Policy Advisory Group

4.1 The Planning Policy Advisory Group (PPAG) was consulted on the decision on the Examiner’s report for the Silverton Neighbourhood Plan at its meeting on 20th November 2023, and has endorsed the recommendations in this report.

Financial Implications

The process leading to the adoption of a Neighbourhood Plan has financial implications. The costs of support in terms of advice and technical support, examination and referendum must be met by Mid Devon District Council. The Council has received a burdens payment from the Government to help meet these costs to the sum of £5,000² for the area designation process, and will be eligible to claim £20,000 from when the Decision Statement is issued which details its intention to send the plan to referendum, to cover costs associated with the examination and referendum. Since the Council has resolved (at its meeting on 6th January 2021, Minute 270) not to progress a Community Infrastructure Levy for Mid Devon there will be no neighbourhood proportion of a Community Infrastructure Levy to be passed to Silverton Parish Council.

Legal Implications

The referendum is a statutory requirement, and will be subject to The Neighbourhood Planning (Referendums) Regulations 2012. Changes made to section 38 of the Planning and Compulsory Purchase Act 2004 (through provision 3 of the

² Local Planning Authorities can claim £5,000 for the first five neighbourhood areas designated only.

Neighbourhood Planning Act 2017) mean a neighbourhood plan attains the same legal status as a local plan (and other documents that form part of the statutory development plan) once it has been approved at a referendum, rather than when it is made (adopted) by the relevant authority. At this point it comes into force as part of the statutory development plan. Applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Policies of the Silverton Neighbourhood Plan will be used alongside policies in the adopted Mid Devon Local Plan, the Devon Minerals and Waste Plans, to help guide planning applications submitted to the Council for determination and the decisions made on these in the Silverton Neighbourhood area (Silverton parish).

Risk Assessment

None identified.

Impact on Climate Change

The preparation of development plans is a key method for climate change mitigation and environmental protection, through appropriate policies and development strategy. The Silverton Neighbourhood Plan includes policies that can have positive (beneficial) impacts to climate change, including Policy TR02 for the creation of a safe pedestrian and cycle link between the village and the A396 which can reduce the need to travel by private car, Policy TR04 Off road parking which supports charging points for electric vehicles, and Policy EN04 to reduce local flood risk through development.

Equalities Impact Assessment

The Decision Statement for the Silverton Neighbourhood Plan (see **Appendix 2**) concludes that ‘the Silverton Neighbourhood Plan, as modified, meets the basic conditions as set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 and that the Silverton Neighbourhood Plan complies with provisions made by or under sections 38A and 38B of the Planning and Compulsory Purchase Act 2004’. Therefore, the Council has concluded that the ‘making of the order (or neighbourhood plan) is in general conformity with the strategic policies contained in the development plan for the area, which were subject to a full Equalities Impact Assessment. On this basis, the Silverton Neighbourhood Plan will not in itself lead to any impacts on the equality strands protected under the Equality Act 2010 (the “protected characteristics”) over and above those considered and addressed through the Local Plan Equalities Impact Assessment. The Silverton Neighbourhood Plan has been subject to a screening exercise to determine whether its content is relevant to equalities, and if so, whether a full Equality Impact Assessment should be conducted. The screening exercise has found the policies of the Silverton Neighbourhood Plan will have neutral equalities impacts on all protected characteristics. The screening exercise has concluded the Silverton Neighbourhood Plan is not recommended for a full Equalities Impact Assessment.

Relationship to Corporate Plan

If the Silverton Neighbourhood Plan is approved by referendum, it will form part of the statutory development plan for Mid Devon and 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: 'Homes', 'Environment', 'Community' and 'Economy'.

Section 3 – Statutory Officer sign-off/mandatory checks

Statutory Officer: Andrew Jarrett
Agreed by or on behalf of the Section 151
Date: 28/11/2023

Statutory Officer: Maria De Leiburne
Agreed on behalf of the Monitoring Officer
Date: 04/12/2023

Chief Officer: Stephen Walford
Agreed by or on behalf of the Chief Executive/Corporate Director
Date: 28/11/2023

Performance and risk: Steve Carr
Agreed on behalf of the Corporate Performance & Improvement Manager
Date: 24/11/2023

Cabinet member notified: (yes/no)

Section 4 - Contact Details and Background Papers

Contact: Tristan Peat (Forward Planning Team Leader)
Email: tpeat@middevon.gov.uk
Telephone: 01884 234344

Background papers:

Appendix 1 - Examiner's Report

Appendix 2 - Decision Statement for the Silverton Neighbourhood Plan

Appendix 3 - Silverton Neighbourhood Plan

Silverton Parish Neighbourhood Plan 2013-2033

Submission Version

A Report to Mid Devon District Council on the Examination of the Silverton Parish Neighbourhood Plan

John Slater BA (Hons), DMS, MRTPI, FRGS

John Slater Planning Ltd

johnslaterplanning@gmail.com

2nd November 2023

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Executive Summary

My examination has concluded that the Silverton Neighbourhood Plan should proceed to referendum, subject to the Plan being amended in line with my recommended modifications, which are required to ensure the plan meets the basic conditions. The more noteworthy include –

- Clarifying that the threshold for harm to the natural environment should be “greater than minimal adverse impact”.
- New and extended public rights-of-way routes should only be sought where they are feasible.
- Removing the southside of Applemede from the list of local green spaces.
- The SUDS policy should only apply to extensions, new buildings and engineering operations, not all developments.
- Setting the threshold for harm to the amenity of neighbouring properties on to “unacceptable adverse impact”.
- Developments affecting the setting of Conservation Area rather than just being in proximity should demonstrate how they conserve and enhance the conservation area and removing the need for all development to show how it respects heritage assets and the need to enhance the rural character of the parish.
- Removing the support for housing sites on the edge of the village.
- Changing the housing allocation at The Glebe to become a mixed allocation comprising housing and open space.
- The Tiverton Road allocation site should accommodate at least two dwellings.
- Amending the community housing policy to remove support from sites away from the village and also introducing a cross reference to Policy DM6 of the Mid Devon Local Plan 2013 - 2033.
- Removing the requirement to install electric car charging points on new dwellings.
- Caveating the working from home policy to only those circumstances where planning permission is required.
- The policy requiring transport assessments to relate only to major developments and removing the elements of the policy dealing with traffic management, speed limits and lorry access.
- Removing the requirements for development to comply with car parking standards which are set in other policies which already apply to the parish.
- Deleting the vehicle sharing policy.
- Listing the community facilities and introducing a viability test in the cases where there are also business uses as well as community assets.

The referendum area does not need to be extended beyond the Plan area.

Introduction

1. Neighbourhood planning is a process, introduced by the Localism Act 2011, which allows local communities the opportunity to create the policies that will shape the places where they live and work. A neighbourhood plan does provide the community with the ability to allocate land for particular purposes and to prepare the policies that will be used in the determination of planning applications in their area. Once a neighbourhood plan is made, it will form part of the statutory development plan alongside the policies in the Mid Devon Local Plan 2013 - 2033, adopted in July 2020. Decision makers are required to determine planning applications in accordance with the development plan, unless material considerations indicate otherwise.
2. The neighbourhood plan making process has been undertaken under the supervision of Silverton Parish Council. A Steering Group was appointed to undertake the Plan's preparations.
3. This report is the outcome of my examination of the Submission Version of the Silverton Neighbourhood Plan. My report will make recommendations, based on my findings, on whether the Plan should go forward to a referendum. If the Plan then receives the support of over 50% of those voting at the referendum, the Plan will be "made" by Mid Devon District Council.

The Examiner's Role

4. I was appointed by Mid Devon District Council in April 2023, with the agreement of Silverton Parish Council, to conduct this examination.
5. In order for me to be appointed to this role, I am required to be appropriately experienced and qualified. I have over 45 years' experience as a planning practitioner, primarily working in local government, which included 8 years as a Head of Planning at a large unitary authority on the south coast, but latterly as an independent planning consultant and director of my neighbourhood planning consultancy, John Slater Planning Ltd. I am a Chartered Town Planner and a member of the Royal Town Planning Institute. I am independent of Mid Devon District Council and Silverton Parish Council and I can confirm that I have no interest in any land that is affected by the Neighbourhood Plan.
6. Under the terms of the neighbourhood planning legislation, I am required to make one of three possible recommendations:
 - That the Plan should proceed to referendum on the basis that it meets all the legal requirements.
 - That the Plan should proceed to referendum, if modified.

- That the Plan should not proceed to referendum on the basis that it does not meet all the legal requirements.
7. Furthermore, if I am to conclude that the Plan should proceed to referendum, I need to consider whether the area covered by the referendum should extend beyond the boundaries of the area covered by the Silverton Neighbourhood Plan area.
 8. In examining the Plan, the Independent Examiner is expected to address the following questions:
 - Do the policies relate to the development and use of land for a Designated Neighbourhood Plan area in accordance with Section 38A of the Planning and Compulsory Purchase Act 2004?
 - Does the Neighbourhood Plan meet the requirements of Section 38B of the Planning and Compulsory Purchase Act 2004 - namely that it specifies the period to which it is to have effect? It must not relate to matters which are referred to as “excluded development” and also that it must not cover more than one Neighbourhood Plan area.
 - Has the Neighbourhood Plan been prepared for an area designated under Section 61G of the Localism Act and been developed and submitted by a qualifying body?
 9. I am able to confirm that, if the plan is modified in accordance with my recommendations, the Plan will only relate to the development and use of land, covering the area designated by Mid Devon District Council, for the Silverton Neighbourhood Plan, on 7th July 2014.
 10. I can also confirm that it does specify the period over which the Plan has effect, namely the period from 2013 up to 2033, which coincides with the dates of the adopted Mid Devon Local Plan 2013 - 2033.
 11. I can confirm that the Plan does not contain policies dealing with any “excluded development”.
 12. There are no other neighbourhood plans covering the area covered by the neighbourhood area designation.
 13. I am satisfied that Silverton Parish Council as a parish council can act as a qualifying body under the terms of the legislation.

The Examination Process

14. Once I had reviewed the submitted documents, my first task was to conduct a site visit to Silverton. This was carried out on Tuesday 25th April 2023.
15. I crossed into the parish, over the M5, at Hele. I approach the village of Silverton from the south via Ellerhayes. Upon arriving in Silverton, I orientated myself by driving past the village shop on Newcourt Road. I then drove north out of the village on Fore Street and then travelled through the northern half of the parish before joining the A 396 south of Bickleigh. I returned to the village along Upexe Lane. I spent some time in the village, noting the proposed nine local green spaces as well as the other recreational spaces. I spent some time at the two allocation sites, in particular the site at the Glebe where I parked at The Berry and took in the views from the raised land around the church looking south. I also noted the position of a number of the list of buildings in this part

of the village. I walked down the lane to understand the relationship between the proposed open space and the housing site and noted the proposed access to the land proposed in Policy HSO3. Returning to my car, I drove through each of the character areas identified within the plan and I then left Silverton passing the Rooster site on Babylon Lane before exiting the parish towards Exeter down the Exe Valley.

16. Upon my return from Silverton, I prepared the document entitled Initial Comments of the Independent Examiner, dated 28th April 2023. I received a response from Mid Devon District Council on 7th June 2023 and from Silverton Parish Council, on 3rd June 2023.
17. Following the receipt of the comments there remained in my mind, outstanding questions regarding the Strategic Environmental Assessment, which I will expand upon under the appropriate heading later in this report. I set out my concerns in a note entitled Further Comments of the Independent Examiner, which I issued on 19th June 2023. In that document I gave advance notice that I had already concluded that a hearing would be required.
18. I subsequently issued a Notice of Public Hearing document dated 12th of June July 2019 2023 which confirmed that the hearing will take place on 29th of September 2023 in this meeting. The note sets out the questions that I will be seeking to address as well as agenda for the day.
19. The public hearing took place on 29th September 2023, at the Millennium Hall in Silverton. It started at 10:00am and it lasted until 12.45pm. The only parties that were invited to participate were the Parish Council and the District Council and the hearing was well attended by members of the public. I would like to place on record, my appreciation for the constructive approach exhibited by all the contributors.

The Consultation Process

20. Following a public meeting, held in February 2014, the Parish Council took the decision to prepare a neighbourhood plan. It subsequently established a community steering group, comprising both parish councillors and local residents and their work was guided by a Community Engagement Strategy.
21. An initial letter and questionnaire were distributed to every household in the parish in May 2014. This was followed up by two parish events held on 6th and 7th June 2014 which were attended by over 200 people. The responses from these events plus the 360 questionnaire replies were then analysed. In addition letters were sent out to local organisations and statutory consultees in September 2014.
22. Invitations were sent out to residents to attend a consultation event held over two days in the Community Hall, on the 5th and 6th December 2014.
23. A housing needs survey was circulated in February 2016 and a further event was held on the 9th and 10th September to allow residents to view and comment on housing sites which have been put forward, following a call for sites. They were also asked to comment on the draft Design Statement.
24. There then appears to have been a hiatus in terms of progress on neighbourhood plan with little activity being recorded until 4th September 2021

when the Pre- Submission version of the plan was published. This was the subject of a six - week consultation, known as the Regulation 14 Consultation, which ran until 5th November 2021. This exercise generated 87 responses from residents as well as 10 other responses, which are all set out in document which has a link in the Consultation Statement.

Regulation 16 Consultation

25. I have had regard, in carrying out this examination, to all the comments made during the period of final consultation, which took place over a six- week period, between 18th January 2023 and 3rd March 2023. This consultation was organised by Mid Devon District Council, prior to the Plan being passed to me for its examination. That stage is known as the Regulation 16 consultation.
26. In total, 13 responses were received, including: Mid Devon District Council, National Highways, Natural England, Environment Agency, Network Rail, the Coal Authority, Devon and Cornwall Police, Exmoor National Park Authority, Bradninch Parish Council. The Devon Countryside Access Forum, National Grid and 2 local residents.
27. I have carefully read all the correspondence and I will refer to the representations where relevant to my considerations and conclusions in respect of specific policies or the Plan as a whole.

The Basic Conditions

28. The Neighbourhood Planning Examination process is different to a Local Plan Examination, in that the test is not one of “soundness”. The Neighbourhood Plan is tested against what are known as the Basic Conditions as set down in legislation. It will be against these criteria that my examination must focus.
29. The five questions, which seek to establish that the Neighbourhood Plan meets the basic conditions test, are: -
- Is it appropriate to make the Plan having regard to the national policies and advice contained in the guidance issued by the Secretary of State?
 - Will the making of the Plan contribute to the achievement of sustainable development?
 - Will the making of the Plan be in general conformity with the strategic policies set out in the Development Plan for the area?
 - Will the making of the Plan breach or be otherwise incompatible with EU obligations or human rights legislation?
 - Will the making of the Plan breach the requirements of Regulation 8 of Part 6 of the Conservation of Habitats and Species Regulations 2017?

Compliance with the Development Plan

30. The Mid Devon Local Plan 2013 - 2033 forms part of the development plan alongside the Devon County Council Waste and Minerals Local Plan.
31. Silverton is one of the number of villages identified as locations where limited development is be targeted to provide housing, shops, local and community facilities and low impact business commensurate of the to the scale of the existing village.
32. The local plan proposes over the period 2013 – 2033, a minimum of 7860 new dwellings as set out in Policy S2, of which 786 are expected to be allocated or otherwise committed in the rural areas, which is about 10% of the overall housing requirement. Policy S3 states that housing sites of over six units, 30% should be affordable, although this can be by financial contributions on schemes of between 6 and 10 units.
33. Policy S9 is a wide-ranging environmental policy, covering requirements for high-quality sustainable design, the efficient use and conservation of natural resources, areas liable to flood, renewable energy and protection of landscape and sites of ecological and heritage assets.
34. Policy S13 names Silverton as one of the villages where development will be limited to proposals within settlement boundaries and allocations to small-scale housing, employment, tourism and leisure, services and facilities serving the area and other limited developments to enhance the localities community viability or to meet the needs of the area.
35. Policy S14 covers the areas which fall outside settlement boundaries which are subject to countryside policies which include affordable and low-cost housing to meet local needs.
36. The Local Plan 2013 - 2033 has two housing allocations within Silverton Parish, namely the Old Butterleigh Road for eight units and The Garage for five units.
37. All the above-mentioned policies are identified by Mid Devon District Council as being strategic policies.
38. In terms of development management policies, Policy DM1 deals with high-quality design, Policy DM5 sets parking requirements. Policy DM6 deals with rural exception sites which sets a number of detailed criteria including sites should adjoin settlements and being in a suitable location having regard to visual amenity and other relevant planning issues. Policy DM18 allows new build employment development. Policy DM24 protects local green space and recreational land and building. The local plan does not identify any local green space in Silverton. Of particular relevance to one of the sites allocated by the neighbourhood plan, at the Glebe, Policy DM25 sets out policy for protecting heritage assets.
39. The District Council is preparing a new Mid Devon Local Plan to cover the period 2023-43 and that has been the subject of its Regulation 18 consultation. The plan is still emerging and has not been subject to its examination and can

accordingly only be given minimal weight. In terms of the consideration of the basic condition relating to the neighbourhood plan being in general conformity with the strategic policies in the adopted local plan, the emerging plan is not relevant.

40. My overall conclusion is that the Neighbourhood Plan, apart from where I have noted in the commentary on individual policies, is in general conformity with these strategic policies in the Mid Devon Local Plan 2013 - 2033.

Compliance with European and Human Rights Legislation

41. Mid Devon District Council issued a Screening Opinion, in a report produced in November 2018, which concluded, after consulting the 3 statutory bodies, that a full strategic environmental assessment, as required by EU Directive 2001/42/EC, which is enshrined into UK law by the “Environmental Assessment of Plans and Programmes Regulations 2004”, would be required. In March 2019, AECOM, who had been commissioned by the Parish Council to carry out the assessment work, issued a Scoping Report which set out the matters that would be considered. Historic England commented on that scoping.
42. When the Regulation 14 consultation was published by the Parish Council, a February 2020 version of the Environmental Report was made available on the council’s website. However, there is no record of the draft assessment having been the subject of its own consultation, which is a requirement under Regulation 13 of the Environmental Assessment of the Plans and Programmes Regulations 2004. It appears that Historic England expressed some concerns regarding the report’s assessment of the impact of the Glebe Site on heritage assets.
43. An updated Environmental Report was accordingly produced, when the neighbourhood plan was formally submitted under Regulation 15, including greater detail on the scale of impact of the Glebe allocation on the heritage assets to address Historic England’s concerns.
44. That report should have been advertised alongside the other submission documents that had been submitted to Mid Devon District Council. Unfortunately when the Regulation 16 consultation was carried out the document that was provided was the Council’s original screening report. This was an issue that I identified during my consideration of the plan, as the Regulation 16 consultation would have allowed the public and statutory consultees to comment on the AECOM Environmental Report, which would have satisfied the requirements of Regulation 13 of the SEA Regulations.
45. I identified this as an issue in my Further Comments of the Independent Examiner document, which I issued on 19th June 2023. The omission was acknowledged by the District Council and it agreed to carry out a second Regulation 16 consultation, which ran from 11th July to 29th August 2023. That consultation specifically invited comments on the final Environmental Report and that resulted in 4 additional responses, from National Highways, Devon

Countryside Access Forum, Environment Agency and most importantly from Historic England. These were considered alongside the original Regulation 16 correspondence.

46. The carrying out of the second Regulation 16 consultation, in my opinion, means that the SEA Regulation's publicity requirements had been satisfied and I am content that the SEA had been produced in accordance with the usual methodology including looking at reasonable alternatives and has properly assessed the impacts of the plan's policies.
47. The Council, as competent authority, in the same screening report produced in November 2018, also screened the Plan under the Conservation of Habitat and Species Regulations. This concluded that a full Habitat Assessment would not be required as the plan was not be expected to have any significant effects upon any of the European protected sites, which all lie outside a 10 km buffer agreed with Natural England.
48. I am now satisfied that the basic conditions regarding compliance with European legislation, including the basic condition regarding compliance with the Habitat Regulations, are met. I am also content that the Plan has no conflict with the Human Rights Act.

The Neighbourhood Plan: An Overview

49. This neighbourhood plan covers the period up to 2033, which coincides with the end date of the adopted local plan. The local plan sets out the housing requirements which are expected to be delivered over that period, within Silverton parish. Overall there is a requirement for 1,627 new homes to be created in the district's rural areas and the plan makes two housing allocations for Silverton, the Old Butterleigh Road site (Site S11) and The Garage Site (Site S12), both of which have been developed. The minimum housing requirement set out the local plan for the rural area have now been met. Therefore there is no outstanding housing expectations, placed on the parish, which the neighbourhood plan could be required to have to respond to, to achieve the Local Plan's aspirations for the parish, over the remainder of the plan period.
50. Nevertheless there is nothing to preclude a neighbourhood plan from delivering higher levels of housing then envisaged in the adopted local plan and this is recognised by the Parish Council. At the hearing, I heard that Mid Devon District Council is not yet in a position to set out a housing requirement for Silverton Parish for the period beyond 2033 as its work on the new local plan is not sufficiently advanced.
51. Silverton Parish Council, therefore, finds itself in a position that it recognises the desire to provide new housing, although it is not compelled to by the District Council's, housing requirements, and it has sought to do that by introducing policies which will allow small site development on the edge of the village.
52. At the present time, the village is constrained by the current settlement boundary which was established by the Mid Devon Local Plan 2013 - 2033 which was adopted in 2020. The local plan policy is to limit housing

development to within settlement boundaries unless the sites are treated as rural exception sites or the development is required to be located in the countryside.

53. The neighbourhood plan promotes a policy which will allow, through a generic development management policy, Policy HS01, small developments of up to 5 houses on sites which lie within, and importantly, adjacent to the settlement boundary. That has the consequence of introducing a presumption in favour of housing on any site which is outside, but adjacent to the settlement boundary.
54. At the hearing, we explored possible unintended consequences of such a policy, which could push the search for sites for local needs affordable housing, usually described as rural exception sites, to locations which are well away from the village. I posed a possible scenario of young families, with no access to a car during the working day, facing long walks twice a day to the primary school, along country lanes with no pavements. I questioned whether that could be described as sustainable development.
55. I then asked whether the Parish Council had considered the option of reviewing the settlement boundary. This was initially in the context of the recently approved housing scheme at Silverdale, and whether the boundary should be altered so that it now could fall inside the village envelope. I went on to suggest that a review of the settlement boundary would enable the Parish Council to be in a position to identify the small sites, which it recognises that the village needs, by including them within a village envelope. It would be proactively deciding where it wanted to see such housing development, by choosing the sites, rather proposing a blanket presumption in favour of any site that lies adjacent to the village. Such an approach would then be consistent with local plan policy which seeks to restrict residential development to sites within a settlement.
56. It quickly became evident that the Parish Council has not contemplated that its neighbourhood plan could review the current settlement boundary. I explained that I was aware of many neighbourhood plans which had reviewed and changed the settlement boundary to accommodate new development. The District Council representatives at the hearing, confirmed their view that the neighbourhood plan could have re-visited the established settlement boundary.
57. That led to a very fruitful discussion as to whether the Parish Council had the appetite to pursue a settlement boundary review and it was clear to me that this was something that it may wish to pursue, enabling it to be more proactive to identify the types of small sites that the community wishes to encourage, without then forcing low-cost, local needs housing to sites which are effectively separate from the village which the plan would allow under Policy HS05.
58. My conclusion at the end of the discussion was that the Parish Council had an appreciation that the Policy HS01 as drafted, could have repercussions by allowing development which it would not wish to support. I sensed there was a willingness to revisit the settlement boundary issue, which will then enable the Parish Council and the community to go further and identify those parts of

- the village where an amendment to the settlement boundary could allow small sites to come forward, as opposed to the blanket policy as submitted.
59. I have come to the conclusion that Policy HS01, as submitted in respect of development on outside the settlement boundary and the consequential impact with Policy HSO5, for community housing, are significantly at variance to the approach set out in the Mid Devon Local Plan 2013 - 2033 and would undermine the spatial strategy for the parish and I do not think that necessarily is what the Parish Council was seeking to do. I will therefore be making amendments which bring the policy closer into alignment with the approach being promoted by Mid Devon District Council.
 60. Another of the recurring themes that emerge from this examination, is that the Parish Council has sought to use the neighbourhood plan to promote policies which do not meet the stipulation as set out in legislation, that neighbourhood plan policy should be policy for the use and development of land, which can be used to determine planning applications.
 61. This is now recognised by the Parish Council and in its response to my Initial Comments document, it is proposing that there should be a separate non-policy section which sits separately to the adopted policies of the neighbourhood plan policies. That is a solution which follows Secretary of State advice as set out in the neighbourhood planning section of the Planning Practice Guidance.
 62. Notwithstanding, my concerns regarding the housing policies, overall my conclusion is that the neighbourhood plan is capable of delivering sustainable development- another of the basic conditions. It contains policies which stipulates the type of housing that is being sought, it supports local businesses and economic development and seeks to protect community facilities, local green spaces and the natural and built environment. It also is positive by allocating land for two sites to deliver housing, one of which will deliver a local area of open space, which will have long term benefits in terms of meeting the health and recreational needs of local residents.
 63. My recommendations concentrate on the changes required to the wording of the policies, to ensure the plan meets the basic conditions and other legal requirements. I have shown as a ~~strike through~~ text that I am recommending should be removed from the policy wording and any text that needs to be introduced is shown in *italics*.
 64. There will need to be consequential changes to the supporting text to ensure the document reads as a coherent planning document.
 65. I will leave it to the Parish Council to work alongside the Mid Devon District Council planners to address these consequential changes, when preparing the Referendum Version of the plan, which will have to be published alongside Mid Devon District Council's Decision Statement.

The Neighbourhood Development Plan Policies

Policy EN01: Retaining and Enhancing the Natural Beauty of Our Parish

66. This policy covers the impact of development on the landscape and biodiversity. It sets the threshold of development having “minimal impact”, which does not differentiate between a proposal having a positive or negative impact on the natural environment. With the introduction of biodiversity net gain and or mitigation measures, it is possible that developments may have an *impact* on the natural environment, but that impact could be positive.
67. I therefore propose to clarify the policy by stating that the plan does not support developments which would have a greater than minimal adverse impact on the natural environment. The threshold is for harm in terms of biodiversity, is set by paragraph 180 of the NPPF’s, at “significant harm”. I believe that is covered by my recommendation that the threshold is set at “greater than minimal adverse impact” which will more closely align with the Secretary of State’s approach.
68. I have no other comments in terms of the other two elements of the policy.

Recommendation

Replace 1. With

“Development proposals will ~~only~~ not be supported where they have demonstrated that there are a greater than minimal adverse impact on the natural environment (landscape and biodiversity), ~~or~~ unless they satisfactorily mitigate these adverse impacts. ~~and~~ Development will be expected to enhance the natural environment where there is the opportunity to do so.

Policy EN02: Rights of Way (Public Footpath, Bridleways and Cycleways)

69. In terms of the drafting of this policy, the wording is imprecise in terms of whether a proposal is expected to meet just one of the criteria, or all of them.
70. I believe that the policy should clarify whether every proposal needs to enhance the rights of way network through new or in extending routes. I propose to clarify the intentions of the policy by including “and” at the end of requirements (i) and (iii) but the second requirement should only be imposed where it is feasible, to provide a new or an extended public right of way, which will normally be dependent upon the location of the development site.

Recommendation

Revise the policy as follows:

Proposals for development ~~not~~ affecting public rights of way will be supported where:

- 1. they promote, protect, maintain and enhance the existing local footpath and bridleway network for use on foot, bicycle or horseback *and***
- 2. they improve and enhance the existing network through the provision of new**

or extended routes (*where it is feasible to do so*) and

3. they prevent motorised vehicles (except those specifically designed for the disabled) using designated footpaths, bridleways and cycleways *and*
4. they protect and/or enhance the value of the rights of way as a biodiversity corridor

Policy ENO3: Local Green Space

71. This was a matter that was discussed at the public hearing. Initially the Parish Council response to my Initial Comments request for clarification as to the basis of site selection, was “the only basis was that we did not want to lose any more green space within the village”. The Parish Council did concede, at the hearing, that they had not appreciated the elevated status of the local green space, being at the top of the open space hierarchy. As paragraph 101 of the Framework states this status allows “communities to identify and protect green areas of particular importance to them”.
72. I did question, for example, in view of the importance attached to land at the Glebe, covered by Policy HS03, whether it would, have justified local green space status. However I have concluded that it would be inappropriate for me to confer the status, at examination, on excluded sites, without public consultation.
73. Following my site visit, I did specifically raise the question as to whether the strip of land on the south side of Applemede, which is used for a variety of different purposes, merits this level of protection.
74. I am satisfied that the majority of the proposed local green spaces do merit that status, apart from Site E, which is described as “two green amenity sites that contribute significantly to the visual appearance of this area of bungalows”. In this respect I believe that the southern area could not be described as *demonstrably special*, but I accept the area of amenity grass on the north side of the road can continue to be protected.
75. The Parish Council may wish to revisit its methodology when it carries out a review of this neighbourhood plan and other sites could be considered for protection.

Recommendation

Amend Map 5 to remove the area on the south side of Applemede

Policy ENO4: Minimising Flood Risk

76. As submitted, this policy places its obligations on all development proposals. However, there will be some development proposals that will not have implications, in terms of surface water disposal. For example, it will be unnecessary for the change of use of a property to have to incorporate sustainable drainage systems as run off from that property will not increase. I propose to clarify the policy only needs to be imposed on new buildings or extensions.

Recommendation

Amend the policy as follows:

~~All development~~ **Proposals for *new buildings/ extensions/engineering operations* should show how they will incorporate Sustainable Drainage System (SUDS) principles and provision for their ongoing maintenance in order to buffer rainwater runoff and to ensure there is no adverse impact on local flood risk through development.**

Policy BE01: Local Character and Design Standards

77. My only concern with regard to the first element of the policy, is that the threshold, in terms of protecting neighbouring properties amenities, is set at a level that the development should not adversely affect other properties. However, Policy DM1 of the Mid Devon Local Plan 2013 - 2033 sets the threshold, as proposals should not “have an *unacceptable* adverse effect on the privacy and amenities of neighbouring properties”. The significance is that it is possible that a proposal, particularly in a built-up location could have an effect on a neighbouring property, but that impact would not necessarily be so unacceptable as to justifying the refusal of the application, which implies the use of a degree of judgement by the decision maker.
78. A purpose of a neighbourhood plan policy is to influence how a planning application is to be determined rather than how it is submitted or indeed processed. A neighbourhood plan policy cannot dictate what documents should accompany the planning application. These requirements are set out in the Town and Country Planning (Development Management Procedures) Order 2015 and the District Councils Local Validation Checklist. Design and Access Statements can only be required for schemes of over 10 units or development in a conservation area.
79. However it is appropriate for an applicant to have to demonstrate how their proposals will affect the character of the area and how it has taken into account the Silverton Design Statement.

Recommendation

Amend 1. (iii) as follows:

demonstrates that the amenities of neighbouring residential occupiers will not be *unacceptably* adversely affected through overlooking, loss of light or outlook, over dominance or disturbance; and minimises visual impact through sensitive design and an appropriate level of landscaping and screening which complements and enhances the character of the local area.

Amend 2. as follows:

Development proposals should ~~be accompanied by a statement that sets out:~~ *demonstrate*

~~an assessment of the character of the site and its context;~~ how the proposed development fits in with ~~these specific characteristics~~ *character of the site and its wider context*; and how the Silverton Design Statement has been taken into account.

Policy BE02: Local Heritage

80. The first element of the policy relates to proposals within the conservation area. It also covers development “in proximity” to the conservation area. I do not consider that the issue is one, necessarily, of proximity, but rather, whether the development affects the “setting” of the conservation area. I will make a suitable recommended change.
81. The second element of the policy places an obligation on development anywhere in the parish, to have to show how they will respect heritage assets. My view is that it is unreasonable for applicants to have to go through the steps of justifying their proposals if they do not affect any heritage assets. If a planning application affected a heritage asset or its setting that would be a matter that would ordinarily be considered at the development management stage as there are specific legislative requirements for considering such applications, as well as guidance in the NPPF.
82. Equally, the need to show how the scheme will enhance the rural character of the area is both unnecessary and is an onerous requirement for those parts of the village which, by no stretch of the imagination, could be described as rural in their character. I will be proposing that this element of the policy be deleted.
83. The Parish Council did suggest that the obligation could remain but suggested an amendment to allow an applicant to justify why it did not apply to their location. That is not a reasonable expectation to place on an applicant.

Recommendation

Amend the policy as follows

- 1. Development proposals within or in proximity to which affects the setting of the Silvertown Conservation Area will be expected to demonstrate how they will positively conserve and enhance the unique characteristics of its location as identified in the Silvertown Conservation Area Appraisal and Management Plan.**
- ~~2. Development proposals in the wider Parish will also need to show how they will respect heritage assets and enhance the rural character of the area.~~
- 3. Where a Heritage Statement is required to accompany a planning application it will be required to identify the heritage assets, provide a clear assessment of the significance and impact of the proposal on those assets and their setting and to justify the design approach taken.**

Policy HS01: Scale of Housing Development

84. I have set out in the Plan Overview section of this report, my concern regarding the policy which allows housing development on unallocated sites at the edge of the village and its conflict with Policy S13 of the Local Plan, which I consider is a basic conditions issue. It will effectively rule out the delivery of rural exception sites which would otherwise be acceptable in such locations, due to the enhanced land value which would be attached to sites that can

accommodate market housing. That then has more significant repercussions which is likely to push low-cost affordable housing further away from the village and its facilities, leading to social isolation and are more likely to have to be entirely reliant on private car ownership. I have therefore recommended an amendment to remove support for housing on the edge of the village.

85. I fully accept the desire of the community to try to restrict developments to a maximum of five units. This is a theme that came from the community in its consultation responses. This was well articulated by the Parish Council at the hearing. Bearing in mind the housing requirements for the parish have been met for the lifetime of this local plan, I am satisfied that this restriction to small schemes is justified as a locally distinct policy.

Recommendation

Amend the policy as follows:

Proposals for housing development of five and fewer dwellings within ~~or on the edge of the Village Settlement Boundary as shown on the Policies Map~~ and on sites allocated in the Neighbourhood Plan will be supported provided they conform to the other policies of this Plan.

Policy HS02: Meeting Local Housing Need

86. I have no comments on this policy.

Policy HS03: The Glebe Housing Site

87. This housing allocation has proved to be the most controversial aspect of the neighbourhood plan, which generated a strong objection from Mid Devon District Council and in particular, from its Conservation Officer. This topic took up the majority of the time at the hearing. Objections had also been made at Regulation 16 stage by Historic England and I had invited their participation, but regrettably they were not able to attend the hearing. Nevertheless their position had been made clear in correspondence.

88. The genesis of this allocation stems from an offer originally made in 2017 between the landowner of the land at the Glebe and the then Steering Group. Essentially, it proposed that in exchange for the allocation of an area for 5 houses, the remainder of the site at The Glebe would be transferred to the Parish Council to enable the land to become public open space.

89. At the present time, the land is in private ownership and there is no public access. The majority of the site lies within the boundary of the Silverton Conservation Area as it was revised in 2015. The Silverton Conservation Area Appraisal and Management Plan reduced the extent of the Conservation Area and it removed the area now proposed for the housing allocation. I heard at the hearing the explanation of why this was countenanced, namely in terms of the changes to the protection now given to the setting of heritage assets.

90. It is almost unanimously agreed that this land at The Glebe is a much-valued piece of open space which, as well as mostly being in the Conservation Area,

also forms the setting of a number of listed buildings including the Grade 1 St Mary The Virgin Church. The Conservation Area Appraisal recognises this parcel of land as an Area of Merit in terms of the contribution it makes to the Conservation Area with its views across the site from the raised land at The Berry.

91. When I appraised the site and using the telephone pole as a reference point, it was evident to me that the potential residential development will have an impact on the Conservation Area and also the setting of the important listed buildings. There are no landscape features or field boundaries that will, at least in the short term, provide any screening of the new housing when viewed from the north. The important question for this examination is what is the scale of that impact and that has been the subject of extensive assessment work and discussion, some of which was of a technical nature.
92. To a large extent, it appeared to me that much of Historic England's concerns were related to the plan making process, in that whilst there was acceptance that harm would result, there was not a clear understanding of the extent of that harm. This was reflected in a number of iterations of AECOM's Strategic Environmental Assessment and it was only when the final version of the Environmental Report dated September 2022 had been produced, were Historic England satisfied that the matter had been properly assessed.
93. The assessment concluded that The Glebe site would have the potential for a medium adverse impact on a number of medium and high significance heritage assets. Historic England did not disagree with that assessment of harm and, to be fair, Mid Devon's Conservation Officer also concurred. The assessment of that level of harm is important in terms of the weight to be ascribed to it as set out in the NPPF. Paragraph 202 states that "Where a development proposal will lead to *less than substantial harm* to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal....."
94. There now appears to be a general consensus that the level of harm on the conservation area and the setting of the listed buildings, is "less than substantial" and therefore the balance of public benefit kicks in.
95. My assessment has to weigh whether the public benefits of securing the public access to this valued piece of open land, located in a part of the village which lacks such informal recreation areas, coupled with placing it in public ownership which will ensure that it maintains its undeveloped and open aspect are compelling arguments in favour of the proposed allocation and reflect the community's wishes as articulated by the Parish Council, outweigh the harm caused by the new housing, especially to the Conservation Area.
96. I appreciate that some members of the public do not support the proposed housing but I see this is a matter for the Parish Council to come to its own view and from what I have read, the proposed arrangement does enjoy a level of community support. I am not in a position to disregard the opportunity that has been presented to the community, if it accepts the "price" it is prepared to pay by allocating land for five new residential units to secure that new informal recreation area which can act as wildlife meadow, woodland, community

- orchard. I consider that this is exactly the type of initiative that the neighbourhood planning is encouraging and is an example of positive neighbourhood planning, accepting trade-offs to achieve community benefit.
97. There was some discussion at the hearing as to the robustness of the policy, which allocates specifically land for housing, if a proposal came forward without the accompanying public access and open space. I sought reassurance at the hearing in terms of the “offer” from the landowner and I was shown the correspondence from his solicitors which had been issued in 2017. However on closer scrutiny, it appears that what was initially being offered did not coincide with what the neighbourhood plan was proposing and some of the housing areas was to be situated within the Conservation Area. I therefore asked for the Parish Council to clarify with the landowner whether, in 2023, he was still proposing the arrangement as proposed in the neighbourhood plan. I subsequently received a letter which he has signed, indicating this continued support for the arrangement. In the interests of transparency I will attach a redacted version of this letter to this report.
98. At the hearing I heard concerns from the District Council regarding the legitimacy of the proposed arrangement. The concern was whether it raised issues with complying with Regulation 122 of the Community Infrastructure Levy Regulations 2010. That requires that any Section 106 agreement must meet the tests of “is it necessary to make the development acceptable, is it directly related to the development and is it fairly and reasonably related in scale and kind to the development”.
99. I will propose to address this by recommending that the policy proposes an allocation for a mixed use on the combined site providing for the housing use of the site shown in brown on Map 8 and recreational open space with public access on the area coloured green (but with the small building shown in brown being excluded for the allocation site). That should ensure that the housing cannot be considered separately from the remainder of the land at The Glebe.
100. I will also refer to the need for there to be a planning obligation that ensures the transfer of the green land to the Parish Council before the commencement of the development of any housing.

Recommendation

Retitle the Policy as “Land at The Glebe”

Amend the policy as follows:

~~Development proposals~~ Land at The Glebe is allocated for a mixed use development to provide up to 5 dwellings on the site area shaded brown and an area of public open space on the area shaded green as indicated on Map 8. A comprehensive development proposal will be supported provided:

- I. the housing scheme is sensitive to its setting, ~~within~~ adjacent to the conservation area and its close proximity to the countryside;
- II. the visual impact of the housing development from the Churchyard and the Berry is minimised. A Heritage Assessment would be taken into account.

- III. the *housing* development minimises the loss of existing trees and hedges and includes additional planting and other measures to protect Priority Habitat on the western boundary and improve ecological connections in the area, including the provision of green infrastructure enhancements to ensure a net gain in biodiversity
- IV. vehicular access *to the housing development* is provided from a single point with visibility splays appropriate to the speed of traffic and *the public open space incorporates a footpath link from the housing development to the village;*
- V. sufficient parking spaces for residents *of the new housing* and their visitors are provided within the *housing* site;
- VI. adequate recycling and storage areas are included on *housing* site as an integrated part of the design and layout of the scheme so as not to harm visual amenity;
- ~~VII. provision is made for an area of public open space of at least 0.5 ha on the Glebe including the planting of native tree species and hedging on boundaries.~~
- ~~VIII. Any planning application for the housing development on the land shaded brown shall be accompanied by a planning obligation that provides for the transfer of the land shaded green (excluding the small building shaded brown) to the Parish Council before the housing development is commenced.~~



Policy HS04: Tiverton Road Development Site

129. I have no objections to the principle of this allocation which is well related to the village. There is a mismatch between the wording of the policy, which refers to the provision of 2 dwellings, whilst the supporting text refers to “at least two dwellings”. The policy does not dictate the size of dwellings envisaged and so I will propose that the policy should retain a degree of flexibility, by reflecting the aspiration that the site should deliver at least 2 dwellings.

Recommendation

Amend the policy as follows:

Development proposals to provide *at least* two dwellings on the site indicated on Map 9 will be supported provided:

- I. use of the existing topography to ensure that there will be no unacceptably detrimental impact on the skyline;**
- II. existing boundary hedgerow and trees are retained, except where some loss is unavoidable to create safe vehicular access to the site. If this loss occurs, it must be mitigated by restoration and re-creation to provide net-gain in biodiversity;**
- III. sufficient parking spaces for residents and their visitors are provided within the site;**
- IV. private garden space for each dwelling commensurate with the size of the dwelling is provided; and**
- V. adequate recycling and storage areas are included on site as an integrated part of the design and layout of the scheme so as not to harm visual amenity.**

Policy HS05: Community Housing

130. Again this was a policy that was discussed at the hearing. I quite understand the desire of the Parish Council to want to promote community housing schemes and its aspiration to set up a Community Land Trust, as a vehicle for the delivery of low-cost affordable housing. The normal mechanism to deliver local needs affordable housing, is to promote it in locations where planning permission would not ordinarily be granted, through rural exception sites and there is a specific policy that covers them, namely Policy DM 6 of the Mid Devon Local Plan 2013 - 2033.

131. However, that local plan policy includes the stipulation that “The site adjoins a settlement and is in a suitable location which take as account of the potential for any visual impact and other relevant planning issues.” The difficulty with the approach being promoted in this policy, is that sites that adjoin the settlement boundary would be considered suitable for market

- housing and as these schemes are limited to 5 units, they are unlikely to deliver affordable homes.
132. Whilst this neighbourhood plan policy includes a caveat, referring to locations within a reasonable and safe walking distance of existing community facilities, the existence of rural roads into the village, without pavements, would be likely to rule out such schemes. This was recognised by the Parish Council's response to my Initial Comments, when it said that it would reluctantly agree to locations further out by referencing the policy to "locations that are *preferably* within a reasonable and safe walking distance."
133. This could lead to isolated enclaves of affordable housing, which could be occupied by families isolated from community facilities such as the school, community centre, local shops etc, especially if they did not have access to a private car during the working day. I do not consider that constitutes a sustainable form of development. I will therefore be proposing, in line with my recommendation in respect of Policy HS01, that rather than relying on sites within "a reasonable and safe walking distance", I propose to refer to sites which adjoin the settlement boundary. This would bring the policy into closer alignment with the rural exception policy of the Local Plan. That policy would remain relevant if the Parish Council does take the initiative and review the settlement boundary as part of a future modification of this plan.
134. I propose to cross reference the policy with the requirements set in Policy DM6 which can then include the requirement to keep the housing as affordable and available to local people in perpetuity and also allows the inclusion of an element of market housing if that is necessary to deliver a viable affordable housing scheme.

Recommendation

Amend the policy as follows

Community Housing schemes, such as a Community Land Trust, of more than five dwellings will be supported on a site, or sites ~~in locations within a reasonable and safe walking distance of existing community facilities~~ adjacent to the settlement boundary, where development would not otherwise be permitted providing:

- I. the development *meets the requirements set out in Policy DM6 of the Mid Devon Local Plan 2013 - 2033 including providing ~~that provides~~ an appropriate mix of dwelling types and sizes reflecting identified local need and meets demand based on a current Local Housing Needs Assessment; and***
- II. the development will not have a significant adverse impact on the character of the area and local landscape setting *and*;**
- III. the scheme demonstrates it has taken the Silverton Design Statement into account; and the ~~land is held in trust as a community asset~~ *affordable or low-cost housing will remain affordable in perpetuity to provide genuinely affordable housing to meet local needs.***

Policy HS06: Parking Space on Housing Development

135. Due to the historic nature of much of the village, where properties were built before the motor car was invented, it is not surprising that there are serious on street car parking issues in the village. The Parish Council is proposing higher car parking requirements on new housing development than would be expected by the Mid Devon Local Plan 2013 - 2033, which sets a blanket expectation of 1.7 spaces per dwelling. The implications of that higher standard, in terms of one and two bed units, would be that an extra space would be required for a development of 4 units, bearing in mind that, in my experience, the usual practice is for carparking requirements to be rounded up. In terms of 3 bed units, again an extra space will be required for schemes of 4 units.
136. The Parish Council pointed me to the examples of parking issues in the village, which I saw for myself, to justify a Silverton parking standard. Because parking is such an important issue in the village, I do not think that the marginally higher requirements raise issues in terms of the basic conditions.
137. I note the fact that the policy does allow garages to be counted towards the parking provision. I am aware that many development plan policies that will not accept them as part of the parking supply, due to the propensity of householders to use the space for domestic storage etc.
138. I do not consider that it is unreasonable for the size expectation for a garage to include space for the parking of a bicycle. However, as the District Council's cycle parking requirements are 2 cycle parking spaces per 1 or 2 bed unit and 4 cycles spaces for 3 bed or more houses, if the scheme makes provision for a cycle store separate to the garage such as in a garden shed, I do not consider that it is reasonable to require the provision of one cycle space in a garage, as that would be significantly lower than existing district standards.
139. Whilst I entirely understand the desire for electric car charging to be installed, recently changes to the Building Regulations now require their installation under Part S. Accordingly, I will be recommending that this element of the policy can be omitted.

Recommendation

Amend the policy as follows:

New housing development will be required to provide a minimum of two off-road parking space for units with 1 or 2 bedrooms and a minimum of three off-road parking spaces for units with 3 or more bedrooms. Garages that count against this requirement must be of a size that allows for the parking of a family size car and a bicycle *unless separate cycle storage is provided in accordance with Policy DM 5 of the Mid Devon Local Plan 2013 - 2033.*

~~**At least one electric car charging per house, with vehicle-to-grid connectivity**~~

~~when available.~~

Policy BJ01: Roosters, Babylon Lane, Employment Site

140. This allocation covers part of the wider employment site. I have no concerns with regard to the basic conditions, although a planning policy cannot dictate from which directions vehicles are allowed to access the site from. That is a matter that would be covered by highways legislation via Traffic Regulation Orders. The policy can require any new access to be designed so as to prevent access from the west through the geometry of any new access.
141. There is an error in the key to Map 10 which refers to “potential residential use’ That is an error and needs to refer to business/ employment use.

Recommendation

Amend the policy as follows:

Redevelopment proposals to protect existing or provide improved business/employment space at the site shown on Map 10 will be supported provided any redevelopment of the site does not result in a net increase in the total footprint of buildings on the site and they:

- I. **minimise the loss of existing trees and hedges and include additional planting and other measures to ensure a net gain in biodiversity;**
- II. **include adequate and appropriate screen-planting to minimise visual impact and ensure that adjoining uses are not adversely impacted by business activity on the site;**
- III. **provide sufficient on-site parking together with an adequate service and turning area on site;**
- IV. **satisfactorily address traffic and highway issues with *any new* access being *designed to ensure that vehicles can only enter and leave the site from and towards the west only*;**
- V. **conform to the other policies of this Plan.**

Policy BJ02: Super-fast Connectivity

142. My only concern relates to the requirement of new development “to be served” by superfast broadband. The delivery of internet facilities is not within the gift of the developer, but a telecommunications operator. What can be required is the provision of the necessary infrastructure such as ducting so as to enable the installation of the necessary equipment.

Recommendation

Amend the policy as follows:

1. **The development of a super-fast broadband infrastructure to serve Silverton Parish will be supported where it is sensitively sited and sympathetically designed.**
2. **All new residential, educational and business premises should *incorporate the necessary infrastructure (ducting etc.) to enable the premises to be served by a***

superfast broadband (fibre-optic) connection ~~installed on an open access basis.~~

Policy BJ03: Home Working

143. I applaud the desire of the Parish Council to respond to the recent phenomena of increased home working and seeking to encourage local enterprise and business development.
144. The issue is not necessarily straight forward, in that the use of part of a dwelling house or buildings within its curtilage, as a workplace / home office for the residents would normally be considered incidental to the enjoyment of the dwelling and would not need planning permission. That interpretation may change if other non-residents are employed at the premises.
145. It is not possible for the policy to be categoric as to the need for planning permission, which is a matter of legal interpretation, but I propose to recommend that the policy be prefaced to only apply in situations, where planning permission is required.
146. The second part of the policy deals with situations where “outbuildings” are converted and then are no longer required for that new purpose. I propose to differentiate between the situation where outbuildings lie within the curtilage of a dwelling, in which case if it were no longer used for that new purpose, it would naturally revert to the primary residential use of the premises, and other outbuildings.
147. If a building was not part of a residential property, for example, on a farm, then I see that there could be a case for keeping it as employment space, unless there was no market interest for that employment use, in which case there is no benefit of keeping a building vacant. The local plan requires a marketing exercise to be conducted for at least 18 months and I can see any reason for requiring a longer period in Silverton parish, compared to the rest of the district.
148. I do not see that there is justification for the building, in that situation, to have to revert to its previous use, when the thrust of national policy is to see rural buildings being converted into beneficial use, including residential in appropriate situations, as set out in Paragraph 80 c) of the NPPF.

Recommendation

Amend the policy as follows

1. **Where planning permission is required, proposals for development that combines living and small-scale employment space for office and/or light industrial uses through:**
 - I. **the use of part of a dwelling; or**
 - II. **a small-scale free-standing building within its curtilage; or**
 - III. **extensions to the dwelling; or**
 - IV. **conversion of outbuildings *outside of residential curtilages*****will be supported provided there is no adverse impact on the character and**

- amenity of nearby residential areas and they meet the criteria of Policy BE01.
2. Employment space permitted under clause (IV) of this policy must remain as its approved use unless it has been actively marketed for *at least 18 months* ~~two years~~ and it can be demonstrated that no demand exists for its continuation for employment purposes. ~~In such cases, the redundant space should revert to its former use.~~

Policy TR01: Non-Car Travel

149. I have no comments to make on this policy.

Policy TR02: Pedestrian Link to Main Road

150. As drafted this policy, could be interpreted as supporting any development, which would otherwise not be acceptable, so long as that development delivered the pedestrian link. I do not believe that is the intention of the policy and so I will propose amendments to clarify, what is envisaged.

Recommendation

Amend the policy as follows:

~~Development Proposals that further~~ for the creation of a safe pedestrian and cycle link between the Village and the A396 will be supported.

Policy TR03: Traffic Management

151. As previously mentioned, a neighbourhood plan policy is required by legislation to be a policy for the use and development of land, that can be used to determine planning applications. I am concerned that the final three elements of the policy do not meet that requirement and are in fact matters that are covered by highway legislation, rather than administered by the local planning authority.

152. The first element of the policy is setting out matters that would ordinarily be addressed in a Transport Assessment. Paragraph 113 of the NPPF states that such assessments should only be requested where the development would generate “significant amounts of movement.” The District Council confirmed that its Local Validation Checklist only requires their submission in cases of “major development”. I will incorporate that within my recommended changes to the policy.

153. In terms of the second criterion, I will expand its remit to look at the residual cumulative impact of the development on the road network is severe, which is in line with Secretary of State expectations.

Recommendation

Amend the policy as follows:

1. ***Major Development proposals that require the preparation of a Transport***

Assessment should identify the realistic level of traffic they are likely to generate. They must assess the potential impact of this traffic on pedestrians, cyclists, road safety, parking and congestion within the Silverton neighbourhood area and include measures to mitigate any impacts.

2. **Development that would give rise to unacceptable highway dangers or where the residual cumulative impact on the highway network is severe should will not be permitted.**
- ~~3. Traffic management proposals to reduce speed and improve pedestrian safety on existing roads should be consulted on fully and show they have the support of the local community.~~
- ~~4. A 20mph limit in built up areas throughout the parish is supported. If a legal limit proves problematic to implement, an advisory limit is recommended for a transitional period.~~
- ~~5. Banning of lorries over 7.5T, except for access, in built areas of the Parish to improve safety is recommended.~~

Policy TR04: Off Road Parking

154. The first element of the policy is effectively a requirement for a development to have to comply with other policy, whether it is elsewhere in the neighbourhood plan or in the Local Plan. That policy will already apply to planning applications in the parish. This part of the policy serves no useful purpose and duplicates existing policy and as such is against the Secretary of State's advice set out in paragraph 16f of the NPPF, which requires that plans "should have clear purpose, avoiding the duplication of policies that apply to a particular area."
155. The encouragement, in requirement 4, for the adoption of the Driveway Sharing scheme is again not a policy that could be used in the determination of a planning application and is therefore recommended for deletion. It could be included in the clearly differentiated, non-land use policy part of the plan.

Recommendation

Amend the policy as follows:

~~Development proposals must make adequate provision for off-road parking and service vehicles taking into consideration the type of development, the accessibility of the location, and the requirements of parking standards set down in policy HS06 of the Neighbourhood Plan for residential development, or any standards set by Devon County Council and/or Mid-Devon District Council for non-residential developments.~~

Development proposals to provide an additional public car park serving the Village of Silverton will be supported provided:

- suitable points for the charging of electric vehicles
- suitable access/egress arrangements can be provided

- the car park is suitably landscaped
- it will not cause significant nuisance to adjoining properties
- It is suitably located
- Extension of the lay-by at Ellerhayes for additional parking is supported.
- ~~Adoption by individuals of Driveway Sharing schemes and Electric Charging Sharing scheme is encouraged.~~

Provision of electric chargers at existing car parks and community buildings with car park is encouraged.

Policy TR05: Vehicle Sharing

156. Again this is a policy that could not be used to determine a planning application. I will recommend the policy be deleted. It can be moved to the community aspirations section of the policy.

Recommendation

The policy be deleted as follows

~~The following is encouraged, and is likely to use smartphone apps to enable these to a considerable degree.~~

- ~~1. Community Car Use – where people can book the use of a car, or cars, for self-driving, thus reducing the overall number of cars in the parish. It is preferable that such schemes use electric vehicles where possible.~~
- ~~2. Individual Car Share – shared rides to work, giving lifts~~
- ~~3. Taxi Share – sharing taxis~~

Policy CR01: Existing Community Facilities and Assets

157. The policy makes reference to community assets listed on the Register of Assets of Community Value. The listing of an asset on the register only provides protection so that if the premises are being disposed of gives the Community a Right to Bid. A listing only last 5 years.

158. I do not consider that referring to properties included on the register would offer the same protection as being listed in the policy. I believe that it would be helpful to provide clarity as to the reach of the policy, if the community assets are listed in the policy.

159. The plan does not describe what community facilities fall within the category of “service provision” and I will recommend that category be omitted. The list of community facilities includes local pubs, which as well as being community assets within the village, are also local businesses and as such they could close on grounds of the loss of economic viability.

160. The second element, relating to including an environmental assessment to advice on reducing carbon emissions is not a policy for the use and development of land and according does not comply with the legal requirements for being a neighbourhood plan policy.

Recommendation

Amend the policy as follows:

1. **Development proposals that result in the loss of local retail uses, service provision, or the following community facilities or a 'community asset' (listed on the Register kept by Mid Devon District Council)**
2. **Silverton Community Hall**
3. **St Mary's Church**
4. **St Mary's Church Hall**
5. **Evangelical Church and Hall**
6. **Methodist Church and Hall**
7. **The Lamb Inn**
8. **The Lamb Inn Shed**
9. **The Silverton Inn**
10. **Room 4U**
11. **Wyndham House Surgery**

will only be supported where:

- they are to be replaced with community space of an equal or higher quality on the same site or another site within the area;
 - the proposed alternative use would, overall, provide equal or greater benefits to the local community; and
 - it is demonstrated, through local community consultation, that it is no longer required by the community for the current use it serves *or it is shown that the continued use is no longer economically viable.*
- ~~2. Community facilities are encouraged to have an environmental assessment undertaken to advise on how they can reduce their carbon emissions~~

Policy CS02: Existing Recreation Space

161. I have no comments to make on this policy.

Policy CS03: New Public Open Space

162. I have no comments to make on this policy.

The Referendum Area

163. If I am to recommend that the Plan progresses to its referendum stage, I am required to confirm whether the referendum should cover a larger area than the area covered by the Neighbourhood Plan. In this instance, I can confirm that the area of the Silverton Parish Neighbourhood Plan as designated by Mid Devon District Council on 7th July 2014 is the appropriate area for the

referendum to be held and the area for the referendum does not need to be extended.

Summary

164. I congratulate Silverton Parish Council on reaching a successful outcome to the examination of its neighbourhood plan.
165. It is clear that a huge amount of hard work has gone into this plan by volunteers on behalf of the local community and I am pleased to recognise their sterling work.
166. I would urge the Parish Council to respond to the opportunities which I have identified to review the settlement boundary which will enable sites to come forward in the future in a positive way that supports housing in areas identified by the community but in a way that also allows low cost, local needs housing to be built close to the village and its amenities rather than being forced to locate away from the village.
167. To conclude, I can confirm that my overall conclusions are that the Plan, if amended in line with my recommendations, meets all the statutory requirements including the basic conditions test and that it is appropriate, if successful at referendum, that the Plan, as amended, be made.
168. I am therefore delighted to recommend to Mid Devon District Council that the Silverton Neighbourhood Plan, as modified by my recommendations, should proceed, in due course, to referendum.

JOHN SLATER BA(Hons), DMS, MRTPI, FRGS
John Slater Planning Ltd
2nd October 2023

APPENDIX

Letter form Landowner of The Glebe

TO: John Slater BA(Hons) DMS MRTPI FRGS
Examiner of Silverton Neighbourhood Plan
The Oaks, Buckerell, Honiton, Devon, EX14 3ER

CC: Silverton Parish Council

Silverton Neighbourhood Plan – The Glebe, Church Road, Silverton

I, [redacted] confirm that I am the owner of land at The Glebe, Silverton extending in all to 1.068 hectares and including the cob-built store beside the gateway.
The site is shown on the attached Map8A coloured brown, green and woodland.

I understand you have had sight of the letter dated 3rd October 2017 sent to the Parish Council by my solicitors, Trowers & Hamlins which refers to the land edged blue and red on the drawing.
I confirm that it was the land edged blue (areas A1, A2, A3) which we had in mind for housing with the area edged red to the north to become recreational space.

I understand that the areas A2 and A3 will encroach into the Silverton Conservation Area and should be included in the proposed open space/woodland coloured green on Map 8A.
The area A1 conforms to the area coloured brown on Map 8A which is to be allocated for housing.

As indicated by my solicitors, I remain supportive of the objectives of the Neighbourhood Plan that small sites for up to 5 houses be developed for sale to Parishioners and those with connections to Silverton at affordable prices.

I confirm that if the land coloured brown on Map8A is allocated to housing in the Neighbourhood Plan, I will transfer title to the land coloured green/woodland to the Silverton Parish Council to hold in perpetuity for recreational purposes.

This statement, with names and addresses redacted, may be published as part of the Examiner's Report.

Signed. [redacted]

Date.....16.....October 2023

Silverton Neighbourhood Plan

Map Title: The Glebe



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December 2023

Silverton Neighbourhood Plan

Decision Statement: Silverton Neighbourhood Plan proceeding to Referendum

REGULATION 18 - THE NEIGHBOURHOOD PLANNING (GENERAL) REGULATIONS 2012 AND THE LOCALISM ACT 2011

SUMMARY

This Decision Statement confirms that, following an independent examination of the Silverton Neighbourhood Plan, Mid Devon District Council accepts the examiner's recommendation that, subject to modifications, the Silverton Neighbourhood Plan can proceed to a Referendum.

The Examiner's Report, submission version of the Silverton Neighbourhood Plan and associated documents, including this Decision Statement, are available to inspect on the Mid Devon District Council website: <https://www.middevon.gov.uk/residents/planning-policy/neighbourhood-planning/silverton-neighbourhood-plan/> and at the Council's office at Phoenix House, Phoenix Lane, Tiverton, EX16 6PP during opening hours.

BACKGROUND

Silverton Parish Council as the qualifying body has prepared a neighbourhood plan for the parish of Silverton with the help of the local community. The plan sets out a vision for the future of the parish and planning policies which will be used to determine planning applications locally.

With the agreement of the qualifying body, Mid Devon District Council appointed an independent examiner to conduct the examination of the Silverton Neighbourhood Plan. The examination is required to test whether the plan meets the basic conditions, and other matters set out in paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 (as amended).

EXAMINER'S RECOMMENDATIONS

The Examiner's final report was received on 2nd November 2023. In the report the Examiner has recommended a number of modifications to policies within the Silverton Neighbourhood Plan in order that the plan and its policies meet the 'basic conditions'. Full details of the 'basic conditions' against which the plan has been examined, the recommended modifications and reasons for these can be found in the Examiner's report.

The report has concluded that, subject to the recommended modifications, the Silverton Neighbourhood Plan meets the basic conditions and can proceed to a Referendum. The Examiner has also confirmed that the Silverton Neighbourhood Plan should proceed to a Referendum based on the neighbourhood area approved by Mid Devon District Council in July 2014, which is the Silverton parish area and is shown in Appendix 2.

COUNCIL'S DECISION

As required under paragraph 12 of Schedule 4B to the Town and Country Planning Act 1990, Mid Devon District Council must consider each of the examiner's recommendations and the reasons for them and decide what action to take in response to each.

Having considered the Examiner's report, the Council accepts the recommended modifications and the reasons given for these. The Council considers that the Silverton Neighbourhood Plan, as modified, meets the basic conditions as set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 and that the Silverton Neighbourhood Plan complies with provisions made by or under sections 38A and 38B of the Planning and Compulsory Purchase Act 2004.

Accordingly, the Silverton Neighbourhood Plan, incorporating the Examiner's recommended modifications which are set out in Appendix 1, may proceed to a Referendum.

A Referendum will be held within 56 working days following the publication of this Decision Statement and the date for this Referendum will be published not fewer than 28 days before the date on which the Referendum will be held.

To meet the requirements of the Localism Act 2011 the Referendum will pose the following question:

“Do you want Mid Devon District Council to use the Neighbourhood Plan for Silverton to help it decide planning applications in the neighbourhood area?”

Government planning guidance advises that where a decision statement has been made detailing the intention to send a neighbourhood plan to Referendum, such as for the Silverton Neighbourhood Plan, that plan can be given significant weight in planning decision-making, so far as the plan is material to the application.

**Tristan Peat,
Forward Planning Team Leader for Mid Devon District Council**

For further information, please contact the Forward Planning Team at fplan@middevon.gov.uk

Appendix 1 – Mid Devon District Council’s Decision Statement on the Examiner’s recommended modifications to the Silverton Neighbourhood Plan December 2022

Neighbourhood Plan Policy	Examiner’s recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy EN01: Retaining and Enhancing the Natural Beauty of Our Parish	<p>Amend clause 1 as follows:</p> <p>“Development proposals will only not be supported where they have demonstrated that there are a greater than minimal adverse impact on the natural environment (landscape and biodiversity), or unless they satisfactorily mitigate these adverse impacts. and Development will be expected to enhance the natural environment where there is the opportunity to do so.</p>	<p>Agreed.</p> <p>These modifications are needed to reflect the wording of national planning policy and so meet the Basic Conditions, and will add clarity to the Policy EN01.</p>
Policy EN02: Rights of Way (Public Footpath, Bridleways and Cycleways)	<p>Amend the policy as follows:</p> <p>Proposals for development/ affecting public rights of way will be supported where:</p> <ol style="list-style-type: none"> 1. they promote, protect, maintain and enhance the existing local footpath and bridleway network for use on foot, bicycle or horseback and 2. they improve and enhance the existing network through the provision of new or extended routes (where it is feasible to do so) and 3. they prevent motorised vehicles (except those specifically designed for the disabled) using designated footpaths, bridleways and cycleways and 4. they protect and/or enhance the value of the rights of way as a biodiversity corridor 	<p>Agreed.</p> <p>These modifications are needed to clarify which criteria proposals are required to meet.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as striketrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy EN03: Local Green Space	Amend Map 5 to remove the area on the south side of Applemede.	Agreed. The site does not warrant this level of protection. The modification will meet the Basic Conditions.
Policy EN04: Minimising Flood Risk	Amend the policy as follows: All development Proposals for <i>new buildings / extensions / engineering operations</i> should show how they will incorporate Sustainable Drainage System (SUDS) principles and provision for their ongoing maintenance in order to buffer rainwater runoff and to ensure there is no adverse impact on local flood risk through development.	Agreed. The modification is needed to make clear which development proposals Policy EN04 will apply to.

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as striketrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy BE01: Local Character and Design Standards	<p>Amend clause 1, criterion III as follows:</p> <p>demonstrates that the amenities of neighbouring residential occupiers will not be <i>unacceptably</i> adversely affected through overlooking, loss of light or outlook, over dominance or disturbance; and minimises visual impact through sensitive design and an appropriate level of landscaping and screening which complements and enhances the character of the local area.</p> <p>Amend clause 2 as follows:</p> <p>Development proposals should be accompanied by a statement that sets out: <i>demonstrate</i> an assessment of the character of the site and its context; how the proposed development fits in with these specific characteristics <i>character of the site and its wider context</i>; and how the Silverton Design Statement has been taken into account.</p>	<p>Agreed.</p> <p>The modification is needed to make Policy BE01 consistent with Policy DM1 of the Local Plan.</p> <p>Additionally, a neighbourhood plan policy cannot dictate what documents should accompany a planning application. The modification will meet the legal requirements for a neighbourhood plan.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy BE02: Local Heritage	<p>Amend the policy as follows</p> <ol style="list-style-type: none"> 1. Development proposals within or in proximity to which affects the setting of the Silverton Conservation Area will be expected to demonstrate how they will positively conserve and enhance the unique characteristics of its location as identified in the Silverton Conservation Area Appraisal and Management Plan. 2. Development proposals in the wider Parish will also need to show how they will respect heritage assets and enhance the rural character of the area. 3. Where a he requisite Heritage Statement <i>is required to</i> accompanying a planning applications <i>it</i> will be required to identify the heritage assets, provide a clear assessment of the significance and impact of the proposal on those assets <i>and their setting</i> and to justify the design approach taken. 	<p>Agreed.</p> <p>The modification adds clarity to the policy and removes an unreasonable requirement placed on development proposals which do not affect heritage assets or rural character of the area.</p>
Policy HS01: Scale of Housing Development	<p>Amend the policy as follows:</p> <p>Proposals for housing development of five and fewer dwellings within or on the edge of the Village <i>Settlement Boundary as shown on the Policies Map</i> and on sites allocated in the Neighbourhood Plan will be supported provided they conform to the other policies of this Plan.</p>	<p>Agreed.</p> <p>The modification adds clarity to the policy, and will achieve general conformity with Policy S13 of the Local Plan and meet the Basic Conditions.</p>

<p>Policy HS03: The Glebe Housing Site</p>	<p>Retitle the Policy as “Land at the Glebe”</p> <p>Amend the policy as follows:</p> <p>Development proposals Land <i>at The Glebe is allocated for a mixed use development</i> to provide up to 5 dwellings on the site area shaded brown and an area of public open space on the area shaded green as indicated on Map 8. A comprehensive development proposal will be supported provided:</p> <ol style="list-style-type: none"> I. the housing scheme is sensitive to its setting, within adjacent to the conservation area and its close proximity to the countryside; II. the visual impact of the housing development from the Churchyard and the Berry is minimised. A Heritage Assessment would be taken into account. III. the housing development minimises the loss of existing trees and hedges and includes additional planting and other measures to protect Priority Habitat on the western boundary and improve ecological connections in the area, including the provision of green infrastructure enhancements to ensure a net gain in biodiversity IV. vehicular access to the housing development is provided from a single point with visibility splays appropriate to the speed of traffic and the public open space incorporates a footpath link from the housing development to the village; V. sufficient parking spaces for residents of the new housing and their visitors are provided within the housing site; VI. adequate recycling and storage areas are included on housing site as an integrated part of the design and layout of the scheme so as not to harm visual amenity; VII. provision is made for an area of public open space of at least 0.5 ha on the Glebe including the planting of native tree species and hedging on boundaries. <p><i>Any planning application for the housing development on the land shaded brown shall be accompanied by a planning obligation that provides for the transfer of the land shaded green (excluding the small building shaded brown) to the Parish Council before the housing development is commenced.</i></p>	<p>Agreed.</p> <p>The modifications strengthen the requirement to secure the provision of public open space as part of mixed use development at the Glebe site, and will meet the Basic Conditions.</p>
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Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy HS04: Tiverton Road Development Site	<p>Amend the policy as follows:</p> <p>Development proposals to provide <i>at least</i> two dwellings on the site indicated on Map 9 will be supported provided:</p> <ul style="list-style-type: none"> I use of the existing topography to ensure that there will be no unacceptably detrimental impact on the skyline; II existing boundary hedgerow and trees are retained, except where some loss is unavoidable to create safe vehicular access to the site. If this loss occurs, it must be mitigated by restoration and re-creation to provide net-gain in biodiversity; III sufficient parking spaces for residents and their visitors are provided within the site; IV private garden space for each dwelling commensurate with the size of the dwelling is provided; and V adequate recycling and storage areas are included on site as an integrated part of the design and layout of the scheme so as not to harm visual amenity. 	<p>Agreed.</p> <p>The modification will provide flexibility to the policy and be consistent with the supporting text to Policy HS04.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy HS05: Community Housing	<p>Amend the policy as follows</p> <p>Community Housing schemes, such as a Community Land Trust, of more than five dwellings will be supported on a site, or sites in locations within a reasonable and safe walking distance of existing community facilities adjacent to the settlement boundary, where development would not otherwise be permitted providing:</p> <ul style="list-style-type: none"> I the development <i>meets the requirements set out in Policy DM6 of the Mid Devon Local Plan 2013 - 2033 including providing that provides</i> an appropriate mix of dwelling types and sizes reflecting identified local need and meets demand based on a current Local Housing Needs Assessment; <i>and</i> II the development will not have a significant adverse impact on the character of the area and local landscape setting <i>and</i>; III the scheme demonstrates it has taken the Silverton Design Statement into account; and the land is held in trust as a community asset <i>affordable or low-cost housing will remain affordable</i> in perpetuity to provide genuinely affordable housing to meet local needs. 	<p>Agreed.</p> <p>The modification is needed in order to be consistent with Local Plan Policy DM6 and meet the Basic Condition to contribute to the achievement of sustainable development.</p>
Policy HS06: Parking Space on Housing Development	<p>Amend the policy as follows:</p> <p>New housing development will be required to provide a minimum of two off-road parking space for units with 1 or 2 bedrooms and a minimum of three off-road parking spaces for units with 3 or more bedrooms. Garages that count against this requirement must be of a size that allows for the parking of a family size car and a bicycle <i>unless separate cycle storage is provided in accordance with Policy DM 5 of the Mid Devon Local Plan 2013 - 2033.</i></p> <p>At least one electric car charging per house, with vehicle to grid connectivity when available.</p>	<p>Agreed.</p> <p>The modification is needed to achieve consistency with Local Plan Policy DM5 and be consistent with recent changes to the Building Regulations Part S.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy BJ01: Roosters, Babylon Lane, Employment Site	<p>Amend the policy as follows:</p> <p>Redevelopment proposals to protect existing or provide improved business/employment space at the site shown on Map 10 will be supported provided any redevelopment of the site does not result in a net increase in the total footprint of buildings on the site and they:</p> <ul style="list-style-type: none"> I minimise the loss of existing trees and hedges and include additional planting and other measures to ensure a net gain in biodiversity; II include adequate and appropriate screen-planting to minimise visual impact and ensure that adjoining uses are not adversely impacted by business activity on the site; III provide sufficient on-site parking together with an adequate service and turning area on site; IV satisfactorily address traffic and highway issues with any new access being designed to ensure that vehicles can only enter and leave the site from and towards the west only; V conform to the other policies of this Plan. 	<p>Agreed.</p> <p>The modification is needed to make sure the criterion is within the scope of a policy for the development and use of land and so meet the legal requirements for a neighbourhood plan</p>
Policy BJ02: Super-fast Connectivity	<p>Amend the policy as follows:</p> <ol style="list-style-type: none"> 1. The development of a super-fast broadband infrastructure to serve Silverton Parish will be supported where it is sensitively sited and sympathetically designed. 2. All new residential, educational and business premises should incorporate the necessary infrastructure (ducting etc.) to enable the premises to be served by a superfast broadband (fibre-optic) connection installed on an open access basis. 	<p>Agreed.</p> <p>Modification of Policy BJ02 is necessary to make clear it relates to the provision of infrastructure to support the internet.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy BJ03: Home Working	<p>Amend the policy as follows:</p> <ol style="list-style-type: none"> 1. Where <i>planning permission is required</i>, proposals for development that combines living and small-scale employment space for office and/or light industrial uses through: <ol style="list-style-type: none"> I. the use of part of a dwelling; or II. a small-scale free-standing building within its curtilage; or III. extensions to the dwelling; or IV. conversion of outbuildings <i>outside of residential curtilages</i> <p>will be supported provided there is no adverse impact on the character and amenity of nearby residential areas and they meet the criteria of Policy BE01.</p> 2. Employment space permitted under clause (IV) of this policy must remain as its approved use unless it has been actively marketed for <i>at least 18 months</i> two years and it can be demonstrated that no demand exists for its continuation for employment purposes. In such cases, the redundant space should revert to its former use. 	<p>Agreed.</p> <p>This modifications will make clear the policy will only apply to development that requires planning permission, and the policy will also meet the Basic Conditions.</p>
Policy TR02: Pedestrian Link to Main Road	<p>Amend the policy as follows:</p> <p>Development Proposals that further for the creation of a safe pedestrian and cycle link between the Village and the A396 will be supported.</p>	<p>Agreed.</p> <p>This modification is needed to make the intention of Policy TR02 clear.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy TR03: Traffic Management	<p>Amend the policy as follows:</p> <ol style="list-style-type: none"> 1 Major Development proposals that <i>require the preparation of a Transport Assessment</i> should identify the realistic level of traffic they are likely to generate. They must assess the potential impact of this traffic on pedestrians, cyclists, road safety, parking and congestion within the Silverton neighbourhood area and include measures to mitigate any impacts. 2 Development that would give rise to unacceptable highway dangers <i>or where the residual cumulative impact on the highway network is severe</i> should will not be permitted. 3 Traffic management proposals to reduce speed and improve pedestrian safety on existing roads should be consulted on fully and show they have the support of the local community. 4 A 20mph limit in built up areas throughout the parish is supported. If a legal limit proves problematic to implement, an advisory limit is recommended for a transitional period. 5 Banning of lorries over 7.5T, except for access, in built areas of the Parish to improve safety is recommended. 	<p>Agreed.</p> <p>The modification of Policy TR03 will remove criteria that do not fall within the scope of policies for the development and use of land and so meet the legal requirements for a neighbourhood plan. It will also remove criteria about matters which are covered through other legislation.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy TR04: Off Road Parking	<p>Amend the policy as follows:</p> <p>Development proposals must make adequate provision for off-road parking and service vehicles taking into consideration the type of development, the accessibility of the location, and the requirements of parking standards set down in policy HS06 of the Neighbourhood Plan for residential development, or any standards set by Devon County Council and/or Mid Devon District Council for non-residential developments.</p> <p>Development proposals to provide an additional public car park serving the Village of Silverton will be supported provided:</p> <ul style="list-style-type: none"> • suitable points for the charging of electric vehicles • suitable access/egress arrangements can be provided • the car park is suitably landscaped • it will not cause significant nuisance to adjoining properties • It is suitably located • Extension of the lay-by at Ellerhayes for additional parking is supported. <p>4. Adoption by individuals of Driveway Sharing schemes and Electric Charging Sharing scheme is encouraged.</p> <p>5. Provision of electric chargers at existing car parks and community buildings with car park is encouraged.</p>	<p>Agreed.</p> <p>This modification is needed to avoid duplication of other policies in the neighbourhood plan and the Local Plan, and also will meet the legal requirements for a neighbourhood plan.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as striketrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy TR05: Vehicle Sharing	The policy be deleted	<p>Agreed.</p> <p>The content of this policy is outside the scope of policies for the development and use of land and the modification is needed to meet the legal requirements for a neighbourhood plan.</p>

Neighbourhood Plan Policy	Examiner's recommended modifications shown in bold, as strikethrough text to be removed from the policy wording and text that needs to be introduced shown in <i>italics</i>	Council decision and reason
Policy CS01: Existing Community Facilities and Assets	<p>Amend the policy as follows:</p> <p>1. Development proposals that result in the loss of local retail uses, service-provision, or the following community facilities or a 'community asset' (listed on the Register kept by Mid Devon District Council)</p> <ol style="list-style-type: none"> 1. <i>Silverton Community Hall</i> 2. <i>St Mary's Church</i> 3. <i>St Mary's Church Hall</i> 4. <i>Evangelical Church and Hall</i> 5. <i>Methodist Church and Hall</i> 6. <i>The Lamb Inn</i> 7. <i>The Lamb Inn Shed</i> 8. <i>The Silverton Inn</i> 9. <i>Room 4U</i> 10. <i>Wyndham House Surgery</i> <p>will only be supported where:</p> <ul style="list-style-type: none"> • they are to be replaced with community space of an equal or higher quality on the same site or another site within the area; • the proposed alternative use would, overall, provide equal or greater benefits to the local community; and • it is demonstrated, through local community consultation, that it is no longer required by the community for the current use it serves <i>or it is shown that the continued use is no longer economically viable.</i> <p>2. Community facilities are encouraged to have an environmental assessment undertaken to advise on how they can reduce their carbon emissions</p>	<p>Agreed.</p> <p>The modifications will add clarity to Policy CS01, and will meet the legal requirements for a neighbourhood plan.</p>

Appendix 2: Silverton Neighbourhood Area Designation

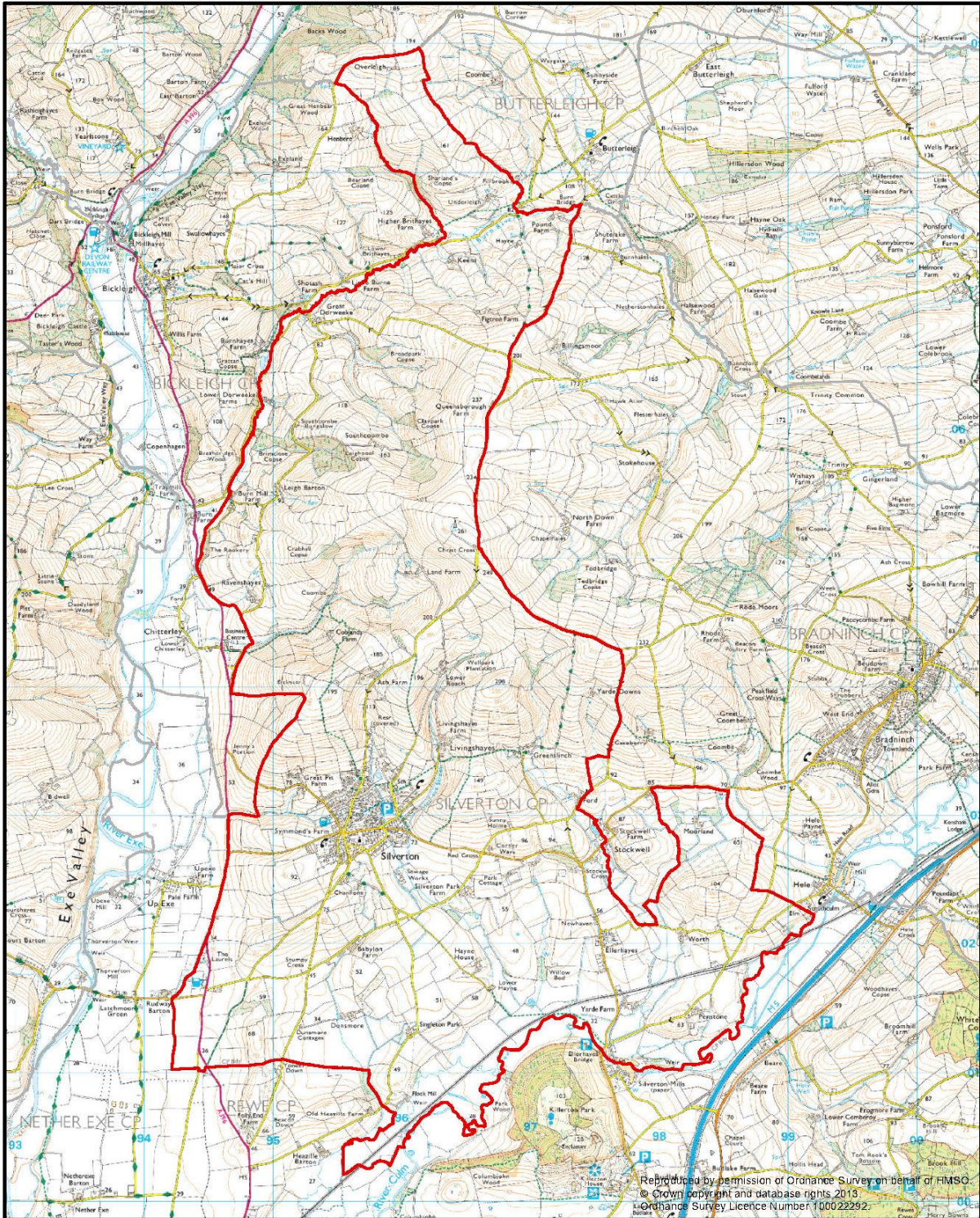


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Silverton Parish Neighbourhood Plan

2013-2033

Referendum Version



Silverton Parish Council

November 2023

Version History	
Initial Draft	January 2016
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Reg 14 Pre-submission version for public consultation	September 2021
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Referendum Version	November 2023

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The Parish Council acknowledge their grateful thanks for the donation of all photographs

Foreword

This is the Referendum Version of the Silverton Neighbourhood Plan which has been prepared by a working group of volunteers on behalf of Silverton Parish Council. It is the product of much research, consultation and debate over the past nine years. We trust it fairly represents a shared vision for the area. Its purpose is to help realise that vision by shaping development and growth of the local area. The Neighbourhood Plan is intended to ensure that we get the appropriate type of development in the right place.

We must adhere to national planning policy and conform to the strategic policies of the Mid Devon Local Plan. Beyond that, we are free to set the neighbourhood planning policies that we feel are necessary.

We were made aware, via the Housing Needs Survey Assessment 2016, that there is a need for genuinely affordable housing in the Parish.

Climate Emergency

The UK Parliament declared a Climate Emergency on 1st May 2019, and this, together with the outcome of COP26 and more recent reports by the UN International Panel on Climate Change have emphasised the need for urgent action. This Plan encourages the reduction of carbon emissions to net zero, where such endeavours are in keeping with the traditional nature of the Parish. It also proposes (Annex B) that Silverton Parish Council takes co-ordinating action, and creates a Green Action Group to help the Parish take this forward.

Community Involvement

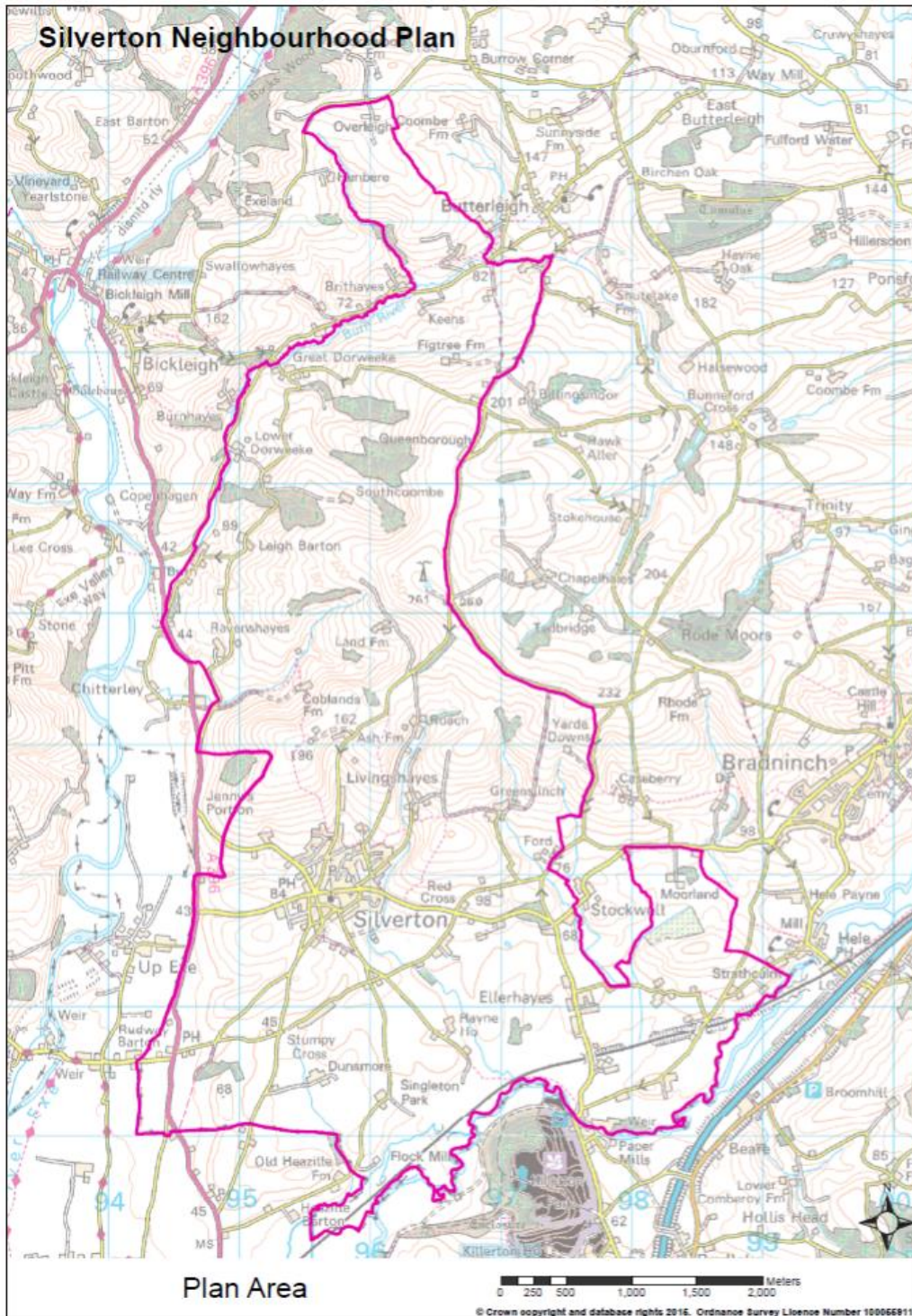
This Plan proposes many initiatives, some of which will be addressed by the Parish Council, District Council, and other planning authorities. Others, however, will require concerted action on the part of the Parish Community to be taken forward.

1. Introduction

The Plan Area

- 1.1 The Silverton Parish Neighbourhood Plan applies to the area that is under the jurisdiction of Silverton Parish Council. The Plan area, designated as a neighbourhood area by Mid Devon District Council on 3rd July 2014, is shown on Map 1 below (delineated by the red boundary).
- 1.2 In the interest of clarity, all references to 'Silverton' in this document apply to the whole of the Parish. The Village of Silverton, the main settlement area in the Parish, is referred to throughout the document as 'the Village'. Other settlement areas are referred to by their names.

Map 1 - Designated Neighbourhood Plan Area



2. Silverton in 2023

Our Parish

- 2.1 The Parish of Silverton lies on the east side of the Exe Valley, descending from hilly country in the north to flat land in the south, an extent of about 5 miles north to south, and 2 miles east to west, in all 1914 hectares (4730 acres). Most of the Parish is farmed as it always has been, with no spare land for leisure and community activities other than in and around Silverton Village and Ellerhayes
- 2.2 The fact that Silverton is within easy commuting distance of Cullompton, Tiverton and Exeter, combined with the beauty of its green landscape, means that it is subject to pressure for development, raising concerns in the community about sustainability. The network of narrow roads and lanes which cross the Parish is becoming ever more unequal to the ever-increasing size and weight of traffic. This presents hazards for cyclists, walkers and riders. In places the natural environment also suffers with ancient Devon banks becoming eroded and unstable.
- 2.3 The main settlements of the Parish are Silverton Village and Ellerhayes, which with other hamlets, provide homes for about 95% of the total population of 1,875 people¹. Outlying farms and houses account for the other 5%.

Silverton Village

2.4 Silverton is one of the larger historic villages of Mid Devon dating back to the Domesday Book and before. Its Conservation Area covers a large part of the Village and includes many Listed buildings setting the character and charm of the old streets and the central square. The Church of St. Mary the Virgin, built in the mid-15th century, stands above the ancient Berry looking out over countryside to the south. Together this provides a rich heritage deserving respect and care.



2.5 In the 20th century the old Village expanded with extensive new housing developments to the north and east - a total of 438+ houses and flats since 1926. More recently, sites in the village have been re-developed and in-filled raising questions about density and design. Houses in Silverton are expensive making it difficult for local people, especially the young, to stay in the Village.



2.6 More housing means more cars and one of the pressing concerns of the Village today is the shortage of parking space. With limited opportunities for employment within the Village, people who live here must depend on their own means of transport, or the bus service.

2.7 The Village is the hub of the Parish with a shop/post-office, a doctor's surgery, a health and wellbeing centre (Room4U), a primary school, three churches, a hairdresser, a barber, an estate agent, a gift shop, a free Community Larder, and two pubs, providing excellent services to the whole area.



¹ Office of National Statistics Census 2011

- 2.8 The Community Hall is one of several indoor meeting places where all kinds of clubs and activities take place. Outside space for recreation is more limited but the Rec has a children’s play park, adult exercise equipment, a skateboard park, tennis court, ping pong table and a football field. There is also the Little Rec in the Square (which is protected by virtue of being a Space of Merit within the Silverton Conservation Area, as marked on Map 6 on page 26), a play space for younger children and meeting place and includes the free Book Swap. There are also three allotment sites. The Village is an active and thriving place where the whole Parish community share events like the monthly Saturday Mini Market, the Street Market in August, and the Christmas Tree Festival in December.

Ellerhayes

- 2.9 Ellerhayes is the only other sizeable settlement in the Parish with some 51 households. It was built in 1900 to house workers for the local paper mill, and enlarged with an estate in the 1960s which was extended in the early 1990s as a private build scheme. It lacks sufficient off-road parking areas. The only community space for the residents is a small children’s play area, and allotments created recently by the community in a field rented from the National Trust whose Killerton estate adjoins the hamlet.



Our Community

- 2.10 Well over half of the Parish population (60%) falls within the age group 16 – 65 years. In 2011, children from 0 – 15 years made up 18%, and people of retirement age comprised 22%. The age distribution of our population follows the National Profile up to the age of 20, but falls below it in the age band 21 – 40, perhaps reflecting the price of houses here or lack of employment. However, we have more people over the age of 40 living in the Parish than nationally and a significant increase in those over 85².
- 2.11 Since the closure of the paper mill at Ellerhayes in 1999, there is now no major local employer in the Parish, so most of those of working age commute to Exeter or to other local towns and beyond. There is some employment in the Parish in agriculture, education, health, building, retail and hairdressing, with 22% of the working population being self-employed³. The arrival of High-Speed Broadband to the Village in 2015 will have helped some people working from home but, as yet, the network does not extend to the whole Village and beyond. Opportunities for working within the Parish would be increased by small workshop and light industry provision.
- 2.12 The sense of community and pride in our local neighbourhood remains strong. Like many communities, we have a Parish magazine, a Parish Council website and social media sites. All are important channels of information and communication, keeping us informed, linking us up and encouraging us to ‘live, work and play’ together. The first draft of the Neighbourhood Plan featured on the website for all to read and share their reactions, an important element in the picture of Silverton in 2016.



² Office of National Statistics Census 2011

³ Office of National Statistics Census 2011

3. The Strategic Context

- 3.1 In preparing our Neighbourhood Plan we are obliged, by law, to:
- have regard to national policies and advice contained in guidance issued by the Secretary of State
 - ensure the Plan is in general conformity with the strategic policies contained in the Local Plan

National Planning Policy Framework

- 3.2 In preparing the Neighbourhood Plan we have been aware of the current national planning framework. The National Planning Policy Framework (*NPPF)⁴ sets out the Government’s planning policy to which all plans and proposals for development should comply. The NPPF includes, at its heart, a “*presumption in favour of sustainable development*”. It states that neighbourhood plans should “...*support the strategic development needs set out in Local Plans, including policies for housing and economic development...*” and “...*plan positively to support local development, shaping and directing development in their area that is outside the strategic elements of the Local Plan*”. The NPPF goes on to say that “*The ambitions of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area. Neighbourhood plans must be in general conformity with the strategic policies of the Local Plan.*” Outside of strategic policies however, we are encouraged to shape and direct sustainable development in our area through our Neighbourhood Plan.

Mid Devon Local Plan

- 3.3 The local strategic context is provided by the Mid Devon Local Plan which was adopted in July 2020. The Local Plan will guide development in the district over the next 20 years. “*It aims to make sure that new homes, jobs and services required by communities are located in the most sustainable places. It will also help deliver the infrastructure, facilities and other development needed to make this possible.*” The Silverton community has engaged with the review process. The local planning authority has staged a consultation event in the area and had a dialogue with Silverton Parish Council.

Local Plan Strategic Objectives and Policies

- 3.4 The strategic policies of the Local Plan number 13 in total. Three of these refer specifically to the main towns of the district, Tiverton, Cullompton and Crediton. The other 10 provide the strategic context with which our Neighbourhood Plan must conform. Policy S13 makes direct reference to the villages, including the Village:

“The following rural settlements will be designated as villages suitable for limited development:

*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.*

Development will be limited to proposals within their defined settlement limits and to allocations for:

a) small-scale housing, employment, tourism and leisure;

b) Services and facilities serving the locality; and

c) Other limited development which enhances community vitality or meets a local social or economic need.”

Silverton Parish Council - Position Statement

- 3.5 Silverton is a rural parish in the middle of rural Devon. We are proud of where we live. We are content with the quality of life it provides us. We want to ensure this situation continues.

⁴ *National Planning Policy Framework, Department for Communities and Local Government, July 2021

- 3.6 To protect what we have does not mean resisting change and development. On the contrary, we recognise that a certain amount of change and growth is necessary. We are content with that premise as long as the growth is relatively slow and the change is incremental. This is the way it has always been in Silverton and should remain so; we will ensure that Silverton remains an inclusive and thriving community.
- 3.7 The NPPF sets the agenda for sustainable development. These include the key principles:
- ensuring high quality design and a good standard of amenity for all
 - recognising the different roles and character of different areas
 - supporting the transition to a low carbon future in a changing climate, taking full account of flood risk
 - contributing to conserving and enhancing the natural environment and reducing pollution
 - reusing land that has been previously developed
 - promoting mixed use developments
 - conserving heritage assets in a manner appropriate to their significance
 - making the fullest possible use of public transport, walking and cycling
 - supporting local strategies to improve health, social and cultural wellbeing for all
 - delivering sufficient community and cultural facilities and services to meet local needs
- 3.8 Most significantly, the NPPF says that sustainable development should be the objective which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 3.9 In preparing a Neighbourhood Plan for Silverton we have adhered to the NPPF principles. In local land use terms this means development should normally:
- be relatively small in scale
 - incremental over the Plan period
 - meet local need
 - contribute to community life
 - enhance the quality of the environment
 - respect local character
 - bring economic benefits
 - ensure Silverton remains a sustainable community
 - encourage the Parish to reduce carbon emissions

4. Purpose of the Neighbourhood Plan

- 4.1 Neighbourhood planning gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of the local area. The National Planning Policy Guidance says that, in accordance with the Localism Act 2011, the Parish Council, as a qualifying body can *“choose where it wants new homes, shops and offices to be built, have a say on what those new buildings should look like and what infrastructure should be provided”*.

The Neighbourhood Planning Process

- 4.2 We approached the task with an open mind as to what the Silverton Parish Neighbourhood Plan would cover and what its themes and purposes would be. We understood from the outset that it would have to meet the basic conditions:
- have regard to national policies and advice contained in guidance issued by the Secretary of State
 - contribute to the achievement of sustainable development

- be in general conformity with the strategic policies contained in the development plan for the area – the Mid Devon Local Plan

- 4.3 With these constraints in mind, we have consulted widely and engaged with our local community to understand what is needed and what it is possible to influence and effect through a set of neighbourhood planning policies. We have considered carefully the policies of the Local Plan Review and assessed, based on our agreed objectives, whether a more localised or detailed neighbourhood plan policy is necessary. In several instances, we have concluded that the Local Plan policy is sufficient. We have only introduced a Neighbourhood Plan policy where it will help ensure the area develops in the way we wish it to.
- 4.4 The resultant Silverton Parish Neighbourhood Plan sets out how we would like to see the area developed over the next 10 years and, through its policies, shape and direct sustainable development that will benefit those that live, work or visit in our area.
- 4.5 The development and preparation of the Silverton Parish Neighbourhood Plan has been undertaken by a Steering Group comprised of local people and parish councillors, under the auspices of the Parish Council.
- 4.6 It was understood from the outset that for the Plan to be truly representative of the planning issues of relevance in the area and to be *the community's plan*, we needed to carry out a thorough and on-going consultation process with those who live and work in the area and those that visit here on a regular basis. We also recognised that the Plan could not be properly developed without the input of organisations and agencies with a district, county, sub-regional or national remit and an interest in the area.
- 4.7 The process and the types of consultation exercise and discussion that we have gone through are documented in detail in our **Consultation Statement** which accompanies the Referendum version of the Neighbourhood Plan. The key methods we have used have included:
- Public exhibitions, meetings and events
 - Regular articles in the parish newsletter 'Silverleigh Parishes Magazine'
 - Pages on parish website
 - Noticeboards and poster sites (electricity poles)
 - Workshops
 - Correspondence with local businesses and community groups
 - Every Steering Group meeting has been open to the Public
 - Correspondence with wider than local organisations and agencies (strategic stakeholders) which have an interest in our planning issues
 - Three consultations during which comments have been invited on draft documents
 - Surveys
- 4.8 The development of the Silverton Parish Neighbourhood Plan was based on a desire to be open and to welcome comments and contributions from all quarters. Our intent has been to encourage and foster discussion and debate within the community about the issues and opportunities that face us and strive to achieve a community consensus. This Plan represents the consensus of this process.
- 4.9 Having developed the Plan through this iterative and inclusive approach, the fourth draft of the Plan was shared with the community and other stakeholders in expectation that it would need further refinement or revision to reflect comments before progressing through the regulatory framework.

- 4.10 The regulations required us to carry out a formal consultation on the pre-submission version of the Plan, followed by this formal submission to the local planning authority and examination of the Neighbourhood Plan by an independent Examiner. After that point, assuming the Plan passes through the examination successfully, the Plan will be subject to a public referendum where residents on the electoral register will be asked if they support the final Plan. If the referendum answer is a “yes” from a majority of voters turning out on the day, the Plan will be “made” (i.e. adopted) by the local planning authority, Mid Devon District Council.

The Plan’s Status

- 4.11 This Neighbourhood Plan, once made, will be a Statutory Development Plan. That means that its policies will have significant influence when it comes to being used by the local planning authority to help determine proposals for development submitted through planning applications. It will form the local tier of planning policy in our Parish. It sits with the district-wide Local Plan, produced by Mid Devon District Council (also a Statutory Development Plan) and underneath the umbrella of national planning policy in the Government’s National Planning Policy Framework (NPPF), as the main planning policy documents relevant to the Silverton area. Other important planning documents which govern specific issues are the Minerals and Waste Plans produced at the county-wide level.
- 4.12 The Neighbourhood Plan’s policies cannot guarantee that a development proposal will be refused or be granted permission, but the policies will carry significant weight, alongside policies of the NPPF and Mid Devon Local Plan when weighing up the appropriateness of the development proposal in question.

5. The Structure of Our Plan

- 5.1 The Neighbourhood Plan sets out the community’s aims and objectives for the neighbourhood area, which have been developed following a dialogue with the community and shaped by existing planning policies, plans and contributions of key organisations and agencies.
- 5.2 Having explained our rationale for these, the Plan sets out our neighbourhood planning policies for the Parish on a topic by topic basis. The brief introduction to each topic is based on the findings of the research, surveys and consultations that have taken place as part of the neighbourhood planning process. More detail can be found in our Local Evidence Report 2022.
- 5.3 Under each topic heading we summarise the characteristics of that topic and the key issues which have been identified, and set out the agreed objectives the neighbourhood planning policies are seeking to achieve. Then, for each Neighbourhood Plan policy that follows we set out:
- the policy statement;
 - our explanation of and justification for the policy; and,
 - reference to the other planning policies in national and district planning documents which relate to that policy.
- 5.4 It is important to note that, while we have set out policies under topic headings, when development proposals are being assessed, the whole Plan (i.e. all policies) should be considered since policies in one topic may apply to proposals which naturally fit under another.
- 5.5 Our Plan finishes with an explanation of how we will monitor and review the Plan, a glossary which seeks to demystify some of the planning terminology used in our Plan and a bibliography which includes the details of the main documents used in the preparation of the Plan.

Companion Documents

- 5.6 Five other documents have been prepared to accompany the Neighbourhood Plan. They are as follows:

- Consultation Statement
- Basic Conditions Statement
- Design Statement
- Strategic Environmental Assessment - dated 22 Sep 2022
- Local Evidence Report

5.7 The Neighbourhood Plan is subject to testing as it is developed to help determine its positive or negative impact on the social, environmental and economic character of the neighbourhood area. A screening opinion was obtained from MDDC in November 2018. With the allocation of development sites, the Plan was assessed as having “significant environmental effects”. This has been done through a Strategic Environmental Assessment (SEA), which will accompany all future versions of the Plan. As a consequence, an environmental report must be prepared in accordance with paragraphs (2) and (3) of regulation 12 of the Environmental Assessment of Plans and Programmes Regulations 2004.

6. Vision, Aims and Objectives

Establishing a Neighbourhood Plan Framework

6.1 The framework for the Silverton Parish Neighbourhood Plan comprises:

- **a vision** – for the long-term future of Silverton;
- **the aims** – that it is hoped that the Plan can help achieve; and
- **the objectives** – that we expect the Plan to attain by the application of appropriate neighbourhood planning policies and community action

Our Vision

Silverton is a rural Parish in the Exe Valley, yet within easy reach of Exeter and other local towns. We seek to protect the special character of both its country setting and ancient heritage, while encouraging the change and development needed to make our Parish a more thriving, more sustainable and safer place for the present community and for those who will live here in the future.

6.2 A Neighbourhood Plan should set out a vision for the future of its neighbourhood. The vision should reflect a desired end state that is consistent with the values and overall priorities of the community.

6.3 Our vision is represented by the following set of topics based themes. The topics and themes have been derived from the consultation process and our analysis of what we have been told. We believe they capture the direction the community wants the Neighbourhood Plan to take to bring benefits for local people.

Topics	Themes
Natural Environment (EN)	<i>enjoying and respecting the countryside and rural setting</i>
Built Environment (BE)	<i>being careful when making changes and additions to the built environment</i>
Housing (HS)	<i>being willing and able to accommodate changing needs</i>
Business and Jobs (BJ)	<i>maintaining a living and working parish</i>
Traffic and Travel (TR)	<i>reducing the impact of motor vehicles</i>
Community Spaces and Activities (CS)	<i>creating a healthier and more active community and becoming more resilient and self-supporting</i>

The Aims and Objectives of the Neighbourhood Plan



- 6.4 The process of arriving at an agreed set of aims and objectives started with a ‘workshop’ event at which members of the Neighbourhood Plan Steering Group examined the evidence and the response we had received to surveys and other consultation activities. Much of the community based evidence came from the results of a community consultation undertaken during the Spring of 2014. The workshop process and outcomes can be found described fully in a Workshop Report, November 2014⁵.
- 6.5 A draft set of aims and objectives was the focus of a further community consultation in the Parish during December 2014. The response we received was positive and encouraging. As a result of the reaction and comments, a number of revisions were made to the draft aims and objectives. The final set (see table below) was approved by Silverton Parish Council in March 2015. We believe it fairly reflects the community’s neighbourhood planning and development agenda. It is this agenda that underpins the Neighbourhood Plan’s policies.
- 6.6 We recognise that not all the objectives that were derived from this consultative process would lead to a neighbourhood planning policy. A number have been categorised as ‘Community Objectives’⁶. These have been referred to the Parish Council for further consideration and action.

⁵ Workshop Report, 21 November 2014, Silverton Neighbourhood Plan – see report at <https://parish.middevon.gov.uk/media/123258/local-evidence-report-draft-291114.pdf>

⁶ The List of Community Objectives can be viewed at <https://parish.middevon.gov.uk/media/194720/community-objectives.pdf>

Silverton Parish Neighbourhood Plan

Aims	Objectives
Natural Environment	
Protect our rural environment	1. <i>Protect the Devon banks and hedgerows from destruction by future development</i>
Ensure any new development that takes place outside the built-up area is appropriate and un-intrusive	2. <i>Accept farm diversification where it is proven to be in the interests of viability</i>
Move towards net zero	3. <i>Encourage development of community led electricity generation initiatives where disturbance and visual impact are limited</i>
Enhance access to the countryside around us for enjoyment and wellbeing	4. <i>Maintain and improve existing routes</i> 5. <i>Support development of new footpaths and bridleways and cycle paths</i>
Promote the wellbeing benefits of the countryside	6. <i>Protect existing green spaces in and around Silverton Parish</i> 7. <i>Ensure future development does not compromise the landscape, rural and built heritage, wildlife habitats, geological assets and archaeological sites, or cause flooding</i>
Built Environment	
Ensure all new development in the Parish contributes positively to character, visual appearance and community safety	1. <i>Establish appropriate design standards where they are required</i>
Respect and value the history and heritage of the Parish	2. <i>Raise awareness of the need to protect and enhance our history and heritage</i> 3. <i>Any new development should be only as an extension of Silverton Village or Ellerhayes, other than the conversion of existing farm buildings.</i>
Reduce carbon emissions	4. <i>Ensure new buildings are net zero as regards carbon emissions</i> 5. <i>Encourage moves towards net zero carbon emissions for new and existing buildings</i>

Housing	
Encourage small-scale development that meets local needs	<ol style="list-style-type: none"> 1. <i>Restrict the provision of new housing to small-scale development</i> 2. <i>Identify preferred housing development sites</i> 3. <i>Establish development criteria for new housing development</i>
Explore and promote alternative ways of building and providing new homes	<ol style="list-style-type: none"> 4. <i>Encourage alternative house building initiatives that help provide more genuinely affordable homes for local people and introduce more flexibility into the local housing stock</i>
Ensure new housing meets adequate standards of design, energy efficiency and off-road parking	<ol style="list-style-type: none"> 5. <i>Ensure housing is built in keeping with the local character and distinctiveness of the area</i> 6. <i>Set space standards around new dwelling houses to provide adequately for cars, storage and garden</i> 7. <i>Encourage new houses to be built to carbon net zero standard with vehicle charging points using vehicle-to-grid connectivity</i> 8. <i>Encourage terraced housing which offers increased insulation, land economy and harmony with local properties</i>
Encourage reduction of carbon emissions for existing housing	<ol style="list-style-type: none"> 9. <i>Encourage energy efficiency for existing housing</i>
Business and Jobs	
Seek opportunities to provide additional employment opportunities for local people	<ol style="list-style-type: none"> 1. <i>Identify and allocate appropriate sites for business development</i> 2. <i>Establish development criteria and limits for new business development</i>
Remove major barriers to home working	<ol style="list-style-type: none"> 3. <i>Facilitate high speed broadband by fibre or wireless</i>
Encourage the provision for small work units and other business opportunities	<ol style="list-style-type: none"> 4. <i>Protect existing employment space</i> 5. <i>Support development of micro business spaces such as artisan workshops, small offices, live-work units</i> 6. <i>Resist large-scale industrial units</i>
Reduce carbon emissions	<ol style="list-style-type: none"> 7. <i>Encourage new developments to be as close to net zero as possible and parking to provide the ability to charge electric vehicles using vehicle-to-grid connectivity when available.</i>
Traffic and Travel	
Make it easier and safer for people to walk and cycle within the Parish	<ol style="list-style-type: none"> 1. <i>Explore proposals to provide new facilities for cyclists should they come forward</i> 2. <i>Explore possibility of foot and cycle link between the Village and A396</i> 3. <i>Encourage a reduction in car usage</i>
Manage traffic in the interests of safety	<ol style="list-style-type: none"> 4. <i>Explore appropriate traffic management measures to reduce the speed of traffic thus lowering pedestrian risks from traffic</i>
Address parking issues	<ol style="list-style-type: none"> 5. <i>Encourage the creation of off-road parking space</i> 6. <i>All new housing should have adequate off-road parking for their residents and visitors</i>
Reduce carbon emissions	<ol style="list-style-type: none"> 7. <i>Encourage the adoption of electric vehicles</i>

Community Spaces and Activities

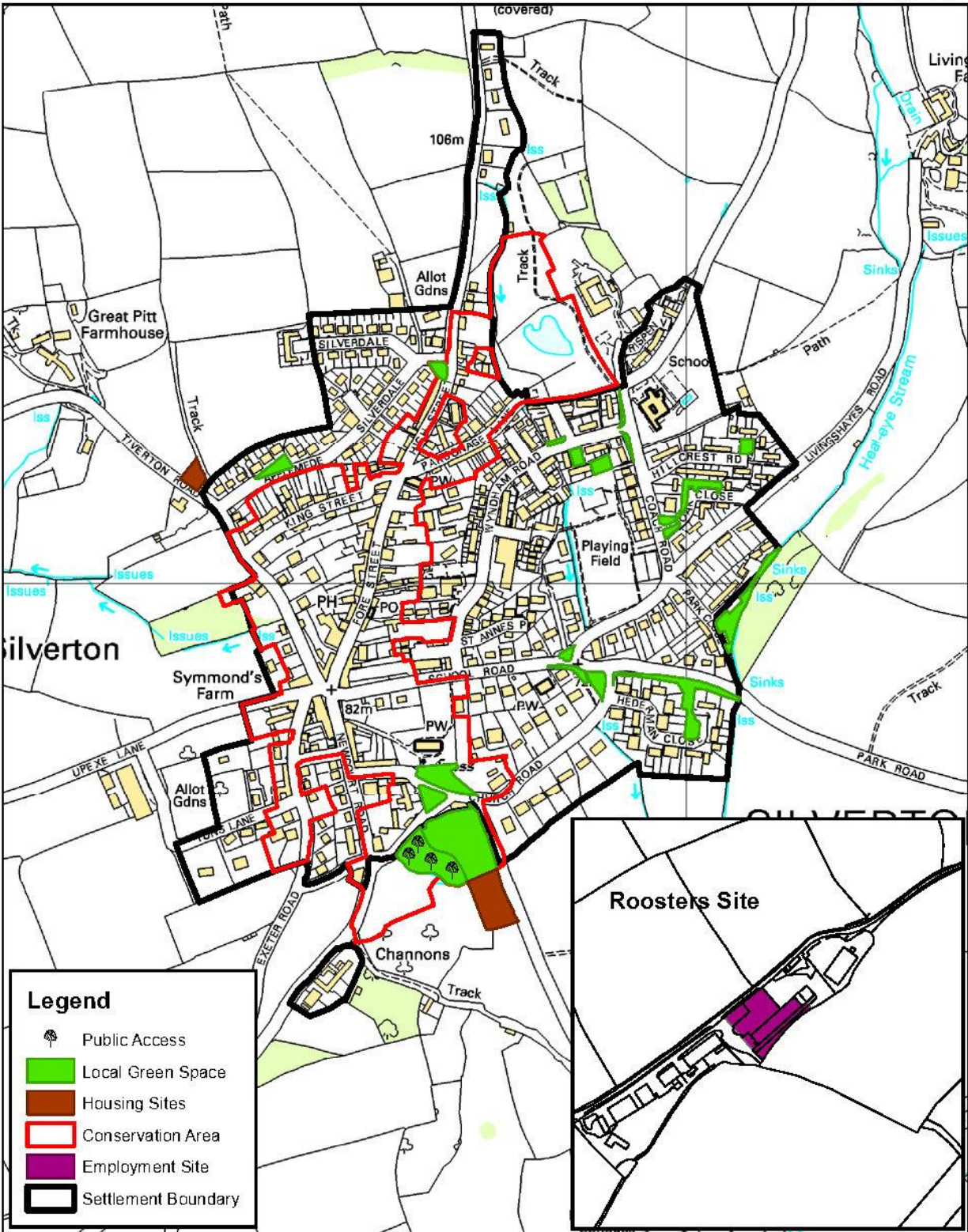
Recognise their value and further strengthen our sense of community	1. <i>Support community-based facilities</i>
Safeguard existing facilities and services	
Recognise and respond to the needs of all members of the community	2. <i>Provide more public open space for community use</i>
Ensure there are recreational facilities and opportunities for all	
Make people aware of community land and involve them in its care	3. <i>Keep community spaces well maintained and fit for purpose</i>
Encourage participation of all ages in sport and recreation	

7. Key Map

- 7.1 The Silverton Parish Neighbourhood Plan sets out policies relating to the planning and land use in the area. Some of these policies apply to specific types of development and some relate to specific parts of the area. The Key Map, Map 2 below, provides a composite policy map, which shows those policies which apply spatially to parts of the Neighbourhood Plan area such as areas of land which are designated for specific uses.

Silverton Neighbourhood Plan

Map Title: Key Plan



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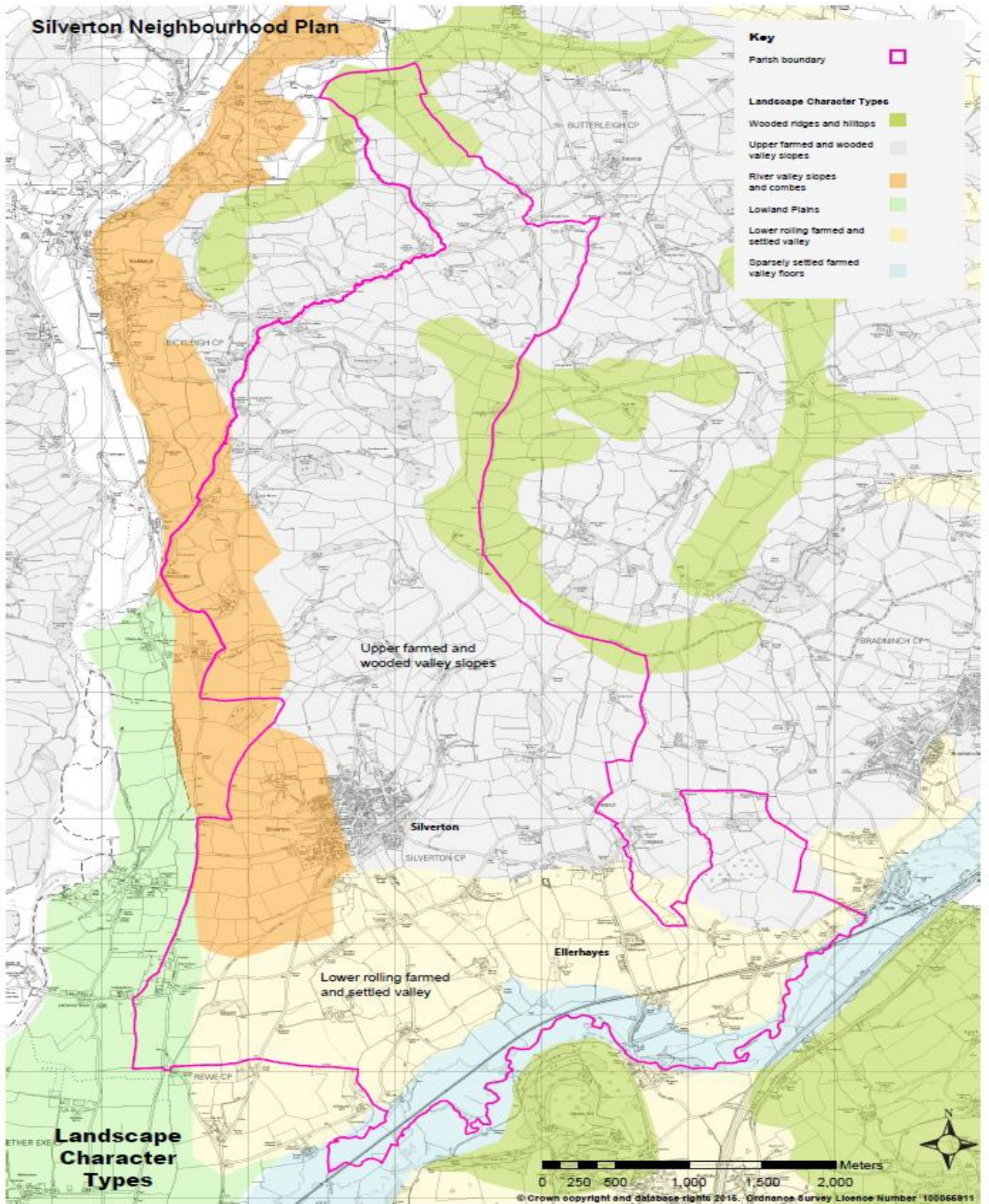
8. Natural Environment (EN)

Overview

- 8.1 The parish of Silverton is rural and largely agricultural, with a landscape of rolling hills and valleys. The small valleys are mostly wooded and there are plenty of natural broadleaved copses scattered throughout the Parish. The Parish stretches north to south above the Exe Valley and includes the village of Silverton and the hamlet of Ellerhayes. Some of the land is owned by the National Trust and belongs to Killerton Estate.
- 8.2 The Parish comprises three main landscape character areas (see Map 3), for which management guidelines⁷ have been set out by Mid Devon District Council.
- 8.3 However, no part of the Parish is included in any national landscape designations, which leaves it vulnerable to development pressures. It is hoped that the Exe Valley will be designated as an AONB (Area of Outstanding Natural Beauty) which may afford the Parish some protection from over-development. The need for farmers and landowners especially, but also all parishioners, to remain responsible, aware and vigilant is crucial in maintaining the rural nature of the Parish that we cherish.

⁷ Mid Devon Landscape Character Assessment, Mid Devon District Council, October 2011
<https://new.middevon.gov.uk/media/103735/introduction.pdf>

Map 3 - Silverton Landscape character areas



Natural Environment - Objectives

1. *Protect the Devon banks and hedgerows from destruction by future development*
2. *Accept farm diversification where it is proven to be in the interests of viability*
3. *Encourage development of community led electricity generation initiatives where disturbance and visual impact are limited*
4. *Control the scale and type of development in the countryside to limit disturbance and visual impact.*
5. *Maintain and improve existing routes*
6. *Support development of new footpaths and bridleways*
7. *Protect existing green spaces in and around Silverton Parish*
8. *Ensure future development does not compromise the landscape, rural and built heritage, increase flooding, wildlife habitats, geological assets and archaeological sites*

Our Neighbourhood Plan Policies and their Explanation/Justification

Policy No. EN01 Retaining and Enhancing the Natural Beauty of our Parish

Policy

1. **Development proposals will not be supported where they have a greater than minimal adverse impact on the natural environment (landscape and biodiversity), unless they satisfactorily mitigate these adverse impacts. Development will be expected to enhance the natural environment where there is the opportunity to do so.**
2. **Where mitigating measures are unavoidably required for development to be acceptable within its landscape setting, appropriate landscaping should be employed to mitigate the impact of the development, and such measures should include the use of native species of trees and hedges where planting is required.**
3. **Where change to existing traditional Devon banks is unavoidable, proposals for development which affect traditional Devon hedges will only be supported where they have demonstrated that options have been assessed and, as a result, have proposed the least damaging option (to the hedgerow / bank, setting in the landscape, biodiversity and habitats).**

Explanation/Justification

a. The character of Silverton is defined largely by its rural setting. The Parish comprises mainly three identifiable character types according to the Mid Devon Landscape Character Assessment (LCA) 2011:

- Upper Farmed and Wooded Valley Slopes (3A)
- Lower Rolling Farmed and Settled Valley Slopes (3B)
- River Valley Slopes and Coombes (3G)

b. The ancient woodlands and copses, mature trees, hedgerows and Devon banks are all noted in the LCA as being major contributory factors to the distinct special quality of the area and worthy of protection and/or enhancement. This is emphasised in Mid Devon District Council's strategic guidelines within the LCA, which are intended to influence local landscape policies. The lanes of the Parish are important parts of the ecological network and what is now called our 'green infrastructure'. Trees and gardens are important green elements in the existing built-up area of the Village. They help provide diversity and richness to the landscape, as well as forming wildlife havens and corridors and providing a rich source of food for insects, birds and wild animals.

c. The community has made it plain during consultation that it wishes to protect the rural status and feel of the Parish. It has also expressed concern at the loss of hedgerows. Hedges and trees associated with potential development sites would divide the landscape into recognisable units and give them natural boundaries. These should be retained whenever possible. Our policy EN01 will protect our landscape from the impact of development and ensure, should the loss of particular landscape features be unavoidable (to create an access for instance), that there is no net loss in bio-diversity and habitats as a result of future development.

d. Where mitigation or enhancement planting takes place, we would expect trees and hedges that are considered native to the Parish to be provided.

National Planning Context

Our policy aligns with current national planning policies and guidance:
 NPPF para. 170 *Contribute to and enhance the natural and local environment*
 NPPG para. 007 Promote local character
 NPPG para. 017 Protect and enhance biodiversity

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:
 Policy S1 – Sustainable development priorities
 Policy S9 – Environment
 Policy S14 - Countryside
 Policy DM1 – High quality design
 Policy DM9 – Conversion of rural buildings
 Policy DM28 – Other protected sites

Policy No. EN02 Rights of way (Public Footpaths, Bridleways and Cycleways)
Policy

Proposals for development affecting public rights of way will be supported where:

- I. They promote, protect, maintain and enhance the existing local footpath and bridleway network for use on foot, bicycle or horseback and**
- II. they improve and enhance the existing network through the provision of new or extended routes (where it is feasible to do so) and**
- III. they prevent motorised vehicles (except those specifically designed for the disabled) using designated footpaths, bridleways and cycleways and**
- IV. they protect and/or enhance the value of the rights of way as a biodiversity corridor.**

Explanation/Justification

a. The rights of way and permissive paths in the Parish (see Map 4) are well used and popular. Most of them are used very regularly by locals, especially dog walkers, and hikers. They are an important asset for people who like to get away from the roads and lanes and into the open countryside, as well as creating a green link between lanes and roads. The Parish is fortunate to have a few landowners who allow permissive footpaths across their land.

b. The current network has many inadequacies at present. The Silverton Health Walks Group, 'Walk & Talk', reports that the *“limited number of safe public footpaths in the parish severely restricts the choice and variety*



of the walks. Many of the paths do not link with each other”⁸. Our policy EN02 encourages further enhancements to existing routes and to the network. In doing so we would expect any development work that does take place to ensure that habitats are protected and whenever possible enhance their value as biodiversity corridors. The Devon Biodiversity Records Centre emphasised in its November 2014 report⁹ for the Silverton Parish Neighbourhood Plan that linear green features provide important habitats and feeding routes for wildlife.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 98 *Protect and enhance public rights of way and access*

NPPG para. 004 *Protect and enhance public rights of way*

Mid Devon Local Plan

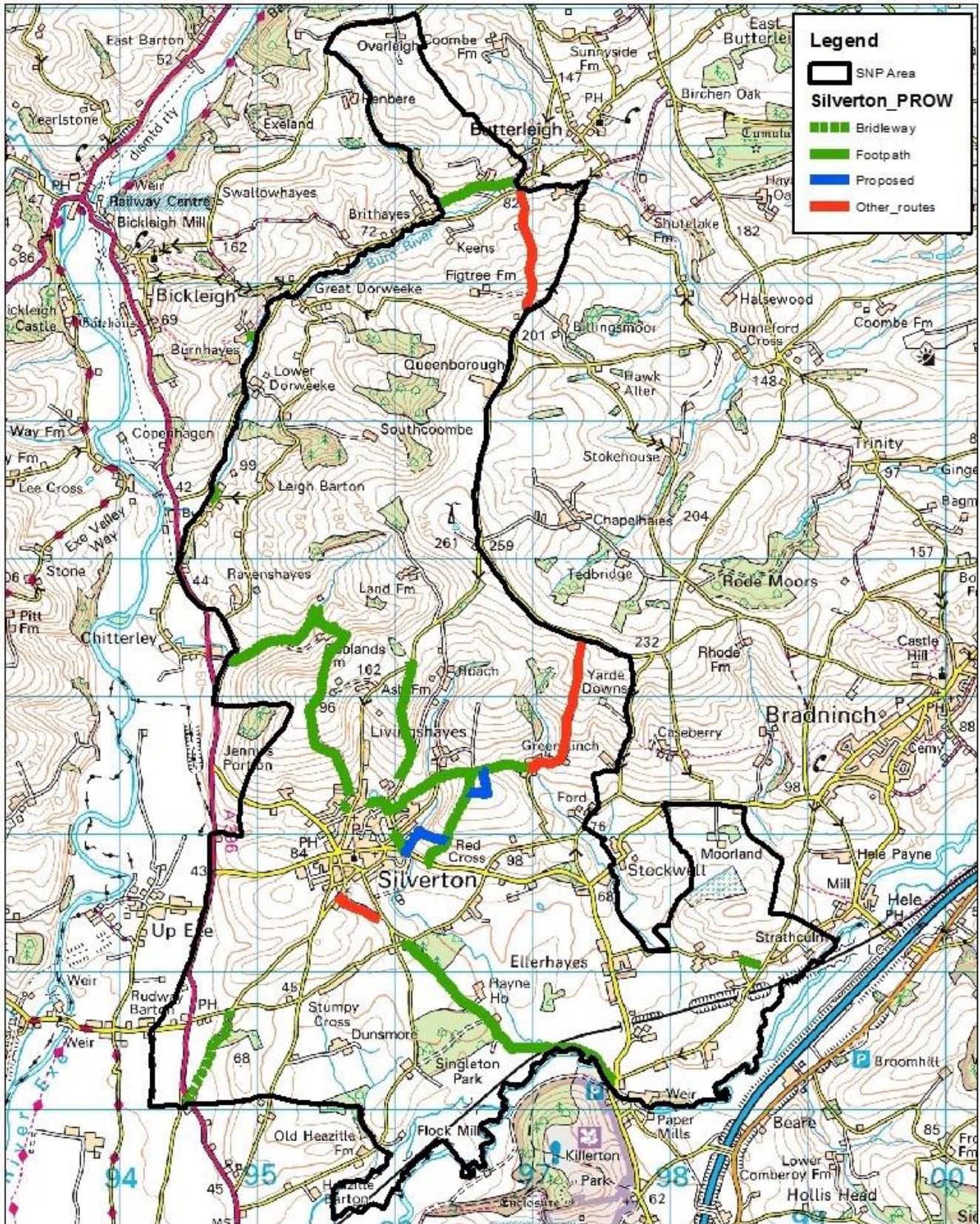
Our policy relates to the following Local Plan policies:

Policy S1 – Sustainable Development Priorities

Policy DM26 – Green Infrastructure in Major Development

⁸ P. Kidds on behalf of Walk & Talk Silverton, March 2016

⁹ Wildlife Site Resource Map and Species Information for Neighbourhood Planning – Silverton Parish, Devon Biodiversity Records Centre, Nov 2014



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Policy

The areas listed below and identified on the key diagram (and inset Map 5) are designated as Local Green Spaces where new development is ruled out other than in very special circumstances:

- A. Land at Church Road (The Berry)
- B. Park Close
- C. Oak Close
- D. Open Space at Hillcrest
- E. Wyndham Road
- F. Land in front of bungalows in Applemede
- G. Land at junction of Silverdale and High Street (Old Pond site)
- H. Hederman Close
- I. Land at Junction of School Road and Church Road

Explanation/Justification

a. Designating areas of Local Green Space in policy EN03 is a way of ensuring that those important areas of amenity and recreation space in Silverton are not at risk from development. The community said, during the Community Consultation 2014, that it likes the Village the way it is and wishes to see the character of the Village and those traditions we hold precious to be protected. The NPPF enables us to designate certain areas in and around the settlement areas of Silverton as Local Green Space. To qualify for designation, the sites must be:

- *“in reasonably close proximity to the community it serves;*
- *demonstrably special to a local community and hold a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- *local in character and not an extensive tract of land.”¹⁰*



b. The following areas all meet the required criteria and are important contributors to the character and traditions (activities and events) of Silverton:

A. Land at Church Road – the Berry is an historic and important area of green space at the front entrance of the Church. It contains a group of mature trees and, as a sloping site, affords views across the countryside to the south of the Village.

D. Land at Hillcrest – is a small piece of open space that provides amenity and activity space for residents of the estate that surrounds it.

E. Wyndham Road – is a small piece of open space that provides amenity and activity space for local residents that surround it.

F. Land at Applemede – One green amenity site that contributes significantly to the visual appearance of this area of bungalows.



¹⁰ Paragraph 101 National Planning Policy Framework, DCLG, 2019

The following sites are all important amenity sites with mature trees at road junctions, which add to the essential character of the Village and ease the transition between the rural and urban area:

B. Park Close

C. Oak Close

G. Land at junction of Silverdale and High Street

H. Hederman Close

I. Land at Junction of School Road and Church Road



National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para.100 *Identify for special protection green areas of particular importance*

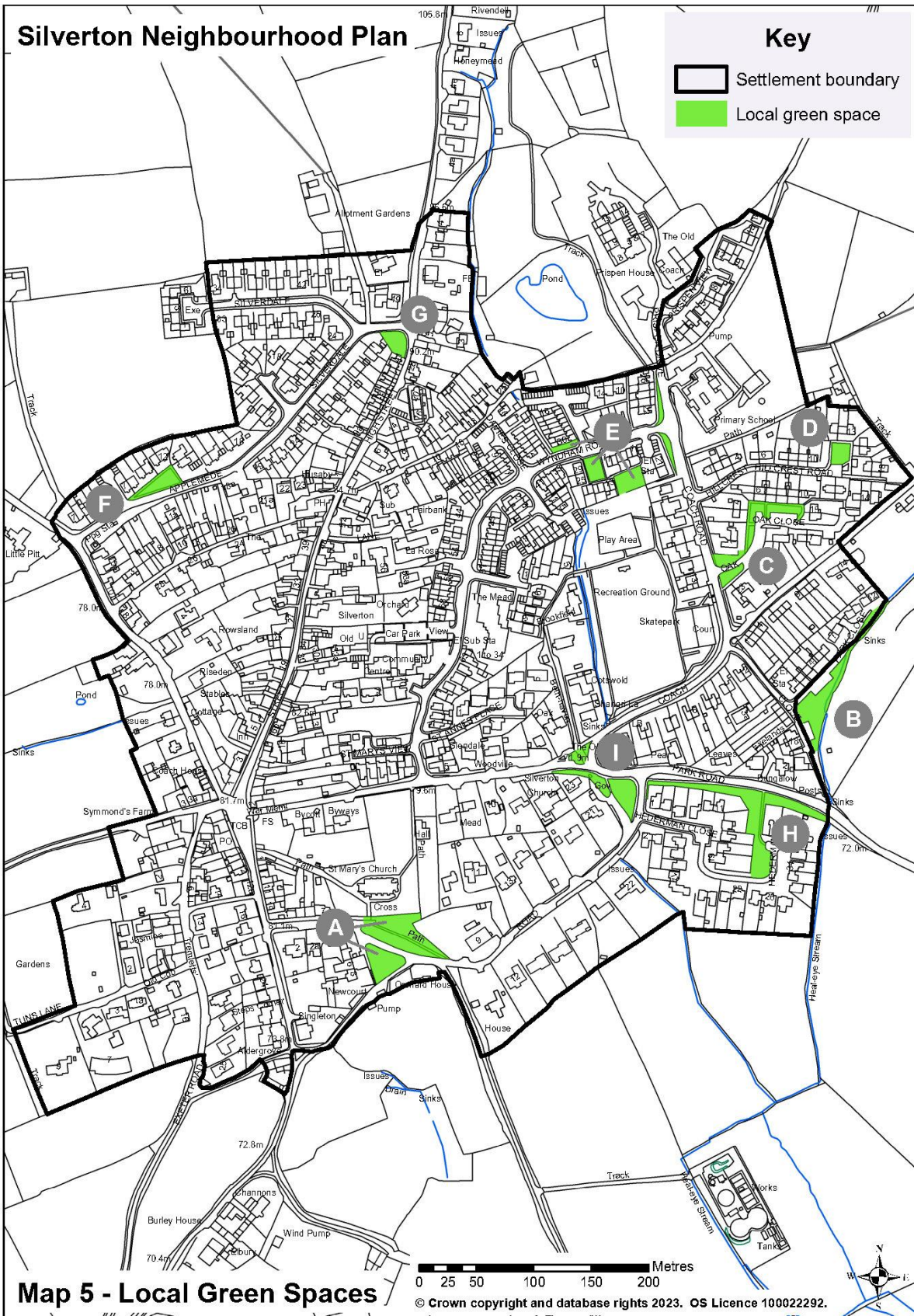
NPPG para. 006-007 Designating local green space

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S1 – Sustainable Development Priorities

Policy DM24 – Protection of Local Green Space and Recreational Land/Buildings



Policy

Proposals for new buildings/extensions/engineering operations should show how they will incorporate Sustainable Drainage System (SUDS) principles and provision for their ongoing maintenance in order to buffer rainwater runoff and to ensure there is no adverse impact on local flood risk through development.

Explanation/Justification

a. Flooding is an issue in parts of the Parish and fears are widespread that it will get worse because of Climate Change. This needs planning for and must not be exacerbated by new development.



b. In the Village, the Leat which runs the length of High Street and Fore Street drains spring water and helps dispose of rain water. During protracted periods of rain the Leat is unable to cope, which causes the road to flood and water to enter houses on either side of the street near Baker's Cottage, particularly those houses below the level of the road and pavement. A lot of this flood water comes via run-off from the steep sided fields on either side of Butterleigh Hill, which then cascades down the road and through the Village. Mid Devon District Council's Landscape Character Assessment acknowledges the increased risk of flooding due to Climate Change and reduced water quality from increased public use and farming techniques.

c. Our policy EN04 seeks to ensure that future development will not make matters worse and should, where possible, help to alleviate existing problems. We expect all new development to incorporate appropriate methods to ensure that water discharge from the development is minimised and controlled so as not to risk adding to the local flood problem.



National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 155 *ensure areas at risk of flooding should be avoided by directing development away from areas of highest risk.*

NPPG para. 079-080 Sustainable drainage systems

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S1 – Sustainable Development Priorities

Policy S9 – Environment

Policy DM1 – High Quality Design

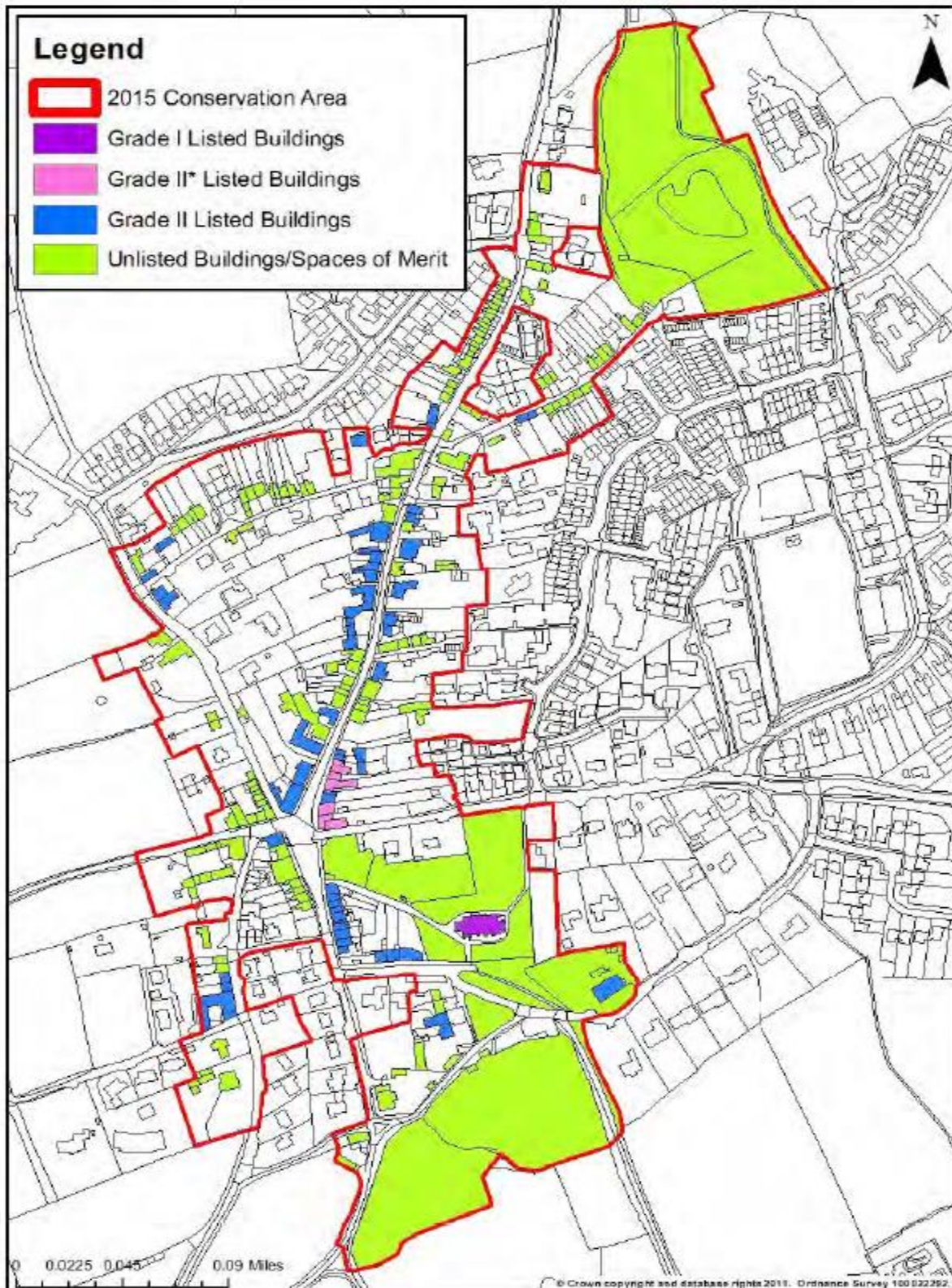
Policy DM26 – Green Infrastructure in Major Development

9. Built Environment (BE)

Overview

9.1 Silvertown is one of the oldest villages in Devon. The layout of the historic core of the Village is medieval in character. The properties along Fore Street, with dwellings on the street frontage and long narrow plots of land to the rear, are characteristic of medieval burgh plots.

Map 6 - Silvertown Conservation Area and Buildings/Sites of Merit



The historic part of the Village was designated a Conservation Area in 1973 and has been the subject of intermittent reviews since that time. Many structures and buildings within the Conservation Area and nearby are subject to statutory protection as ‘Listed buildings’, several others are recognised by the latest Conservation Area Appraisal¹¹ as being of ‘merit’ and contributing to the overall character of the Village

(See Map 6 on page 26).

- 9.2 Many of the remaining older properties are constructed with cob walls and thatched roofs, which add particularly to the visual attraction of the Village. Later buildings were built with solid stone or brick walls and slate roofs. Since the beginning of the 20th century, building material has consisted of brick or rendered brick/block with mainly tiled roofs. More recently, timber frame construction has proved popular.
- 9.3 The Conservation Area Appraisal identifies several distinct ‘character areas’ within the Conservation Area. The Parish Council has commissioned a Design Statement for the Parish which extends the identification and appraisal of the character of the built environment across the whole Parish and underpins the Neighbourhood Plan policies we are putting in place to ensure that new development achieves our chosen objectives.

Built Environment - Objectives
<ol style="list-style-type: none"> 1. <i>Establish appropriate design standards where they are required</i> 2. <i>Raise awareness of the need to protect and enhance our history and heritage</i> 3. <i>Further development should only be as an extension of Silverton Village and Ellerhayes</i> 4. <i>Encourage moves towards net carbon emissions for existing buildings</i>

Our Neighbourhood Plan Policies and their Explanation/Justification

Policy No. BE01	Local Character and Design Standards
Policy	

1. **Development proposals should be of a design which:**
 - I. **complements and enhances where appropriate the prevailing size, height, scale and mass, materials, layout, density and access of the existing surrounding development;**
 - II. **demonstrates that the development is in keeping with the existing character of the locality;**
 - III. **demonstrates that the amenities of neighbouring residential occupiers will not be unacceptably adversely affected through overlooking, loss of light or outlook, over dominance or disturbance; and minimises visual impact through sensitive design and an appropriate level of landscaping and screening which complements and enhances the character of the local area.**
2. **Development proposals should demonstrate how the proposed development fits in with the character of the site and its wider context; and how the Silverton Design Statement has been taken into account.**

¹¹ Silverton Conservation Area Appraisal and Management Plan, Mid Devon District Council, 2015
www.middevon.gov.uk/residents/planning/conservation/conservation-areas/conservation-area-appraisals/silverton-conservation-area-appraisal-and-management-plan/

Explanation/Justification

a. The NPPF emphasises the importance of good design. We are in no doubt that the communities of Silverton feel it is important that development should be sensitively done, respect the historic character and, wherever possible, enhance it. This message came through clearly in the Community Consultation 2014. We have been told by the community that the design aspect of new development is important. This does not mean that all design needs to mimic the past that there isn't a role for good modern design.



b. The Mid Devon District Council's Conservation Area Appraisal recognises that new developments and changes within the Conservation Area are by no means prohibited, but should be to a high standard of design.

c. To facilitate high quality and appropriate design, the Parish Council has produced a Design Statement for the settlement areas of the Parish. It focuses on the visual character of the Parish and how it might be protected or enhanced. Once completed and approved, it will set out the guidelines and parameters which developers are expected to acknowledge when preparing their proposals. The Silverton Design Statement takes account of the several different character areas we have. The Mid Devon District Council's Conservation Area Appraisal identified five areas within the Conservation Area alone with distinct and separate character to them.



d. Given that most of the built-up area of the Village is in a Conservation Area and the rural character of the rest of the Parish is widely recognised as being special¹², our policy BE01 requires developers to demonstrate how their proposed development has taken the Silverton Design Statement into account.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF paras. 127-128 *identifying the special qualities of each area and explaining how this should be reflected in development*

NPPG para. 001-002 Good design

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S1 – Sustainable development priorities

Policy S9 – Environment

Policy S14 – Countryside

Policy DM1 – High quality design

Policy DM9 – Conversion of rural buildings

Policy DM11 – Residential extensions and ancillary development

¹² "Silverton is a large and very pleasant village, containing much domestic building in cob and thatch ranging in date from the 16th century to the 19th. The whole parish is very beautiful, diversified and undulating, and one could walk its roads and lanes and fields for days on end to enjoy its richness" - from Devon by W G Hoskins (1954),

Policy

- 1. Development proposals within, or which affect, the setting of the Silverton Conservation Area will be expected to demonstrate how they will positively conserve and enhance the unique characteristics of its location as identified in the Silverton Conservation Area Appraisal and Management Plan.**
- 2. Where a Heritage Statement is required to accompany a planning application it will be required to identify the heritage assets, provide a clear assessment of the significance and impact of the proposal on those assets and their setting and to justify the design approach taken.**

Explanation/Justification

a. Whilst we are planning for controlled growth in and around the Village and the wider Parish, we have been told, during the Community Consultation 2014, we must ensure that which is most special and distinctive about the Village in terms of its heritage, natural environment and sense of community, is retained and enhanced. This means that any development in or around the Village should empathise with the heritage and unique character of its locality.



b. Of the utmost importance to parishioners is making sure that future development helps Silverton Village, and Parish, to grow sustainably, without destroying its heritage and traditions.



c. Our policy BE02 supports the policies and approach established in the Silverton Conservation Appraisal and Management Plan and ensures that any development proposal for a location in any part of, or close enough to have an effect on, the Conservation Area addresses the impact it will have on this historic settlement. It also makes certain that the same standards apply to development proposals in the wider Parish.

National Planning Context

Our policy aligns with current national planning policies and guidance:
NPPF paras. 174-178 *conserving and enhancing the historic environment*
NPPG para. 007 Addressing heritage issues

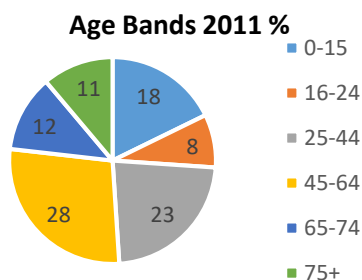
Mid Devon Local Plan

Our policy relates to the following Local Plan policies:
Policy S1 - Sustainable development priorities
Policy S9 - Environment
Policy DM1 - High quality design
Policy DM25 - Development affecting heritage assets

10. Housing (HS)

Overview

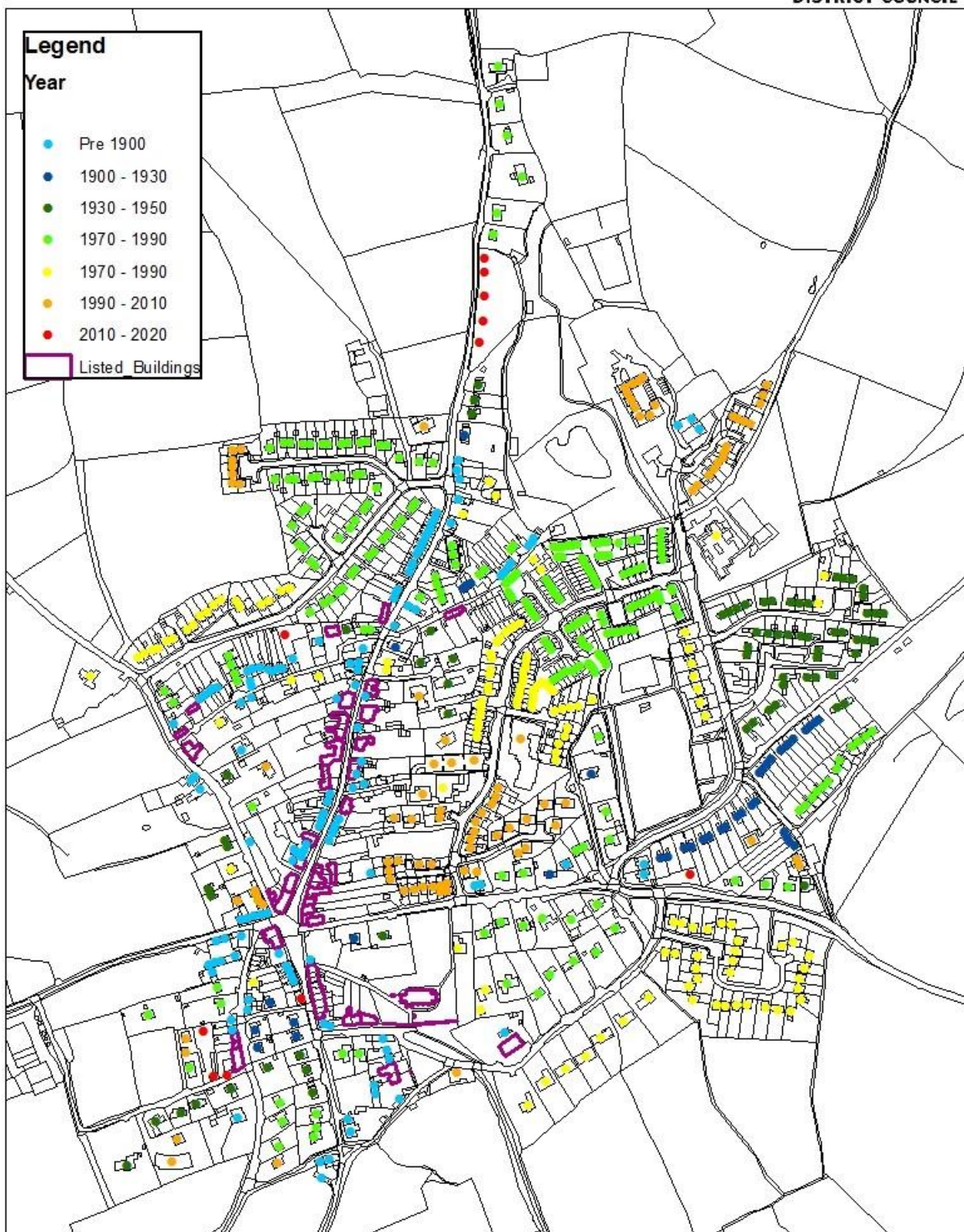
- 10.1 In 2011 the Parish had 864 dwellings that provided homes for 1,875 persons in 839 households (an average household size of 2.2 persons). One person households comprised over 30% of all local households. Over 75% of all houses in the Parish are owner-occupied. Less than 10% can be categorised as ‘social rented’ homes.
- 10.2 Most parishioners live in the Village of Silverton. Surrounding an historic core, the Village grew regularly and in phases throughout the 20th century, mainly as a result of successive housing estate developments (see Map 7).
- 10.3 South east of the Village is the hamlet of Ellerhayes. It was established in the early 20th century to provide housing for workers at the nearby Silverton Mill. Ellerhayes experienced further housing post-1945, with an additional small estate of detached houses developed in the 1970s. More houses were built in the early 1990s when 4 houses were built.
- 10.4 Since the Millennium there have been two small developments in the Village featuring mainly detached properties. There has also been significant infilling over recent years. There has also been a recent re-development of a prominent shop into mews style housing with an attempt to retain a shop front on one house conversion. Many dwellings have also been extended to provide more space.
- 10.5 A small number of affordable homes have been provided over the past 18 years. Three affordable homes for rent were built at Prispden View as a result of a formal Housing Needs Survey that took place in Silverton in 2005. A further six new affordable homes, Exe View, have been built adjacent to Silverdale since the survey.
- 10.6 Community consultations in 2014, 2016 and 2021 have demonstrated a preference for a continuation of the recent trend for small incremental additions to the housing stock that help to increase diversity in the interests of meeting identifiable local needs. Our policies are intended to ensure that this approach to growth is acknowledged and adhered to. We are supportive of small-scale housing development that contributes to meeting local needs.
- 10.7 To ensure that development takes place on the most appropriate sites, the Neighbourhood Plan identifies some of the future housing areas. The Parish Council indicated in 2015 that it wished to be pro-active in the identification and allocation of future housing sites. The Neighbourhood Plan Steering Group made a local ‘call for land’ in February 2016. The purpose was to identify land that was ‘available’ and consider its potential for development. The call resulted in six sites being appraised. On the basis of that appraisal and the response to the community consultation held in September 2016, two specific sites have been included in the Neighbourhood Plan, with policies aimed at ensuring the development is appropriate to the area and its locality. The site assessment process is described in detail in the Site Appraisal Report May 2017 that has been made available on-line¹³. In order to ensure that the environmental aspects of proposed new developments are fully considered and an independent report,



¹³ <https://parish.middevon.gov.uk/media/123264/site-appraisal-report-may-2017.pdf>

the “Strategic Environmental Assessment for Silverton Parish Council” was produced and has been taken in to account.

- 10.8 During the period 2014-2021, while the Neighbourhood Plan was being developed (and so had no influence on planning in the Parish) planning permission was given by Mid Devon District Council for houses on Butterleigh Road, and outline planning permission for development of the land above Silverdale, although refused by Mid Devon District Council, but was overruled by a government planning inspector.



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Housing - Objectives

1. Restrict the provision of new housing to small-scale development
2. Identify preferred housing development sites
3. Establish development criteria for new housing development
4. Encourage alternative house building initiatives that help provide more genuinely affordable homes for local people and introduce more flexibility into the local housing stock
5. Ensure housing is built in keeping with the local character and distinctiveness of the area
6. Set space standards around new dwelling houses to provide adequately for cars, storage and garden
7. Ensure all new houses are built to carbon net zero standards, and have solar panels.
8. Ensure all new houses are provided with electric vehicle charging points, using vehicle-to-grid connectivity.
9. Encourage terraced housing which offers increased insulation, land economy and harmony with local properties
10. Encourage energy efficiency for existing housing

Our Neighbourhood Plan Policies and their Explanation/Justification

Policy No. HS01	Scale of Housing Development
Policy	

Proposals for housing development of five and fewer dwellings within Village Settlement Boundary as shown on the Policies Map and on sites allocated in the Neighbourhood Plan will be supported provided they conform to the other policies of this Plan.

Explanation/Justification

a. Historically housing development in Silverton has been incremental, reflecting the needs of different times. Community Consultation in 2014 indicated that large-scale growth or development, particularly in the Village, is not welcome nor tolerable. Concerns were raised about narrow access roads, parking, the capacity of the Primary School and of the GP surgery, and the additional space and facilities needed for exercise and recreation. Infrastructure, for example, drainage and sewage, might not cope with a large number of new houses. It is clear from the results of our 2016 Housing Needs Survey that the majority preference, if development is to take place, is for small-scale developments of up to five houses¹⁴.

b. We recognise that there is a need to provide land for new housing. The local evidence report¹⁵ confirms that Silverton is a popular housing market. House prices are relatively high compared with the more urban parts of the district. Average house prices reflect the limited supply, of houses for sale, and the fact that Silverton is regarded as a good place to live and functions as part of the wider housing market of neighbouring towns. In accordance with the strategic context of the Local Plan a total of **13** dwellings is the obligation that the Silverton Neighbourhood Plan has to comply with in contributing to meeting future housing demand. We do not wish to over constrain the local market and therefore push housing prices even further out of reach of local people.

¹⁴ Silverton Housing Needs Survey 2016

<https://parish.middevon.gov.uk/media/194721/housing-needs-report-by-dct-apr-16.pdf>

¹⁵ Local Evidence Report, Silverton Neighbourhood Plan, 2014

<https://parish.middevon.gov.uk/media/123258/local-evidence-report-draft-291114.pdf>

c. Our policy HS01 therefore is supportive of incremental growth via small-scale housing development throughout the Plan period. It also reflects the community's desire to ensure that future housing development is appropriately small in scale so as not to have an adverse affect on the visual amenity and essential infrastructure of the area.

d. It is essential to make sure our waterways are protected by ensuring that each new build is only permitted if it will not overload our sewage plant and stop it functioning efficiently. Overloading the plant, especially after heavy rain or surges, stops efficient separation and allows sewage (including phosphorous contamination) to enter the rivers. Phosphorous contamination kills fish, plants, and wildlife, and makes rivers dangerous for bathing and recreational activities.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF paras. 78-79, 130 plan housing development to reflect local needs; respond to local character and history

NPPG para. 026 Consider scale

The Environment Act 2021, DEFRA Guidelines.

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S13 - Villages

Policy No. HS02 Meeting Local Housing Need

Policy

Housing development proposals should demonstrate how they:

- I. help maintain a relevant and balanced mix of housing types and sizes; and**
- II. contribute towards meeting the identified local housing needs in the Silverton Parish Neighbourhood Plan Area by reference to the most recent Housing Needs Assessment for Silverton.**

Explanation/Justification

a. In connection with the Neighbourhood Plan a Housing Needs Survey was commissioned by the Silverton Parish Council and undertaken in February 2016. We wished to investigate the affordable housing need, tenure and house size for local people in the Parish of Silverton, those wishing to return and those who work in the Parish.

b. The Housing Needs Survey 2016 identified a significant local need for affordable housing. In accordance with the guidance offered by the Planning Advisory Service (PAS) about meeting housing needs¹⁶, the Steering Group sought the opinion of the local planning authority. The PAS advises that a housing needs assessment indicating a high level of demand does not necessarily need to result in significant new housing development, if the supply side constraints indicate that there is insufficient land to do so. Mid Devon District Council has confirmed that there is no obligation on the Parish Council to use the Neighbourhood Plan to meet the local need for affordable housing either in full or part within the Silverton neighbourhood area. Silverton Parish should not be treated as an isolated housing market. Housing opportunities in nearby areas and the overall policies for affordable housing provision being pursued by the District Council in different parts of the district can be taken into account. The main responsibility for ensuring housing needs is met rests with the local planning authority i.e. the District Council. The Silverton Housing Need Report of 2016 has provided Mid Devon District Council with an up-

¹⁶ Housing Needs Assessment for Neighbourhood Plans, Planning Advisory Service and AECOM, 2015
<http://www.pas.gov.uk/documents/332612/0/PASNP/5cd2a9da-dc5e-4c5c-a982-e2f4a23d3fcc>

dated statement on the scale and nature of local housing need. The local planning authority will be able to take this into account when applying Local Plan Policy S3 to help maximise the number of affordable dwellings on appropriate developments in the local housing market area.

c. Our call for land and site assessment¹⁷ during 2016 indicated that there were relatively few suitable and available development sites. Moreover, with our preference for smaller incremental development in accordance with policy HS01, we realise that we cannot insist on a proportion of the dwellings being 'affordable'¹⁸.

d. However, we do want new housing development to relate to local needs. In the 2016 Housing Needs Survey, parishioners were asked if they are in favour of a small number of homes being built for local people. 86% of respondents said they were in favour. Our policy HS02 requires developers to be cognisant of the local housing market, through reference to the latest needs assessment and local market intelligence, and provide dwellings that contribute to meeting need and widening choice. For instance, the 2016 Housing Needs Survey clearly indicated a local need for smaller dwellings for singles and couples. The community consultations and the Housing Needs Survey 2016 have highlighted a demand from older residents who are looking to downsize to single storey dwellings, that are easy to maintain and well connected to shops, amenities and health/support services.

e. We have included a policy in the Neighbourhood Plan, HS05, that seeks to address the local affordable housing issue by encouraging and facilitating a community housing initiative.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF paras. 78-79 *plan housing development to reflect local needs and seek rural exception sites to provide affordable housing*

NPPG para. 006 Using guidance to identify needs

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S1 - Sustainable development priorities

Policy S3 - Meeting housing needs

Policy No. HS03 The Glebe Housing Development Site

Policy

Land at The Glebe is allocated for a mixed use development to provide up to 5 dwellings on the area shaded brown and an area of public open space on the area shaded green as indicated on Map 8. A comprehensive development proposal will be supported provided:

- I. The housing scheme is sensitive to its setting, adjacent to the conservation area and its close proximity to the countryside;**
- II. the visual impact of the housing development from the Churchyard and the Berry is minimised. A Heritage Assessment would be taken into account.**
- III. the housing development minimises the loss of existing trees and hedges and includes additional planting and other measures to protect Priority Habitat on the**

¹⁷ <http://www.middevonparish.co.uk/media/123264/site-appraisal-report-may-2017.pdf>

¹⁸ The small sites affordable housing contributions policy was introduced by the Government in November 2014 to help boost housing delivery and incentivise brownfield development. It introduced a national threshold of ten units or fewer (and a maximum combined gross floor space of no more than 1,000 square metres) beneath which affordable housing contributions should not be sought.

western boundary and improve ecological connections in the area, including the provision of green infrastructure enhancements to ensure a net gain in biodiversity;

- IV. vehicular access to the housing development is provided from a single point with visibility splays appropriate to the speed of traffic, and the public open space incorporates a footpath link from the housing development to the village;
- V. sufficient parking spaces for residents of the new housing and their visitors are provided within the housing site;
- VI. adequate recycling and storage areas are included on the housing site as an integrated part of the design and layout of the scheme so as not to harm visual amenity.

Any planning application for the housing development on the land shaded brown shall be accompanied by a planning obligation that provides for the transfer of the land shaded green (excluding the small building shaded brown) to the Parish Council before the housing development is commenced.

Explanation/Justification

a. The site known as the Glebe in the Village (see Map 8) was 'nominated' for consideration when the Neighbourhood Plan Steering Group made its 'call for land' in 2016. The site was appraised alongside the other sites that came forward. The appraisal and conclusions on its suitability for mixed development was shared with the community at a consultation event in September 2016. Given the limited alternatives, we are supportive of a small-scale



residential development, of up to five dwellings on a part of the site, if there is a significant permanent community gain in terms of play and recreation space and a community woodland/orchard on the rest of the site that will be held in trust as a community asset by Silverton Parish Council to serve the recreation needs of the community in perpetuity. The site lies within the Conservation Area and is highly visible from the churchyard. It is designated in the Conservation Area Appraisal as a "space of merit" (see Map 6). Design and layout will be critical. There is significant community concern about the visual impact of any development on the character of this historic part of the Village. There is concern about the environmental impact too, as the site is currently part of the countryside that surrounds the Village. These concerns are reflected in the criteria of policy HS03.

b. These criteria require the development to avoid the loss of existing trees and hedges and for the development to be suitably screened with native planting appropriate to the area. They also require the provision of sufficient parking spaces, private gardens and outdoor storage areas that are sensitively located within the development site to minimise their visual impact. Ensuring that site access by motor vehicle and foot is safe is also important, particularly as we require a public footpath link from the Village to the new public open space to be an integral part of the development.

c. Development on the southern part of the site will require an imaginative and high quality design, taking our Design Statement into account, with careful planting to screen it from the historic Berry and the Grade I listed church to the north.

d. Development of the northern part for community recreational space and woodland/orchard would compliment the avenue of trees on the Berry and protect the views outward into the countryside and enhance the green biodiversity adjacent to the Village.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF paras. 78-79, 130-131 *respond to local character and history while not preventing or discouraging appropriate innovation. Respond to local needs for housing while providing green space for recreation*

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S3 - Meeting housing needs

Policy S13 - Villages

Map 8 - The Glebe Site



Key

- Green – potential recreation space and a community woodland/orchard
- Brown – potential small-scale residential development

Policy

Development proposals to provide at least two dwellings on the site indicated on Map 9 will be supported provided:

- I. use of the existing topography to ensure that there will be no unacceptably detrimental impact on the skyline;
- II. existing boundary hedgerow and trees are retained, except where some loss is unavoidable to create safe vehicular access to the site. If this loss occurs, it must be mitigated by restoration and re-creation to provide net-gain in biodiversity;
- III. sufficient parking spaces for residents and their visitors are provided within the site;
- IV. private garden space for each dwelling commensurate with the size of the dwelling is provided; and
- V. adequate recycling and storage areas are included on site as an integrated part of the design and layout of the scheme so as not to harm visual amenity.

Explanation/Justification

a. The site on Tiverton Road at the edge of the current settlement area (see Map 9) was ‘nominated’ for consideration when the Neighbourhood Plan Steering Group made its ‘call for land’ in 2016. The site was appraised alongside the few other sites that came forward. The appraisal and conclusions on its suitability for development was shared with the community at a consultation event in September 2016.



b. We are supportive of a small development on this site that would provide at least two dwellings. Because the site is on the edge of the countryside it requires sensitive design and layout to ensure that its visual appearance and impact on the local environment is minimised. This includes ensuring that all aspects of the development are contained within the site.

c. The site is separated from the Conservation Area to the south east by a pair of detached two and three storey houses built in the late 1980s, and the modern housing development in Applemede. The impact on the Conservation Area is considered negligible.

National Planning Context

Our policy aligns with current national planning policies and guidance: NPPF paras 78-79 *Plan housing development to reflect local needs.*

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:
Policy S3 - Meeting housing needs
Policy S13 - Villages



Key

- Brown – potential small-scale residential development

Policy

Community Housing schemes, such as a Community Land Trust, of more than five dwellings will be supported on a site, or sites adjacent to the settlement boundary, where development would not otherwise be permitted providing:

- I. the development meets the requirements set out in Policy DM6 of the Mid Devon Local Plan 2013 - 2033 including providing an appropriate mix of dwelling types and sizes reflecting identified local need and meets demand based on a current Local Housing Needs Assessment; and
- II. the development will not have a significant adverse impact on the character of the area and local landscape setting and;
- III. the scheme demonstrates it has taken the Silverton Design Statement into account; and the affordable or low-cost housing will remain affordable in perpetuity to meet local needs.

Explanation/Justification

a. We are encouraged by the NPPF to ensure that our policies for housing reflect local needs. The Housing Needs Survey 2016¹⁹ identified a significant local need for affordable housing. Meeting affordable housing requirements is the responsibility of the local planning authority and this matter is addressed by the Local Plan.

b. Land availability and suitability, makes it difficult to secure affordable housing as part of a ‘market housing’ development. The Neighbourhood Plan does however, provide an opportunity to encourage the provision of affordable housing in the Parish through a ‘rural exception site’ development. Rural exception sites are locations, outside the settlement area, but as close as possible to the Village to keep safe walking routes to Village amenities. The NPPF defines them as “small sites used for affordable housing in perpetuity where sites would not normally be used for housing... [they] 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”²⁰. They can be used to deliver starter homes, retirement homes or to encourage self-build housing, if a need is proven.

c. Silverton Parish Council is keen to explore the potential for realising ‘rural exception site’ development on the edge of the settlement area, through a Community Land Trust initiative. Community housing is defined as residential development by a group who build on land that is held in common ownership or trust for the benefit of the residents. Our policy HS05 sets criteria by which an exception site development proposal, aimed at meeting an identifiable housing need during the Plan period, can be judged. We also require the land on which such development takes place to be held in trust for the long-term benefit of the community and any affordable housing to remain affordable in perpetuity.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF paras. 78-79 plan housing development to reflect local needs, particularly for affordable housing,

¹⁹ Silverton Housing Needs Survey 2016

<https://www.parish.middevon.gov.uk/media/194721/housing-needs-report-by-dct-apr-16.pdf>

²⁰ Annex 2 Glossary, NPPF, July 2021

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

including through rural exception sites where appropriate

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S3 - Meeting housing needs

Policy S13 - Villages

Policy No. HS06 Parking Spaces on Housing Developments

Policy

New housing development will be required to provide a minimum of two off-road parking spaces for units with 1 or 2 bedrooms and a minimum of three off-road parking spaces for units with 3 or more bedrooms. Garages that count against this requirement must be of a size that allows for the parking of a family size car and a bicycle unless separate cycle storage is provided in accordance with Policy DM 5 of the Mid Devon Local Plan 2013 - 2033.

Explanation/Justification

In a rural area like ours, with a limited bus service in the Village only, car ownership is high. In 2011 it averaged over 1.5 cars per household. With insufficient public car parks, car parking is one of the Parish's major problems.

Residential roads are congested with parked cars on a daily basis, often making access for buses and large vehicles difficult, even hazardous. Ambulances and fire-engines have difficulty getting to where they are needed, as was the case in recent years when a fire in Mill Cottages could not be doused because the fire-engine was unable to reach it.



Large tractors and heavy farm machinery regularly use the lanes and go through the Village. The presence of parked cars forces them to the side of the road damaging verges and hedgerows. New houses with sufficient off-road parking space will not solve the problem, but it should help ensure it does not get any worse.



Our policy HS06 sets a standard for off-road parking (and bicycle storage) provision for new housing development that we feel is necessary given the prevailing levels of car ownership and the lack of capacity of the road network to accommodate parked cars.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. *Setting local parking standards*

NPPG para. 040 Housing design issues

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

DM1 – High quality design

Policy DM5 – Parking

11. Business and Jobs (BJ)

Overview

- 11.1 The Village's history goes back to pre-Roman times. It is one of the oldest villages in Devon. It was a village of some wealth and said to be one of the richest areas in Devon due to its nurture of sheep and trade in wool.
- 11.2 Throughout most of its early existence, the main source of employment was agriculture. This waned with the industrial revolution generating alternative forms of employment, although it is still of some significance locally today. With the advent of machinery, the Culm Valley spawned a concentration of paper mills, one of the largest was the Silverton Mill which at its peak had over 350 employees, a significant proportion of whom came from the Village. Even though the Silverton Mill is located just outside the Parish boundary, several houses in the Parish were owned by the Mill Company. However the Mill closed in 1999 and papermaking ceased. Most of the buildings have been demolished in anticipation of redevelopment for mixed residential and commercial purposes. Also, outside the Parish is the Chitterley Business Centre where sites and buildings are available to provide employment opportunities. The Ruffwell Inn, currently closed, may provide work on reopening.
- 11.3 There are no longer any large-scale employers within the Parish, meaning that most residents in employment have to commute daily to Exeter or other neighbouring towns and beyond for work. A small proportion of the local population is still employed in the Parish in agriculture, education or the retail trade i.e. mainly in the public houses and the shop. The Landmark Trust have made extensive renovations to Silverton Park Stables, which is helping to encourage tourism to the area.
- 11.4 There has been a distinct growth in home working, especially since the pandemic of 2021, despite the limitations of the local broadband service. "Super broadband" service should be available to the whole of the Parish (1 gigabit). To help ensure we remain sustainable, our policies support local business development and enterprise in the interest of ensuring that local services and local working opportunities remain available.
- 11.5 Local Primary Schools at Silverton, Bickleigh, Bradninch and Stoke Canon serve the Parish, with an average of 20 pupils a year from the Parish moving on to secondary education and to higher education thereafter. The community told us during the Community Consultation in 2014 that it would be good to create more local job opportunities, particularly so that school leavers feel that they do not have to leave the area to find suitable employment.

Business and Jobs - Objectives

- 1. Identify and allocate appropriate sites for business development*
- 2. Establish development criteria and limits for new business development*
- 3. Facilitate high speed broadband by fibre or wireless*
- 4. Protect existing employment space*
- 5. Support development of micro business spaces such as artisan workshops, small offices, live-work units*
- 6. Resist large-scale industrial units*
- 7. Require new developments to be as close to net zero as possible, with all parking to provide the ability to charge electric vehicles using vehicle-to-grid connectivity when available.*

Policy No. BJ01 Roosters, Babylon Lane Employment Site

Policy

Redevelopment proposals to protect existing or provide improved business/employment space at the site shown on Map 10 will be supported provided any redevelopment of the site does not result in a net increase in the total footprint of buildings on the site and they:

- I. minimise the loss of existing trees and hedges and include additional planting and other measures to ensure a net gain in biodiversity;**
- II. include adequate and appropriate screen-planting to minimise visual impact and ensure that adjoining uses are not adversely impacted by business activity on the site;**
- III. provide sufficient on-site parking together with an adequate service and turning area on site;**
- IV. satisfactorily address traffic and highway issues with any new access being designed to ensure that vehicles can only enter and leave the site from and towards the west;**
- V. conform to the other policies of this Plan.**

Explanation/Justification

a. The site known as Roosters (see Map 10) was ‘nominated’ for consideration when the Neighbourhood Plan Steering Group made its ‘call for land’ in 2016. It is a brownfield site that contains a vacant and redundant chicken shed. Its owner was content for it to be considered either for residential or light industrial use.

b. The site was appraised alongside the few other sites that came forward. The appraisal and conclusions on its suitability for development was shared with the community at a consultation event in September 2016. As a residential site, it did not ‘score’ highly or gain much community support, particularly because of its distance away from settlement areas and relatively difficult access.

c. However, it was recognised that as the buildings adjacent to the nominated site have been used for employment purposes it would be acceptable for the site to be redeveloped for light industrial use.

d. Our policy BJ01 seeks to facilitate its use as a business/employment facility as long as the development respects its rural location and seeks to minimise visual impact and any negative impact on the local environment.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF paras.84 – *support for continued use for light industrial or storage.*

NPPG para. 033 assessing economic development

Mid Devon Local Plan

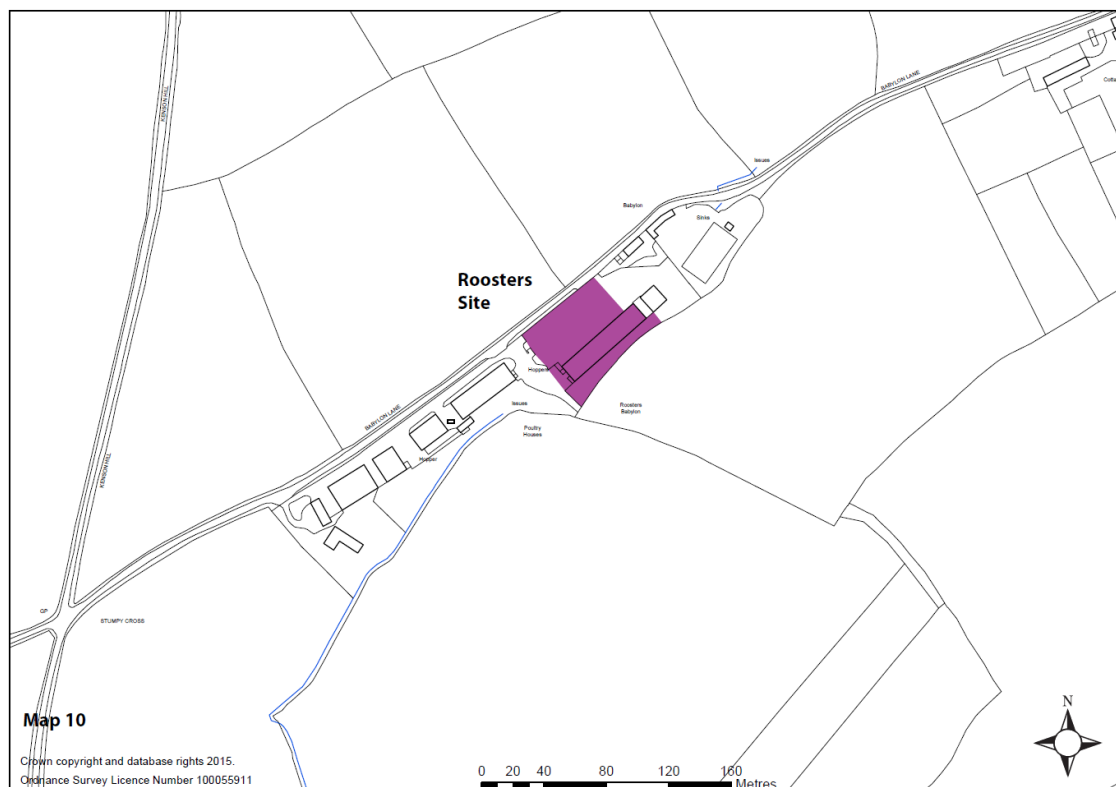
Our policy relates to the following Local Plan policies:

Policy S6 - Employment

Policy S13 - Villages

Policy DM18 - Rural employment development

Map 10 Roosters, Babylon Lane Site



Key

- Purple – Potential residential or light industrial use

Policy No. BJ02 Super-fast Connectivity

Policy

- 1. The development of a super-fast broadband infrastructure to serve Silverton Parish will be supported where it is sensitively sited and sympathetically designed.**
- 2. All new residential, educational and business premises should incorporate the necessary infrastructure (ducting etc.) to enable the premises to be served by a superfast broadband (fibre-optic) connection.**

Explanation/Justification

a. The Village is now linked to its exchange by fibre-optic cabling, enabling those within range of the new distribution boxes to receive super-fast broadband, either by underground cable or overhead wire. The rural areas of the Parish still suffer poor connectivity though some can connect wirelessly to mobile phone data services.

b. The availability of a super-fast broadband service is becoming an essential tool for communication²¹ and access to on-line services for business as well as domestic purposes. With the increase in working from home so the demand for super-fast connectivity grows. This need can currently be met for business and

²¹ "Access to the Internet shouldn't be a luxury; it should be a right – absolutely fundamental to life in 21st century Britain." Prime Minister David Cameron, 2 Nov 2015

individuals by Satellite Broadband, but at a price that is out of reach for many individuals. New developments should incorporate the necessary infrastructure to facilitate fibre optic connection.

c. Increasing use of the mobile phone network for internet access relies on the extension of coverage from appropriately sited aerial arrays, and ultimately satellites. Our policy BJ02 is there to facilitate the ongoing provision of the best possible service for the people and businesses in the Parish whilst ensuring that the required infrastructure does not despoil the visual amenity and the character of the area.

d. Note that an “Open Access” provider, is a broadband provider that owns the infrastructure but will allow all other broadband providers to use it.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 114 *new premises to have a fibre optic connection on an open access basis. Infrastructure to be sensitively sited*

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S1 - Sustainable development priorities

Policy No. BJ03 Home Working

Policy

1. Where planning permission is required, proposals for development that combines living and small-scale employment space for office and/or light industrial uses through:

- I. the use of part of a dwelling; or
- II. a small-scale free-standing building within its curtilage; or
- III. extensions to the dwelling; or
- IV. conversion of outbuildings outside of residential curtilages

will be supported provided there is no adverse impact on the character and amenity of nearby residential areas and they meet the criteria of Policy BE01.

Employment space permitted under clause (IV) of this policy must remain as its approved use unless it has been actively marketed for at least 18 months and it can be demonstrated that no demand exists for its continuation for employment purposes.

Explanation/Justification

a. Provision and support for existing and future business activity is essential for the sustainability of the Parish, and to reduce the already considerable daily commuting to nearby towns.

b. Facilitating the provision of small workshops close to, or in association with, local dwellings is felt to be a good way to encourage local enterprise and business development and increase the availability of local services. Our policy encourages development to facilitate home working but introduces safeguards to ensure that nuisance is minimised and the policy is not used as a ‘back door’ way to create an additional dwelling.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF paras. 82 *supports for ancillary office or workshop use of residential premises.*

Our policy relates to the following Local Plan policies:

Policy DM9 - Conversion of rural buildings

Policy DM18 - Rural employment development

12. Traffic and Travel (TR)

Overview

12.1 The Village is an ancient settlement and the road network reflects this. The main traffic route in and out of the Village is Upexe Hill, to the west, which joins the A396 Exe Valley Road running between Exeter and Tiverton. Upexe Hill is used by service buses and a substantial number of heavy agricultural and goods vehicles accessing or passing through the Village. The road, although just wide enough for passing cars, relies on a small number of passing places for larger vehicles. This road passes through the Village Square, bisecting the old part of the Village, and exits to the east into School Road, Park Road and out of the Parish towards Bradninch and Cullompton, Killerton and Exeter.

12.2 School Road is narrow in parts and, for much of its length, has no pavement. With so much heavy traffic using the road this causes safety concerns. At the lower end of School Road there is access into Coach Road which is part of the bus route around the Village. These roads are sufficiently wide to allow the free flow of traffic, but the on-road parking, traffic accessing the school and the movement of the buses regularly cause them to be congested.

12.3 A network of old roads emanates from the Village Square. These have changed little since medieval times. They are narrow and predominantly single track with tight bends. Fore Street leading into High Street, is part of the ancient Turnpike Road which carries a high volume of local traffic through the Village to the Square on mainly single width roads, parts of which have no pavements, also causing safety concerns.



12.4 The 1960s estate of Applemede and Silverdale situated to the west of the High Street, was built with off-road parking and access roads adequate for the normal flow of traffic of the time. These roads now have a substantial amount of on-road parking, much of it from houses in the surrounding streets. It is also regularly used by heavy goods vehicles and large tractors and other agricultural vehicles that are unable to negotiate the narrower roads of Fore Street and High Street.

12.5 The settlement of Ellerhayes too, experiences traffic problems due to a lack of off-road parking space, the size volume and speed of traffic that passes through.

12.6 Our policies seek to further the development of safe alternatives to the private motor vehicle for getting around the Parish, where the road network is mostly narrow lanes with passing places, and support measures that would reduce the impact of the motor vehicle on everyday life in the Parish.

Traffic and Travel - Objectives

1. *Explore proposals to provide new facilities for cyclists should they come forward*
2. *Explore possibility of foot and cycle link between the Village and A396 and the Village and Ellerhayes*
3. *Encourage a reduction in car usage*
4. *Explore appropriate traffic management measures to reduce the speed of traffic lowering pedestrian risks from traffic*
5. *Encourage the creation of off-road parking space*
6. *All new housing should have adequate off-road parking for their residents and visitors*
7. *Encourage the adoption of electric vehicles*

Our Neighbourhood Plan Policies and their Explanation/Justification

Policy No. TR01	Non-Car Travel
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Policy

Development proposals that further the development of an accessible network of safe footpaths, brideways and cycle routes in and around the Silverton neighbourhood are supported.

Explanation/Justification

a. The community told us in numbers during the Community Consultations of 2014, 2017 and 2021 that they were concerned about pedestrian safety, particularly because of the lack of pavements.

b. On a daily basis, walkers and horse riders use the lanes around the Parish and the streets of the Village, where traffic can come upon them suddenly (especially silent electric cars becoming more common) with startling effect. Bridle paths are a much safer alternative and it is important to upgrade, and where possible, add to them for the safety and enjoyment of horses and riders.



c. The public rights of way and footpaths we do have around the Parish are well used by local people and provide spectacular views of the local countryside. Tourists and organised walking groups also take

advantage of walking through the traditional Devon lanes and accessing the footpaths to view the valleys, moors and the sea, visible from the higher points. The Village shops and pubs also benefit from many of these visitors, bringing much needed income to the Parish.

d. With the marked increase within the Parish of recreational and competitive cycling, safety has become a major issue due to the confines of the narrow lanes and the lack of any cycle-paths.

e. Our policy TR01 supports the development of more footpaths, bridleways and cycle paths in the Parish. We hope this will encourage more people to travel around locally without using a private motor car and many more people to take regular exercise and enjoy the Parish in which they live.

f. It is recognised that such routes can only be implemented with the agreement and support of landowners and occupiers, and we encourage them to engage positively with such proposals.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 104 b,c,d,e and 106 d *provide for high quality cycling and walking networks*
NPPG para. 008 Safe, connected and efficient streets

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

- Policy S1 – Sustainable development
- Policy S13 – Villages
- Policy S14 - Countryside

Policy No. TR02 Pedestrian Link to Main Road

Policy

Proposals for the creation of a safe pedestrian and cycle link between the Village and the A396 will be supported.

Explanation/Justification

a. Although there is no footpath between the Village and the A396, because of the timing of bus services into the Village, it is necessary for some people to use Upexe Hill to take advantage of the bus stops on the A396 (Exeter-Tiverton-Exeter route). There is no dedicated footpath on any part of Upexe Hill.

b. The narrowness of this road, with the volume of traffic it carries, makes it a hazardous route and a safety issue. Silverton Walk and Talk Group have confirmed that *“there is also currently no safe pedestrian access to the main Tiverton to Exeter bus route and many villagers are forced to walk down the busy Upexe Hill (a narrow lane with no footpath) to gain access to the bus stops on the A396”*²³.



c. Our policy TR02 supports proposals to further the provision of a car free link between the Village and the A396 if such proposals are presented. This is especially the case after the reduction in evening and weekend services to Silverton village announced in October 2022. Such a link may also serve to encourage more people to use public transport rather than the private motor vehicle to travel to Exeter and Tiverton.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 105 *limiting the need to travel and offering a genuine choice of transport modes*

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

- Policy S1 – Sustainable development
- Policy S8 – Infrastructure

Policy No. TR03 Traffic Management

Policy

- 1. Major development proposals that require the preparation of a Transport Assessment should identify the realistic level of traffic they are likely to generate. They must assess the potential impact of this traffic on pedestrians, cyclists, road safety, parking and congestion within the Silverton neighbourhood area and include**

²³ P. Kidds on behalf of Walk & Talk Silverton, March 2016

measures to mitigate any impacts.

2. Development that would give rise to unacceptable highway dangers or where the residual cumulative impact on the highway network is severe will not be permitted.

Explanation/Justification

a. The geography of the Parish, with its narrow, winding lanes and ancient Devon hedgerows, reinforces the need for management of the speed and volume of traffic to create a safer environment for all road users and wildlife. With the increasing width and size of commercial and agricultural vehicles and machinery, it is now apparent that a width restriction should be a serious consideration. Such a restriction would contribute to reducing damage to the environment of the Parish, particularly the verges, ancient hedges and road surfaces.



b. The roads accessing the Village have partial or no footpaths, making them particularly hazardous for pedestrians. This was illustrated in November 2014 in School Road, at the point at which the footpath ceases and the road narrows, where a pedestrian was injured by a passing vehicle.

c. Our policy TR03 is intended to ensure that the negative traffic implications and impact of all new development are fully taken into account and development does not add significantly to the problems we already experience.

d. The Community Consultations of 2014, 2017 and 2021 confirmed that the Parish is open to additional traffic management proposals in the interest of safety, although opinions do differ on what measures are required. Our policy TR03 recognises this but also makes it clear that any development proposals in the interests of improved traffic management should be fully consulted upon and have the support of the majority of the local community.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 110a, 112a,b and 113 *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities*

NPPG para. 013-015 Transport assessments and statements

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S1 - Sustainable development priorities

Policy S13 – Villages

Policy S14 - Countryside

Policy No. TR04 Off Road Parking

Policy

Development proposals to provide an additional public car park serving the Village of Silverton will be supported provided:

- **suitable points for the charging of electric vehicles**
- **suitable access/egress arrangements can be provided**
- **the car park is suitably landscaped**
- **it will not cause significant nuisance to adjoining properties**

- it is suitably located
- extension of the lay-by at Ellerhayes for additional parking is supported

Provision of electric chargers at existing car parks and community buildings with car parks is encouraged.

Explanation/Justification

a. A high proportion of residents in the Village do not have regular access to off-road parking, which leaves them no alternative but to park on the roads.

b. There is also a continual problem of commercial and private vehicles parking on double yellow lines, disrupting the flow of traffic. Some vehicles park on the grass verges. Other vehicles park on pavements, blocking footpaths and forcing pedestrians including pushchair users, small children, mobility chair users and the elderly, into the road. Inconsiderate parking is also a hazard for other vehicles including the emergency services, in particular fire tenders, causing major problems. The community told us during the Community Consultation 2014 that new development must not result in an increase in on-street parking. There was also much support for an additional public car park.



c. There is currently (2022) a small car park for users of the Community Hall, adjacent to a public car park, which no longer has sufficient space to reduce on-road parking in any significant way. This illustrates the need for another public car park, if a suitable site became available.



d. The substantial parking problem we experience emphasises the necessity to ensure that all new developments include sufficient off-road parking, which takes into account modern lifestyles where many households make use of a multiple number of cars. Our policy TR04 emphasises the importance of this issue and encourages development proposals to provide sufficient off-road parking and servicing space commensurate with the type of use proposed. It supports the provision of off-road parking spaces in accordance with the prevailing standards. It also supports the provision of more public parking areas to serve the Village.

e. Extension of the lay-by at Ellerhayes would require consultation with both the National Trust and the local farmer.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 107-108 and 111-112 *ensure an adequate provision of spaces with charging points for electric and other ultra-low emission vehicles*

NPPG para. 042 Street design

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S1 – Sustainable development

13. Community Spaces and Activities (CS)

Overview

13.1 We are fortunate to have several indoor venues for community activities including three church halls, the Lamb Inn ‘Shed’, Room 4 U and a very good quality Community Hall on Wyndham Road. Together

they serve a wide range of purposes and are extremely well used. It is our intention that they should remain at the centre of the community life of the Parish.

13.2 We are blessed to live so close to some very attractive and accessible countryside. However the Parish has only three formally designated recreation areas and is under-provided with public open space, according to Mid Devon District Council's latest assessment²⁴.

Our three local recreation areas are:

- The Rec Coach Road
- Ellerhayes Play Park
- The Little Rec

All have deficiencies in terms of quality of facilities and require up-dating. Both however remain well used and popular.

13.3 Our aim is to increase the range of recreation opportunities available for people locally. One of the ways in which we can do this is to identify and designate a further site of public open space for the people of the Parish to enjoy.

Community Spaces and Activities - Objectives

1. Support community-based facilities
2. Provide more public open space for community use
3. Keep community spaces well maintained and fit for purpose

Our Neighbourhood Plan Policies and their Explanation/Justification

Policy No. CS01	Existing Community Facilities and Assets
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Policy

Development proposals that result in the loss of local retail uses or the following community facilities:

1. Silvertown Community Hall
2. St Mary's Church
3. St Mary's Church Hall
4. Evangelical Church and Hall
5. Methodist Church and Hall
6. The Lamb Inn
7. The Lamb Inn Shed
8. The Silvertown Inn
9. Room 4U
10. Wyndham House Surgery

will only be supported where:

- they are to be replaced with community space of an equal or higher quality on the

²⁴ Open Space and Play Strategy, 'Ethos' for Mid Devon District Council, 2014

www.middevon.gov.uk/residents/planning/conservation/conservation-areas/conservation-area-appraisals/silvertown-conservation-area-appraisal-and-management-plan/

same site or another site within the area;

- the proposed alternative use would, overall, provide equal or greater benefits to the local community; and
- it is demonstrated, through local consultation, that it is no longer required by the community for the current use it serves or it is shown that the continued use is no longer economically viable.

Explanation/Justification

The Localism Act 2011 provides for a scheme called ‘assets of community value’. This requires district and unitary councils to maintain a list of ‘community assets’.

Community assets can also be nominated by groups with a connection with the community. If the nomination is accepted for inclusion on the Register, local groups will be given time to come up with a bid for the asset if it is put up for sale.



National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF paras. 99 *existing open space, sports and recreational buildings and land, including playing fields, should not be built on with few exceptions (see NPPF 2021 for exceptions)*

NPPG para. 002, 005 Healthy communities and links with planning

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy DM23 – Community Facilities

Policy No. CS02 Existing Recreation Spaces

Policy

The following public open space, sports and recreational land (identified on Map 11) are very important to the local community and should be protected in accordance with Local Plan policy DM24.

- L. Allotments, Butterleigh Road**
- M. Allotments, Ellerhayes**
- N. Allotments, Tuns Lane**
- O. The Rec, Coach Road**
- P. Ellerhayes Play Area**
- Q. Allotments, Hillcrest**

Explanation/Justification

a. As a community, we value the open spaces and recreation facilities we have. There are not enough and some are not as good as they should be. Our policy CS02 lists the facilities we do not want to lose, unless and until they are replaced with better facilities. The three allotment areas are well used and there is a waiting list for plots.

b. The Rec, Coach Road is the largest dedicated recreation area in the Parish. Aside from the football pitch this area provides for a range of other activities. It includes the tennis court, skate park, children’s play area (with modern equipment), adult outdoor gym, table tennis table, and gazebo. The playing fields also include the Silverton Oak a large specimen that is around 600 years old.

c. Ellerhayes Play Area is a well-equipped modern facility with safety surfaces located in the heart of the new estate and well away from the main road. Whilst bordered by trees, it is still overlooked by the nearby houses, making it a relatively safe area for younger children to play.

d. Just protecting them is not enough. Well maintained community recreational space attracts more use. Recent development of recreational facilities for the older and younger age groups, in the Village including the outdoor gym equipment, play area and skate park, have been a great success.



e. The Parish Council intends to act on the ‘community objective’ that came out of our consultation and encourage local groups to be more pro-active and involved in the management and maintenance of our outdoor spaces.

f. The Little Rec is not listed, as it is already protected as part of the Conservation Area and as a space of merit.

National Planning Context

Our policy aligns with current national planning policies and guidance:

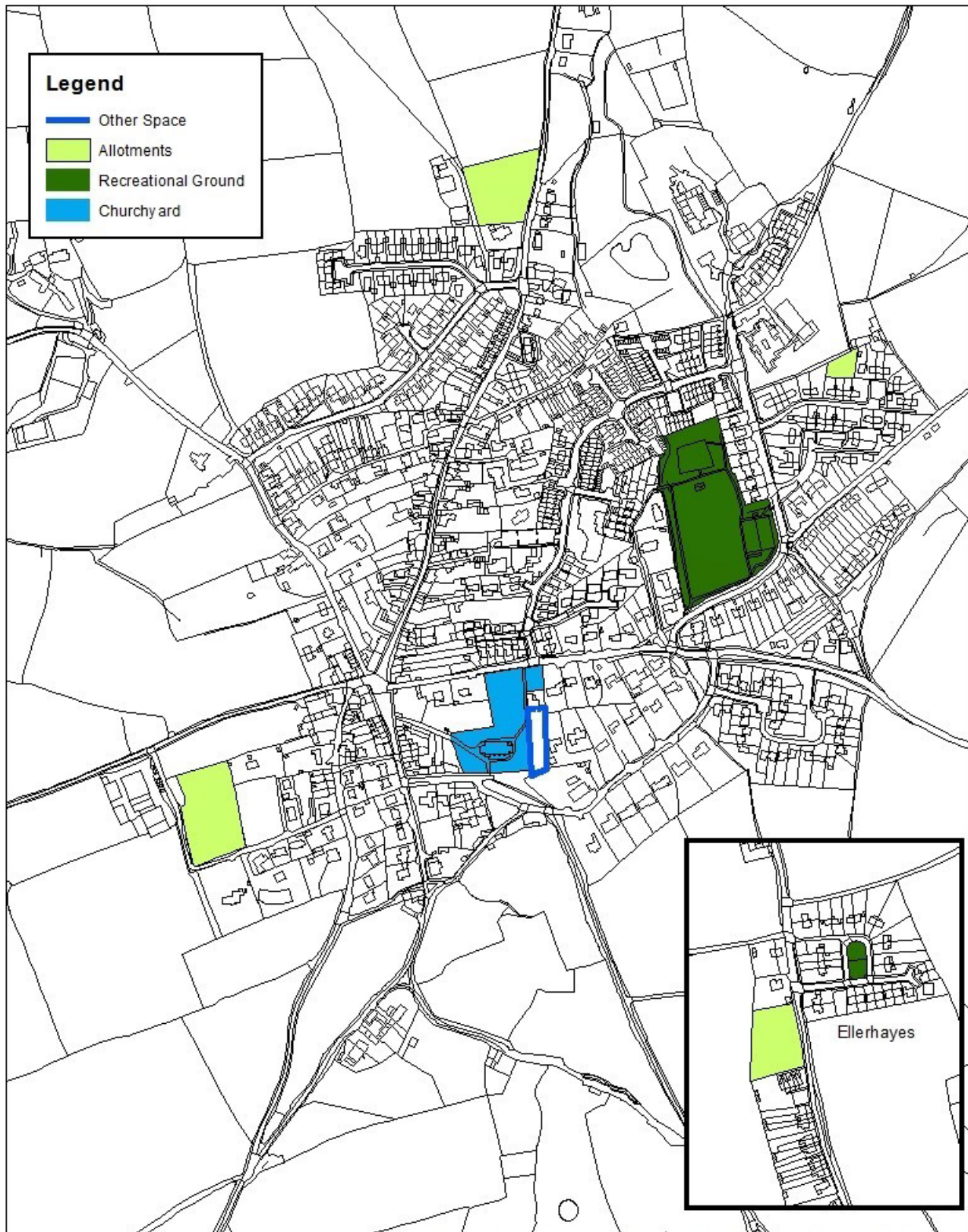
NPPF para. 99 *existing open space, sports and recreational buildings and land, including playing fields, should not be built on with few exceptions (see NPPF 2021 for exceptions)*

NPPG para. 001 Open space in planning

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy DM24 - Protection of local green space and recreational land/buildings



Policy

- 1. The provision of new or improved recreational and sports facilities close to settlement areas will be supported provided:
 - I. the scale of the facility is related to the needs of the area;**
 - II. there is safe and convenient access for potential users.****
- 2. The provision of new public open space on land at the Glebe that will provide for a range of informal recreation activity will be supported.**

Explanation/Justification

a. Within or close to the Village there is a lack of level recreational areas for team sports. The football field has a significant slope. The nearest cricket ground is about 1.5 miles away in Thorverton. Recent additional skate park ramps and the improved play area at the Rec, Coach Road are in great demand and demonstrate the value of well thought out facilities tailored to need. It is noted that there are no youth teams in the Village (in 2022) and any youth that want to join a sports club must travel outside the Village.

b. As well as the topographical limitations of the current recreational spaces, the actual area of planned and managed recreational facilities is well below the recommended area per head of population for all categories including amenity open space, children and young people’s space and outdoor sport and playing field education land (according to Mid Devon District Council’s latest Open Space and Play Area Strategy (2014-2033)).

c. A wider range of accessible sports and recreational facilities would support the public health agenda by providing exercise and fitness opportunities. From the public health profile in Mid Devon our communities are not achieving the recommended levels of daily exercise and fitness. Providing more varied facilities will help achieve these recommended levels of activity for all ages and ability/disability.

d. The Community Consultation 2014 made it plain that local sporting facilities were inadequate. A range of suggestions were made. Our policy CS03 supports the provision of additional sports and recreation areas should the opportunity arise and the need be proven.

e. Amongst the needs expressed by the community in the 2014 consultation was for an area, such as a field, that could be used for dog walking. A community orchard was also a well-supported suggestion.

f. Having carried out site assessment surveys in 2016, we have concluded that land at the Glebe would be a good location to meet the identifiable need for informal recreation space and it also should be suitable for a community orchard. The owner of the site has indicated a willingness to dedicate part of the site for public open space, if permission is granted for a small residential development on the site. Our policy CS03 supports the provision of new public open space at the Glebe.

National Planning Context

Our policy aligns with current national planning policies and guidance:

NPPF para. 98 *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 efforts to address Climate Change*

NPPG para. 001 Open space, sport and recreation facilities

Mid Devon Local Plan

Our policy relates to the following Local Plan policies:

Policy S5 Public open space

Policy S13 Villages

14. Monitoring the Neighbourhood Plan

- 14.1 There is no statutory requirement for the impact of the Neighbourhood Plan and its policies to be monitored.
- 14.2 Silvertown Parish Council will monitor the impact of policies on change in the neighbourhood area by considering the effectiveness of the policies in the planning application decision making process. They will do this by referring to this Plan when reviewing planning applications. We will keep a record of the application, any applicable policies, and comment from the Parish Council together with the eventual outcome of the application.
- 14.3 A full or partial review of this Plan may be triggered by changes to legislation, changes to national or countywide planning policies or significant planning issues being raised by the local community which cannot be dealt with effectively by a combination of national, district and/or existing Neighbourhood Plan policies. Five years from the date the Plan is made, Silvertown Parish Council will consider the need and value in undertaking a Review.

15. Glossary

The following terms may be used in the Silverton Neighbourhood Plan:

Affordable Housing - Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. This is set out in the UK Government's National Policy Planning Framework (NPPF) Annex 2 and is broadly 20% off market value. If the market value in the area is high, then this housing may not be genuinely affordable to those in social need. (See also Genuinely Affordable Housing below)

Ancient Woodland - a woodland which has existed since the year 1600, or earlier.

Bridleways - are footpaths, but additionally users are permitted to ride or lead a horse, and ride bicycles. Horse drawn vehicles are not allowed. Cyclists must give way to pedestrians and horse riders. Motorcycling is not allowed.

Biodiversity - is the term used to describe the whole variety of life on Earth. It includes not only all species of plants and animals, but also the complex ecosystems they live within. It ranges from species and habitats which are considered commonplace to those considered critically endangered.

County Wildlife Site (CWS) - an area of significance for its wildlife in at least a county context i.e. it may be of county, regional or even national importance.

Curtilage - The area normally within the boundaries of a property surrounding the main building and used in connection with it.

Devon Bank - walling with soil giving added weight and stability, originating in Devon.

Design Statement is a practical tool to help influence decisions on design and development. If not prepared correctly, it will provide a clear statement of a village or town against which planning applications may be assessed.

Flood Risk Assessment - An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.

General Permitted Development Order (GPDO) - The Town and Country Planning GPDO 1995 provides permitted development rights for a specified range of development, meaning that those activities do not require an application for planning permission. However, agricultural buildings and certain telecommunications equipment covered by permitted development rights are also subject to a prior approval procedure.

Genuinely Affordable Housing – Housing that is genuinely affordable for those needing housing within the parish. This is not a nationally recognised term.

Landscape Character Area (LCA) - Single unique areas that are the discrete geographical area of a specific landscape type.

Listed Buildings - Buildings which have been recognised by Historic England (formerly English Heritage) as having special architectural or historic interest.

Local Green Space - Green areas of particular importance to local communities, which meet the criteria of the NPPF (para. 101), designated as 'local green space' to provide special protection against development.

Local Plan - A portfolio or folder of documents - Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs) - setting out the planning strategy for a local planning authority area.

Local Planning Authority - The public body whose duty it is to carry out specific planning functions for a specific area. All references to local planning authority apply in this Plan to Mid Devon District Council

Net Zero - this is an abbreviation of "Net Zero carbon emissions"

NPPF - The National Planning Policy Framework 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 framework within which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of communities.

NPPG - The National Planning Practice Guidance is a web based resource which brings together planning guidance on various topics into one place. It was launched in March 2014 and coincided with the cancelling of the majority of Government Circulars which had previously given guidance on many aspects of planning.

Neighbourhood Plan - A plan prepared by a town and/or parish councils or a neighbourhood forum for a specific neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Permissive Paths - It is possible for landowners to allow access over their land without dedicating a right of way. These accesses are called permissive paths. To the user, they are often indistinguishable from normal highways, but there are some important differences:

- A permissive path must have some sign or similar indication that it is not intended to be a right of way
- The landowner can close off or divert the path if they wish to do so, without any legal process being involved
- The landowner can make restrictions which would not normally apply to highways, for example to allow horse riding but not cycling, or the other way around

Public Right of Way - is a highway over which the public have a right of access along the route.

Qualifying Body - Either a parish/town council or neighbourhood forum, which can initiate the process of neighbourhood planning.

Use Classes - The Town and Country Planning (Use Classes) Order 1987 puts uses of land and buildings into various categories. Planning permission is not needed for changes of use within the same use class.

Section 106 - The section of the Town and Country Planning Act 1990 that provided for the creation of planning obligations, now replaced by Section 46 of the 2016 Act. Section 106 agreements allow local authorities to ensure that developers provide the infrastructure needed to support new developments. Often referred to as “planning gain”.

Strategic Environmental Assessment (SEA) - A procedure (set out in the Environmental Assessment of Plans and Programmes (Amendment) Regulations 2020) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.

SUDS - A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SUDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.

Supplementary Planning Document (SPD) - Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on specific issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainability Appraisal (SA) - The consideration of policies and proposals to assess their impact on sustainable development objectives.

Sustainable Development - is development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Appendix A - Evidence Sources

Census Records, Office of National Statistics, 2011

Good Practice Advice on Neighbourhood Planning and the Historic Environment, English Heritage, 2022

Meeting Housing Needs, Supplementary Planning Document, Mid Devon District Council, adopted June 2017

Mid Devon Landscape Character Assessment, Strategic Guidelines, Mid Devon District Council, 2011

<https://www.middevon.gov.uk/residents/planning-policy/local-plan-history/previous-local-plan-evidence/landscape-character-assessment/>

Mid Devon Local Plan Review Option Consultation, Silverton Parish Council, Dec 2013

Mid Devon Local Plan adopted July 2020

https://www.middevon.gov.uk/media/350631/local-plan-review-final-adopted-version_accessible.pdf

National Planning Policy Framework, Department of Communities and Local Government, 2019

Design Statement is a practical tool to influence decisions on design and development. If not prepared correctly, it will provide a clear statement of a village or town against which planning applications may be assessed.

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

National Planning Practice Guidance, Department of Communities and Local Government, 2021

<https://www.gov.uk/government/collections/planning-practice-guidance>

[National Planning Policy Framework \(NPPF\) – Annex 2](#)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPFJuly_2021.pdf

Neighbourhood Planning (General) Regulations, HM Government, 2012

<http://www.legislation.gov.uk/ukxi/2012/637/contents/made>

Planning Newsletter, Mid Devon District Council, Jan 2016

Silverton Community Consultation 2014 Report, Silverton Neighbourhood Planning Steering Group 2014

Silverton Community Consultation 2016

Silverton Community Consultation Reg 14 2021

Silverton Conservation Area Appraisal and Management Plan, Mid Devon District Council, 2015

<https://www.middevon.gov.uk/residents/planning/conservation/conservation-areas/conservation-area-appraisals/silverton-conservation-area-appraisal-and-management-plan/>

Silverton Housing Needs Assessment, Devon Communities Together for Silverton Parish Council, 2016

Silverton Neighbourhood Plan, Local Evidence Report, Silverton, 2022

Silverton Neighbourhood Plan, Strategic Framework Report, Silverton Neighbourhood Plan Steering Group, 2014

Site Assessment Report, Silverton Parish Neighbourhood Plan, 2016

Strategic Environmental Assessment for Silverton Parish Council, 2022

The Provision and Funding of Open Space through Development, Supplementary Planning Document, Mid Devon District Council, adopted May 2008

<https://www.middevon.gov.uk/residents/planning-policy/supplementary-planning-documents/>

Wildlife Site Resource Map – Silverton Parish, Devon Biodiversity Records Centre, 2014

Workshop Report, Silverton Parish Neighbourhood Plan, 2014

<https://www.middevon.gov.uk/residents/planning-policy/adopted-local-plan-and-policies-maps/adopted-local-plan-review-evidence-base/>

Appendix B - Community Action Groups

It is proposed that Silvertown Parish Council facilitate the creation of the following action groups, which would act under the governance of the Parish Council, with members of the parish community taking an active part.

Each group would

- have at least one Parish councillor as a member;
- report progress to the Parish Council monthly, and to the Parish Assembly annually.

Silvertown Parish Green Action Group

This group would encourage implementation of the policies to reduce carbon emissions, moving the parish towards Net Zero carbon emissions, by helping to implement the related policies in this plan. The Action Group would:

- Investigate solutions to issues
- Arrange parish meetings
- Liaise with non-profit organisations and other groups to help advise people on appropriate ways forward
- Assist and advise in obtaining grants where appropriate
- Liaise with landowners and property owners where relevant
- Bring people together for bulk purchase action where appropriate
- Obtain grants and raise money when required

Silvertown Parish Homes for Locals Action Group

This group would work on the setting up of a Community Land Trust (CLT) as a legal entity to provide genuinely affordable homes to be reserved in perpetuity for locally connected people of limited means.

The Group would report to the Parish Council. Any proposals for setting up the CLT would be approved by the Parish Council, and would include explicit need for any development to be approved by the Parish Council, in addition to standard planning processes.

The CLT would have at least one nominated Parish Councillor on the Board. Should the CLT fail, then activities and control would revert to the Parish Council.

In preparing for the CLT the group would:

- Investigate models of shared ownership for any CLT including:
 - Housing Association shared ownership models in which the CLT would retain 25% ownership
 - Self Build, in which the CLT would retain 25% ownership.
 - Rental
- Formalise the meaning of "Locally Connected People" (e.g. those growing up in the parish, or living in the parish, or caring for people in the parish).
- Ensure that any proposals are:
 - in line with the Neighbourhood Plan and design statement.
 - contiguous with existing development.
 - keeping with the needs of the parish
 - cognisant of the need to provide additional green space and amenities where possible
- Such a group would
 - seek land from local landowners to obtain a suitable plot, at less than market value, that would not otherwise be approved for development. Such a trust would liaise with housing associations and other organisations to further these aims.
 - Seek grants and other funding to support the trust

- Keep the Parish informed of progress.

Report for: Cabinet

Date of Meeting:	12 th December 2023
Subject:	Joint Strategy
Cabinet Member:	Councillor Steven Keable, Cabinet Member for Planning and Economic Regeneration
Responsible Officer:	Richard Marsh, Director of Place
Exempt:	None
Wards Affected:	All Wards
Enclosures:	Appendix 1 – Joint Strategy Appendix 2 – Consultation Responses

Section 1 – Summary and Recommendation(s)

To approve the Joint Strategy for East Devon, Exeter, Mid Devon and Teignbridge

Recommendation(s):

That Cabinet approves the Joint Strategy (Appendix 1) subject to this being agreed by the partner authorities, with delegated authority given to the Director of Place in consultation with the Cabinet Member for Planning and Economic Regeneration to make any amendments arising from the resolution of the other authorities provided these do not materially alter the content of the document.

Section 2 – Report

1.0 *About the Joint the Strategy*

- 1.1 Consultants LDA Design have prepared a non-statutory Joint Strategy, called 'Our Shared Coordinates', following instruction from Exeter City, East Devon, Mid Devon and Teignbridge district Councils and which has been supported by Devon County Council. This has followed decisions taken by each Councils' respective committee(s) in the summer / autumn of 2021, which gave approval for the preparation of a Joint Strategy for the planning administrative areas of the four authorities. Mid Devon District Council

approved the preparation of the Joint Strategy at its meeting on 1st July 2021 (minute 20) following a recommendation from the Cabinet meeting held on 8th June 2021 (minute 21).

- 1.2 The Joint Strategy reflects the ambitions and proposals of existing and emerging Local Plans. It sets out shared ambitions across a range of strategic planning matters across the four local authority planning areas, together with a high-level list of infrastructure matters that have cross-boundary significance for supporting the delivery of planned new homes, jobs, services, transport and other development.
- 1.3 Approval of the Joint Strategy will demonstrate the commitment to ongoing joint working across the area on strategic matters. This will help to show the Council's compliance with the duty to cooperate, which is a requirement of preparing planning policy. Preparing the joint strategy will therefore support the preparation of Plan Mid Devon, which will be the new local plan for the district.
- 1.4 Exeter City Council, East Devon and Teignbridge District Councils are taking equivalent reports through their committee processes in late 2023.

2.0 *The purpose and content of the Joint Strategy*

- 2.1 The purpose of the Joint Strategy is to:
 - Demonstrate the joined-up strategy and policy approach the Councils have taken across the functional area.
 - Articulate the clear benefits of working together as a cohesive area to address strategic opportunities and challenges.
 - Serve as the starting point for identifying key strategic infrastructure and funding challenges.
 - Provide a framework for more wider collaboration with key stakeholders who are central to the spatial place-making agenda in the area
- 2.2 The Joint Strategy will benefit the four Councils through helping to establish a recognisable 'brand' and serve as a prospectus for the area, which may assist when making bids for Government (or other) infrastructure and delivery funding.
- 2.3 The Joint Strategy is a prospectus-style document, which includes a 'Vision', a 'spatial strategy' and an ambition to position the area as one of the best places to live and work in the UK. In order to achieve this ambition, the Joint Strategy identifies six 'shared coordinates' for delivering sustainable growth which responds to the area's strategic challenges and opportunities:
 - Net Zero

- Quality Places
- Jobs and Prosperity
- Nature
- Homes
- Connectivity

2.4 Each of the six shared coordinates are explained in their respective chapters, together with references to initiatives for each that are supported through existing and emerging Local Plans. The Joint Strategy is not a development plan document, and as such does not set policies for the development and use of land and buildings, or include site allocations for development. It will not be used as a decision making tool for planning applications. This will be the role of Local Plans prepared by the four authorities and neighbourhood plans prepared by local communities.

2.5 The importance of investment in infrastructure (such as transport, green infrastructure, utilities and health care) to support growth is a cross cutting theme throughout the document. To this end the Joint Strategy includes a high level list of strategic infrastructure matters that have cross boundary significance, where the four authorities will continue to work in partnership and with Government agencies, transport and utilities providers to secure funding and investment. These infrastructure themes are:

- SANG (Suitable Alternative Natural Green Space) and nature recovery network provision.
- Strategic waste water and water supply improvements.
- Strategic energy grid improvements for import, export and distribution.
- District heating investments and renewable energy projects.
- Education improvements - primary, secondary, further, higher and special educational needs.
- Strategic healthcare provision.
- New railway stations and line improvements.
- Strategic active travel routes and trails.
- Improvements to the Strategic Road Network
- Multi-modal Exeter transport package.

More detail about infrastructure matters can be included in each authority's Infrastructure Funding Statements and Infrastructure Delivery Plans.

2.6 The Joint Strategy will be capable of being updated overtime, including its high-level list of infrastructure matters.

3.0 Stakeholder engagement

3.1 The Joint Strategy has been subject to a focused consultation with identified key stakeholders. The focused consultation with key stakeholders has served to raise awareness of the Joint Strategy and its intended purpose. Key stakeholders have included:

- Natural England
- Historic England
- Environment Agency
- National Health Service
- South West Water
- National Grid
- Western Power (now National Grid Electricity Distribution)
- Network Rail
- National Highways
- Active Travel England
- Devon County Council (as Local Education Authority, Local Transport Authority, and Minerals and Waste Planning Authority)
- Devon Housing Commission
- Heart of South West Local Enterprise Partnership
- Blackdown Hills AONB Partnership (now Blackdown Hills National Landscape)
- East Devon AONB Partnership (now East Devon National Landscape)

3.2 Comments have been received from 12 of the key stakeholders consulted. These comments are detailed in **Appendix 2**, together with responses to these and changes made to the Joint Strategy where it has been agreed these are necessary.

- 3.3 The Joint Strategy has not been subject to a public consultation since it is a non-statutory document and it does not introduce new policy or alter the content of existing and emerging Local Plans, which have themselves already been subject to public consultations at key stages in their preparation and also, in some cases, independent examinations.
- 3.4 The Council's Planning Policy Advisory Group (PPAG) has considered the Joint Strategy at its meeting on 20th November 2023 and has endorsed the recommendation in this report.

Financial Implications

There are no direct financial implications arising from the approval of the Joint Strategy. The preparation of the Joint Strategy has been funded from the financial contributions previously made from East Devon, Exeter, Mid Devon and Teignbridge District Councils for the purpose of collaborative working on planning documents, technical evidence and studies. The resourcing was approved by the Cabinet on 8th June 2021 (minute 21).

Legal Implications

The need for the Council to work collaboratively with neighbouring authorities on strategic planning matters is enshrined in the Planning and Compulsory Purchase Act 2004, paragraphs 24-27 of the National Planning Policy Framework 2023 and the Planning Practice Guidance. These set out that local authorities have a legal duty to cooperate with each other and other organisations to seek to address strategic planning matters that are likely to have an impact beyond the immediate district. In particular Section 33A of the Planning and Compulsory Purchase Act 2004 sets out that to maximise effective working on strategic matters throughout the preparation of plans, authorities have a duty to engage constructively, actively and on an ongoing basis. The Joint Strategy helps to demonstrate compliance with this legislation. It should be noted however that the Joint Strategy itself is a non-statutory, informal document. It does not include policies or site allocations and will have no weight in making planning decisions.

The Joint Strategy includes illustrative, schematic diagrams and maps showing the spatial strategy for the area and the locations of major growth. These maps do not show specific allocations. The recommendation to approve the Joint Strategy should not be interpreted to suggest, that the Council supports specific allocations or proposed allocations which may be included in the local plans of neighbouring authorities.

Risk Assessment

The Joint Strategy has been jointly prepared by four authorities, with support from Devon County Council. This means that Committee decisions will be required from the four authorities at similar times to enable the Joint Strategy to be adopted across the Exeter, East Devon Mid Devon and Teignbridge area. There is a risk that one or

more of the authorities does not approve the Joint Strategy. To help avoid this eventuality, officers have been working with their relevant Cabinet Members / Portfolio Holders to discuss the Joint Strategy's content and intended purpose and the decision making pathway for its adoption.

A risk of not adopting the Joint Strategy is that the Council will be without a jointly agreed document with other Councils that will be capable of being used to demonstrate continued collaborative working and shared ambitions across a range of strategic priorities and for the delivery of infrastructure. This may be to detriment of seeking to secure funding for infrastructure projects from Government and other potential sources.

Impact on Climate Change

The Joint Strategy includes shared ambitions to help mitigate the effects of and adapt to climate change and move towards a net zero carbon future.

Climate change mitigation and adaptation should form a key part of joint planning work. By its nature, climate change cannot be addressed by one authority working in isolation. Measures to tackle climate change also need to acknowledge cross-boundary transport movements and other strategic matters. The Joint Strategy supports the Devon Carbon Plan and considers the carbon emissions and climate change impacts of development and transport over a wider area than just Mid Devon. Because of this, the Joint Strategy can be more beneficial to climate change policy compared with seeking to achieve carbon neutrality in just one district.

Equalities Impact Assessment

Under the Equality Act (2010) Public Sector Equalities Duty, decision makers are required to consider the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

In order to comply with the general duty the Council must assess the impact on equality of decisions, policies and practices. These duties do not prevent the Council from reducing services where necessary, but they offer a way of developing proposals that consider the impacts on all members of the community. In making decisions the Council must take into account the potential impact of that decision in relation to age, disability, race/ethnicity (includes Gypsies and Travellers), sex and gender, gender identity, religion and belief, sexual orientation, pregnant women and new and breastfeeding mothers, marriage and civil partnership status in coming to a decision.

The Joint Strategy reflects the salient policies of the adopted Mid Devon Local Plan, which has been subject to a full Equality Impact Assessment in 2017 and Addendum in 2019 in relation to main modifications made to the Local Plan through its independent examination.

The Joint Strategy has been subject to a screening exercise to determine whether its content is relevant to equalities, and if so, whether a full Equality Impact Assessment should be conducted. The screening exercise has found the Joint Strategy will not likely have any negative equalities impacts on protected characteristics and there will be likely positive equalities impacts in terms of age, disability and race through support for accessible homes and housing to meet special needs, support for special educational needs, and support for new Gypsy and Traveller accommodation. The screening exercise has concluded the Joint Strategy is not recommended for a full Equalities Impact Assessment.

Relationship to Corporate Plan

The Joint Strategy provides a coordinated response to the sub-region's strategic economic, climate, housing, environmental and infrastructure issues and help to secure central government investment. The recommended decision to adopt the Joint Strategy will therefore help meet the Corporate Plan priorities: 'Homes', 'Environment', 'Community' and 'Economy'.

Section 3 – Statutory Officer sign-off/mandatory checks

Statutory Officer: Andrew Jarrett
Agreed by or on behalf of the Section 151
Date: 28/11/2023

Statutory Officer: Maria De Leburne
Agreed on behalf of the Monitoring Officer
Date: 04/12/2023

Chief Officer: Stephen Walford
Agreed by or on behalf of the Chief Executive/Corporate Director
Date: 28/11/2023

Performance and risk: Steve Carr
Agreed on behalf of the Corporate Performance & Improvement Manager
Date: 23/11/2023

Cabinet member notified: (yes/no)

Section 4 - Contact Details and Background Papers

Contact: Tristan Peat, Forward Planning Team Leader
Email: tpeat@middevon.gov.uk
Telephone: 01884 234344

Background papers:

Council meeting 1st July 2021 (see item. / minute 21)

[Agenda for Council on Thursday, 1st July, 2021, 6.00 pm - MIDDEVON.GOV.UK](#)

Cabinet Report 8th June 2021 (see item / minute 21)

[Agenda for Cabinet on Tuesday, 8th June, 2021, 10.00 am - MIDDEVON.GOV.UK](#)

Our Shared Coordinates

A joint strategy for East Devon, Exeter, Mid Devon and Teignbridge

Draft November 2023



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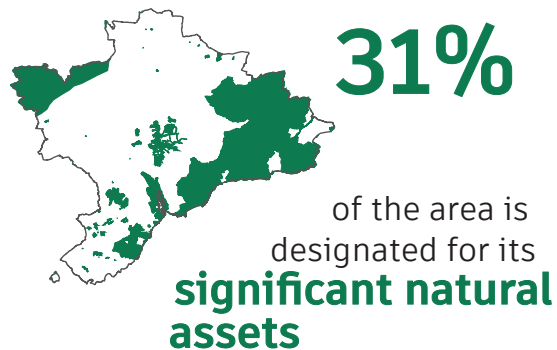
In partnership with



An exceptional place

The strengths of our unique area are built on its exceptional living environment offering a connected network of a thriving city, characterful towns and picturesque villages set within some of the best natural environments in the country. In a world that places an ever-greater premium on quality of life, the attractive natural assets, character of the area, and the significant economic opportunities are becoming its greatest competitive advantage. The remarkable growth, investment, and cultural development we have seen in recent years' shows how powerful and compelling our area's offer already is.

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The historic city of Exeter lies at the heart of our area, acting as the driver for economic growth and the retail and cultural hub for the surrounding districts. Its world-renowned university has helped catalyse a fast-growing knowledge-based economy, which is helping to raise prosperity and boost graduate retention.

Exeter
is forecast to be the



UK city for GVA growth in 2023

and grow with up to

21,000

new jobs between 2020 & 2040



Exeter is linked by road and rail to a network of historic market and coastal towns, many of which are important economic hubs in their own right. Together the city, towns and villages operate as one single functional area for housing, economy and travel.

The attractive living environment makes our area a magnet for relocators looking for a better quality of life, business investors and tourists. Such is the attractiveness of the area that the resident population (approx. 500k people) is forecast to increase by 8.5% over the next decade, compared to just 4% across England as a whole.





NORTH DEVON BIOSPHERE RESERVE

EXE VALLEY

EGGSFORD FOREST

KNIGHTSHAYES COURT

GRAND WESTERN CANAL

CULM VALLEY

BLACKDOWN HILLS
AREA OF OUTSTANDING NATURAL BEAUTY

SHOBBROOKE PARK

RADDON HILLS

KILLERTON

ASHCLYST FOREST

HEMBURY FORT

UNIVERSITY OF EXETER

CLYST VALLEY REGIONAL PARK

EAST DEVON
AREA OF OUTSTANDING NATURAL BEAUTY

TEIGN VALLEY

HALDON HILLS

PEBBLEBED HEATHS

WOODBURY COMMON

THE JURASSIC COAST

DARTMOOR

PARKE

STOVER COUNTRY PARK

HALDON FOREST

ASHCOMBE FOREST

DAWLISH WARREN

THE SW COAST PATH

As we plan to meet economic, social and environmental needs, we must make sure that the area holds on to the distinctive qualities that are its greatest assets for success. Our strengths and opportunities are significant and should act as a catalyst for future sustainable growth and support the differentiation of our area as a place to invest and live.

Change does bring challenge though and we need to address these to achieve sustainable growth that ensures our area remains successful:



Infrastructure – sustainable growth cannot be achieved without significant investment in infrastructure that simultaneously helps us address all the challenges below.



Climate change – reducing our carbon emissions and adapting to the impacts already locked into our climate requires urgent action utilising innovative and radical solutions.



Economy – whilst employment levels are high, wages are lower than national average and we need to shift towards a more diverse, knowledge-based economy to boost prosperity.



Transport – the rural nature of much of the area means that many residents rely on private motor vehicles. We need to transition to more sustainable connectivity to reduce carbon emissions and congestion whilst enabling healthier lives.



Nature recovery – our wildlife habitats are largely disconnected and have been damaged by human activity, and they require urgent action to be protected and enhanced.



Housing affordability – average house prices are over 10 times average earnings, making them unaffordable for many local people.



Ageing population – parts of the area have a significantly higher percentage of over 65-year olds compared to the national average which is projected to increase. We need to ensure we can both accommodate this trend, whilst attracting and retaining younger working people.



Landscape and heritage – accommodating growth within a high quality built and natural environment

'Shared coordinates' represents the ambitious commitments of East Devon, Exeter, Mid Devon and Teignbridge to ensure that the area develops as a prosperous, resilient and innovative economy and an unbeatable place to live, work and visit, which retains its competitive edge to attract investment. The purpose of this document is to:

- Demonstrate the joined-up strategy and policy approach the Councils have taken across the functional area.
- Articulate the clear benefits of working together as a cohesive area to address strategic opportunities and challenges.
- Serve as the starting point for identifying key strategic infrastructure and funding challenges.
- Provide a framework for more wider collaboration with key stakeholders who are central to the spatial place-making agenda in the area.

This document reflects the ambitions and proposals of existing and emerging Local Plans. However it is not a statutory plan nor a decision-making tool for development management purposes. Our vision and six coordinates on the following pages set out the direction of travel which will influence how we respond to our shared strategic opportunities and challenges.

Our Vision

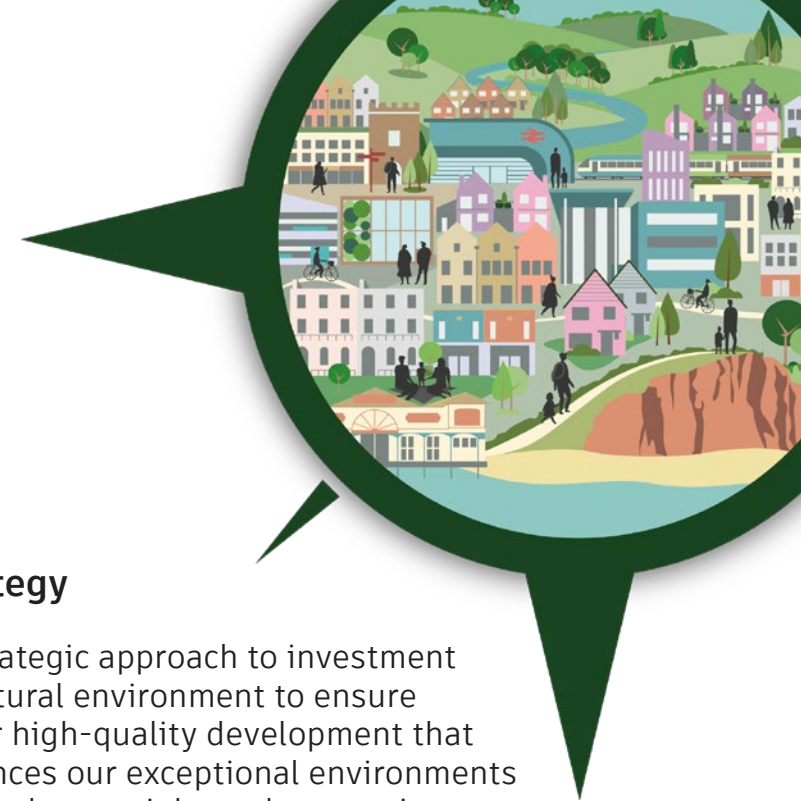
In 2040 we are a sustainable and prosperous area of distinct and well-connected regional capital, urban and rural communities.

Our local economy is carbon neutral and attracts investment, clean growth and innovative businesses.

We invest in our citizens, celebrate the area's beauty and heritage, and continue to work together for mutual long-term benefit.

We fully utilise our unique southwestern city-town-country-coast environment and our growing academic and skills base for smart growth.

We enable prosperous and healthy lives through high quality homes, jobs and more self-sufficient communities with direct access to nature and a reliable, sustainable transport and communications network.



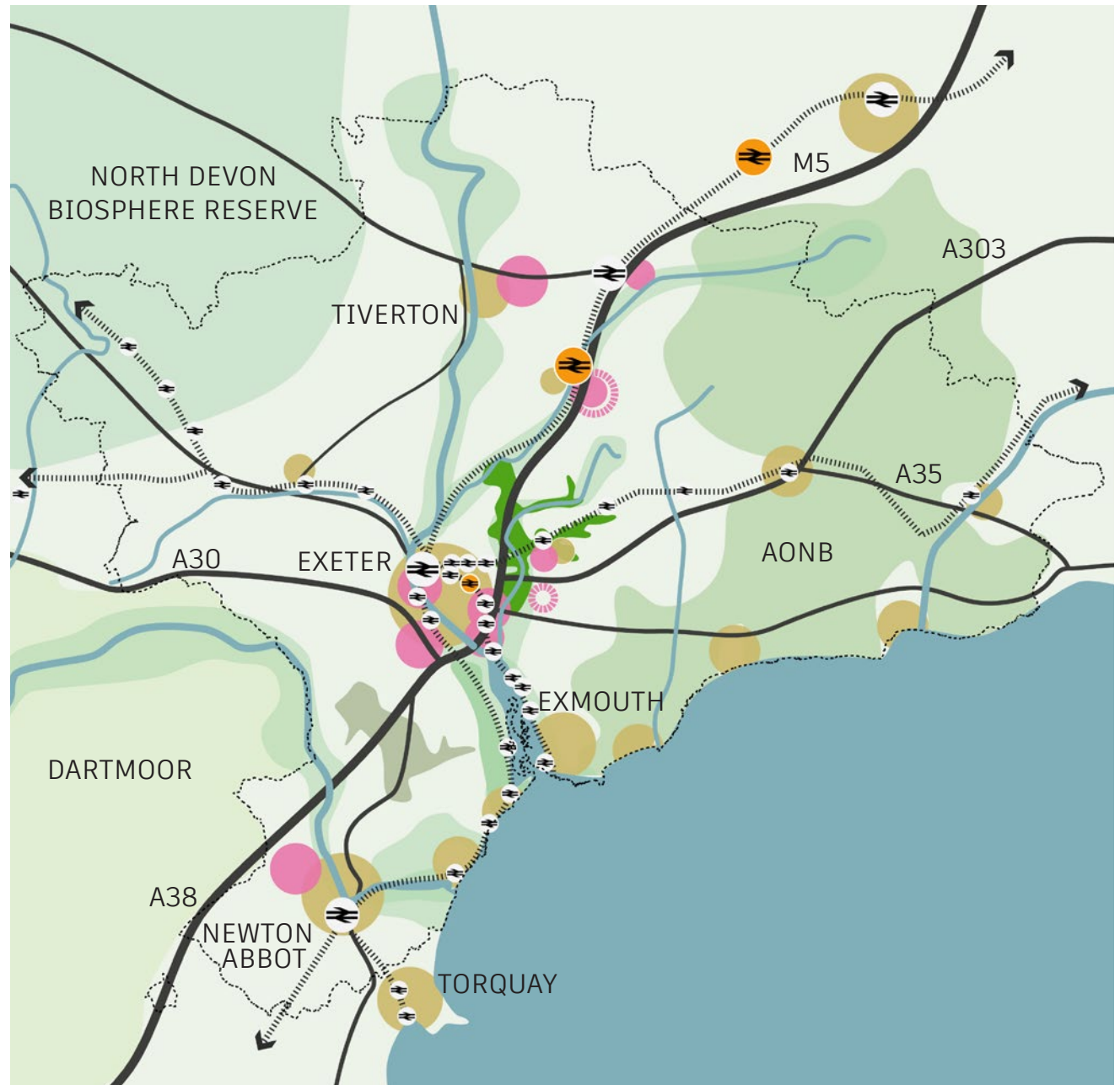
Our spatial strategy

We are taking a strategic approach to investment in our built and natural environment to ensure that we can deliver high-quality development that protects and enhances our exceptional environments whilst providing the homes, jobs and prosperity our communities need. This is why our ambitious spatial strategy concentrates large scale new development around strategic growth areas in the most sustainable locations. It combines significant brownfield development with providing large scale new communities that together can drive transformative benefits for the whole area.

The strategic growth areas will enable us to capitalise on and invest to improve existing connectivity networks to shift towards a low carbon, cleaner and healthier way of moving around. They also allow us to take a strategic approach to invest in nature recovery and better access to nature whilst avoiding development in our most special landscapes. And they enable us to unlock brownfield growth and investment in existing settlements alongside new settlements to support more self-sufficient, resilient and thriving communities.


Exeter is the regional capital and acts as the engine for growth of our dynamic and diverse urban and rural area. As Exeter becomes more successful, the potential to extend this success to settlements in its travel to work area is considerable. Therefore, we have located strategic growth across our area where it can support investment in our important market towns alongside the growth of Exeter.


- Brownfield development in Exeter near the City Centre and along the River Exe
- New and expanded settlements on the edge or near Exeter
- The Newton Abbot and Kingsteignton Garden Community
- The northern gateway: The Culm Garden Village. Tiverton urban extension and M5 Junction 27



Existing settlements 

Major growth areas 

Potential major growth areas 

Existing train stations 

Potential/planned new train stations 

Our shared coordinates

Our ambition is to position our area as one of the best places to live and work in the UK, creating jobs and opportunities that raise our resident's quality of life whilst protecting and enhancing our unique natural environment for generations to come. Part of the strategic response to the long-term growth of our sub-regional economy entails rebalancing housing and employment growth towards brownfield regeneration opportunities in Exeter alongside strengthening existing communities and creating new neighbourhoods in sustainable locations. A focus on higher density living in mixed use and walkable neighbourhoods close to existing public transport nodes and city/town centre jobs and services, is an essential component of a low carbon and successful economy.

In order to achieve our ambition, we have identified 6 shared coordinates for delivering sustainable growth which responds to our areas strategic challenges and opportunities. The importance of investment in infrastructure (such as transport, green infrastructure, utilities and health care) to support growth, is a cross-cutting theme throughout the document.



Net Zero



Quality Places



Jobs & Prosperity



Nature



Homes



Connectivity



BUILDING HEATED WITH DISTRICT HEATING

SOLAR PANELS

COMPACT-NEIGHBOURHOOD

LOW EMBODIED CARBON

CARBON STORAGE

CARBON STORAGE

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PASSIVHAUS BUILDING

RECYCLED MATERIALS

SHOP

STATION 5 MINS

HOMES 5 MINS

ELECTRIC CAR

PERMEABLE PAVING

RAIN GARDEN

FLOOD RESILIENT

Net zero

Net-zero

We will act on climate change by working to achieve a net zero carbon future, whilst devising and implementing appropriate responses to help communities adapt to its impacts



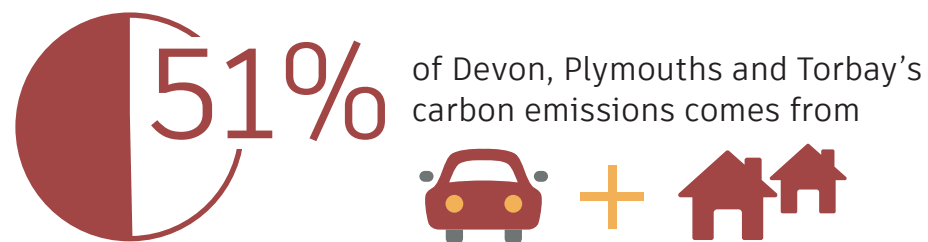
Our area has the largest concentration of climate change expertise in the UK, making us uniquely positioned to become a global leader in responding to the challenges. The establishment of the Joint Centre of Excellence in Environmental Intelligence, a research collaboration between the University of Exeter and the Met Office, will help to reinforce this position.

Spatial planning has a clear role to play in shifting society towards net zero living whilst also making our communities more resilient to the impacts of climate change. This role ranges from identifying sustainable locations for growth that enable low carbon transport and low carbon utilities, through to securing net zero standards in the design of buildings. Linked to this, our rural areas will be supported to provide the resources and ecosystem services needed for our larger urban areas.

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Transitioning to net zero* has implications for everything we do. It provides one of the greatest opportunities of our time to achieve clean and inclusive growth and has the potential to support the creation of thousands of new jobs locally. We are committed to achieving net zero ahead of the 2050 national target and have signed up to the Devon Carbon Plan which sets out our approach to achieving this by:

- Using less energy by making it easy to drive less and delivering more energy efficient buildings;
- Shifting to renewable energy to reduce harmful emissions and boost our energy security;
- Developing a resilient local, circular economy using resources wisely and reducing waste; and
- Maximising natural carbon storage and solar and temperature regulation through interventions such as tree planting and habitat restoration.



Source: Devon Carbon Plan

Through our Local Plans we will encourage renewable energy installations where it is acceptable to do so. We will also require a Carbon Statement is submitted with planning applications for residential and commercial developments outlining how the proposals are designed; will be constructed; and will perform to deliver carbon neutrality. More fundamentally, the spatial strategy for the area, as being set out in Local Plans, will have a significant impact on minimising carbon emissions.

What we are doing

Across the area we continue to pioneer approaches to zero and low carbon design that demonstrate the latest in innovation and technology, setting the benchmarks that we encourage developers and others to follow. Such initiatives include the delivery of:

- Much of our housing requirement on brownfield sites in highly accessible locations for active travel and public transport;
- Low carbon district heating systems serving homes and workplaces in Monkerton, Cranbrook, Exeter Science Park and Skypark;
- An Energy from Waste Facility in Marsh Barton, which is supplying electricity nationally whilst avoiding waste going to landfill. It is also set up to provide district heating for future developments nearby;
- Hybrid electric demonstration flights launched from Exeter Airport. This forms part of the airport's ambition to act as a test bed and transition to low carbon aviation; and
- Passivhaus homes in Exeter, which are helping to cut carbon emissions in the city while reducing fuel poverty for residents.
- Piloting carbon neutral modular homes – including 6 social rented units at Shapland Place, Tiverton.
- In Exeter a smart grid and storage project of 3,700 solar panels is powering the City Council's electric vehicle fleet, recycling centre and offices with green energy.

St.Sidwell's Point

St.Sidwell's Point, the UK's first passivhaus leisure centre and one of only a handful worldwide, opened to the public in April 2022. It is one of the most sustainable leisure centres ever constructed. Situated in the heart of Exeter, this landmark new building represents a key milestone in the Council's ambition to create a net zero carbon city while supporting the physical activity, health and well-being of its residents.

The building has been designed to be highly energy efficient and climate resilient to 2080.





Jobs & prosperity

Jobs & prosperity



We will protect and create the conditions for high-value, well paid jobs and a clean, diverse and thriving local economy



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Our area is experiencing fast employment growth, current predictions are for around 35,000 new jobs between now and 2040. This is driven largely by the emergence of more knowledge-based sectors. This is particularly apparent in the numbers of spin out businesses linked to the University of Exeter's specialisms in applied environmental science, digital innovation, data analytics and high-performance computing. Given Exeter's strong research, education institutions and growing innovation ecosystem, the rapid expansion of the knowledge economy will continue.

Across our area there is a shared ambition to boost prosperity by supporting higher value jobs. We want to make sure that these jobs are accessible to local people whilst also attracting new talent to the area. This requires a skills and education infrastructure that is fully aware of, and responsive to, the needs of growth sectors, particularly in the delivery of science, technology, engineering, maths and medicine (STEMM) subjects, whilst also supporting health, social care, farming and tourism.

Our area is large and diverse geographically, and yet functions as a coherent economic unit. There is a significant opportunity to ensure that the benefits of growth in and around Exeter are shared across our whole area, To ensure our towns, villages and coastal and rural areas can thrive. This will include:

- regeneration of our town centres to suit changing consumer behaviour and spending patterns;
- farmers to continue their key role as custodians of the natural environment providing locally produced food, whilst encouraging diversification where this helps to protect and enhance the landscape and support the local economy; and
- higher-value, year-round and green tourism offer that helps boost the resilience of rural and coastal communities.

What we are doing

We are working across the area and with a range of partners to deliver against our economic development objectives.

Examples of our work include:

- Our strategic employment allocations at Exeter Science Park and Skypark (part of the Exeter and East Devon Enterprise zone), are fostering growth in new and emerging employment sectors;
- Our economic development teams have worked with the Heart of the South West Local Enterprise Partnership (LEP) and continue to work with Exeter University, our Regional Growth Hub and other partners to deliver advice, training, research and development and innovation support to start up and existing businesses to enable them to scale and grow;
- We are providing residents with the opportunity to develop the skills that our growth sectors will require going forward. One example of this is the Future Skills Centre, operated by Exeter College, which offers training and education opportunities in future-facing high-tech jobs in engineering, digital, construction and clean growth;
- We are undertaking masterplanning exercises with local residents and businesses in communities across our area to explore how our town centres can adapt to changing needs and behaviours, including allowing for a more diverse range of uses and more pedestrian friendly environments.
- Supporting a prosperous economy at smaller centres and in the rural areas. This includes sponsoring the annual Taste East Devon Festival, celebrating our amazing locally produced artisan food.

Exeter Science Park

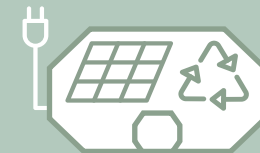
Exeter Science Park is the South West's centre for STEM sectors, a nationally and globally significant location for incubation and grow-on space for businesses, research and academia.

In 2035 the ambition is to be home to 3,500+ people working for companies with a combined turnover of £350+ million

The Science Park is also home to the Met Office's new supercomputer which enables unrivalled expertise in climate modelling and weather forecasting. The supercomputer is a catalyst for growth in our area, supporting collaboration and partnerships between science, business and academia.



Home to the UK's most powerful supercomputer



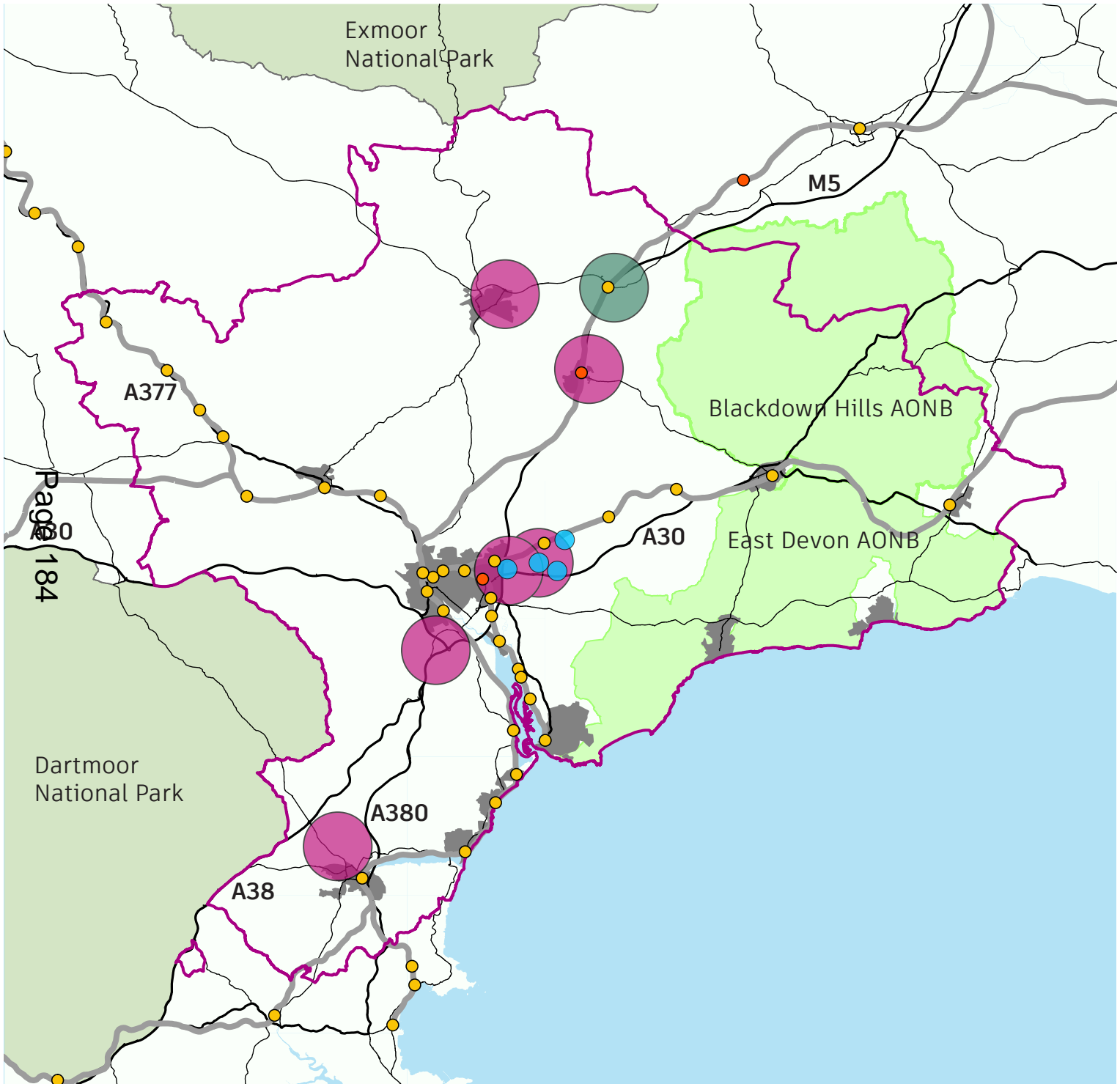
Two innovative Net Zero Carbon buildings completed



Jobs & Prosperity Plan

Legend

-  The Area
-  Major tourism opportunity
-  Strategic employment sites
-  Sites within Enterprise Zone
-  Area of Outstanding Natural Beauty (AONB)
-  National Parks
-  Major settlements
-  Major roads
-  Railway
-  Existing train stations
-  Planned train stations



Sources: Ordnance Survey (0100031673), Natural England



Homes

Homes



We will support a diverse range of high-quality, affordable homes in the most sustainable locations which meets ambitious national housing targets and the needs of local communities, and attracts the workforce we need for the future.

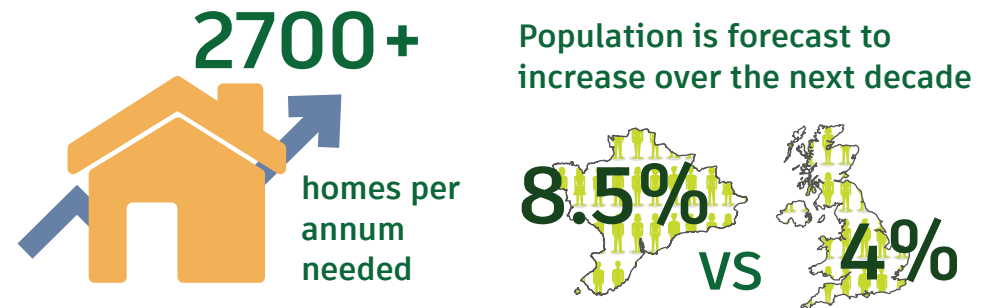
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Our area has got an exceptional diversity of places to live, from apartments and townhouses in a vibrant city or town to homes in picturesque villages, all with easy access to nature. As the area grows, it is important that these unique qualities act as catalysts for successful growth that both deliver the new homes needed whilst creating beautiful places where people want to live.

Our spatial strategy is clear: we are committed to locating homes in well-connected, sustainable locations where they can support our net zero transition, deliver key infrastructure, help to protect and enhance our most valuable environments and support healthy, thriving local communities. Our new homes need to be supported by the right type of infrastructure, including transport, utilities, flood resilience, sustainable water management, healthcare and recreation, and we will set out strategic priorities and seek targeted investment and funding to ensure we can meet our high ambition.

Our strategic housing growth areas are:

- Brownfield development in Exeter
- New and expanded settlements near Exeter
- Newton Abbot and Kingsteignton Garden Community
- The northern gateway: The Culm Garden Village and Tiverton urban extension

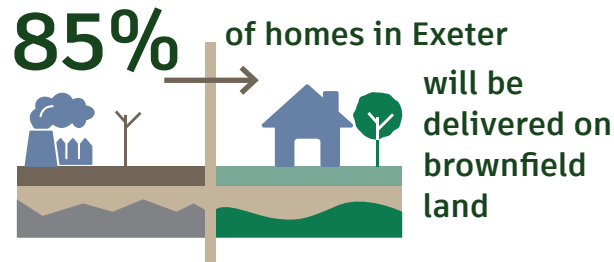


We will support delivery methods which can provide more and a wider variety of higher quality affordable homes as well as providing a more diverse range of homes and improved choice which meets the needs of local communities. This includes:

- encouraging SME developers to supply a larger proportion of homes within the area and promoting employment and skills plans;
- policies which require affordable homes, accessible homes and self-build and custom-build homes;
- higher density, higher quality living including co-living and student housing;
- support for housing to meet special needs and new gypsy and traveller accommodation;
- support for modern methods of construction; and
- local authority interventions to directly deliver homes.

What we are doing:

We have been hugely successful in securing funding for several new Garden Communities including the Culm Garden Village proposal, Liveable Exeter Garden City and Newton Abbot & Kingsteignton Garden Community. Together these will deliver approximately 22,400 homes.



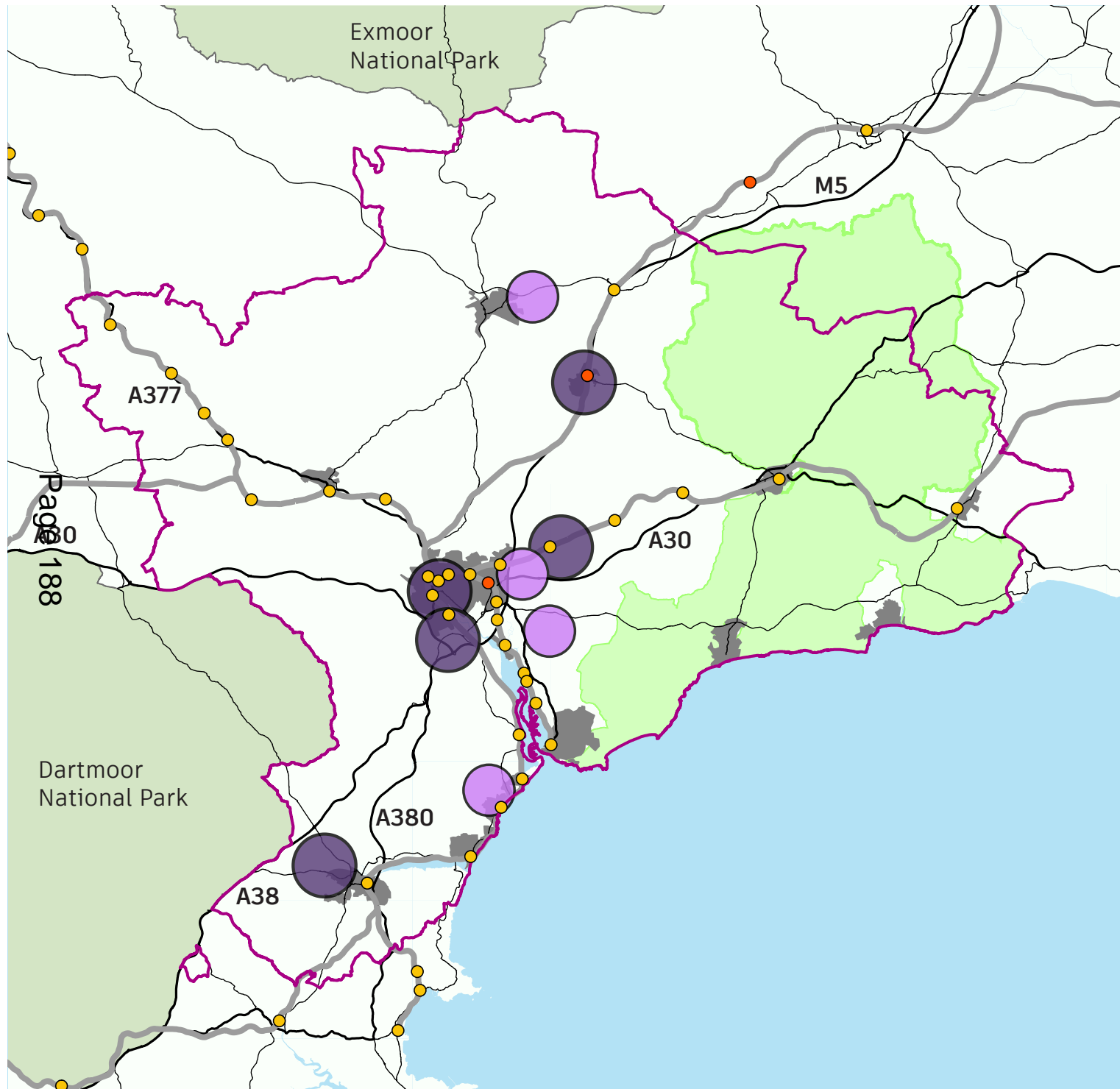
We have taken an ambitious and joined up approach to ensure that growth delivers real benefits for people. Far from just delivering homes, they will provide new sustainable connections and key infrastructure, enhance natural areas and support regeneration. We already have a track record of delivering new successful settlements at scale with our new town Cranbrook, which includes a new train station, district heating networks, strategic cycle routes and a new country park.

We are demonstrating our commitment to delivering affordable, energy efficient homes in well-connected places, with Exeter City Council aiming to deliver 500 affordable homes per year for the next ten years. We are also at the forefront of delivering self-build and custom-build homes; Teignbridge District Council was the first authority in England to include a policy requirement for serviced plots, setting a national exemplar.

Culm Garden Village

The Culm Garden Village proposal will deliver 5000 new homes in a country park landscape next to a re-opened Cullompton train station. A 'one town approach' has been used to ensure the new development is fully integrated with the existing town of Cullompton and growth directly benefits local people. New homes, workplaces and improved connectivity will support more local services and help make Cullompton more self-sufficient. The development will deliver improved active travel connectivity across the M5, the railway and the river Culm whilst also helping to reconnect the town with the river Culm and enhance nature for both people and wildlife. A strategic intervention at Junction 28 is also needed to support delivery of the Culm Garden Village.





Homes Plan

Legend

- The Area
- Strategic housing sites
 - <3000
 - >3000
- Area of Outstanding Natural Beauty (AONB)
- National Parks
- Major settlements
- Major roads
- Railway
- Existing train stations
- Planned train stations



Quality places

Quality places



We will support high-quality developments with a strong sense of place which support healthy, thriving communities and our transition to net zero and respect and enhance our local environments.

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Our area's rich built heritage and natural landscapes are integral to the character, appeal and success of our area. New developments must create new beautiful places which people will love and look after if we are to continue being a place where people want to live, and businesses want to invest in. Raising the quality of development is also essential to achieving greater local support for growth.

We are committed to significantly improving the quality and sustainability of new developments in our area. We expect new developments to have a strong identity and a sense of place that harness the positive features of sites and their wider context. We also expect development to enable healthy, resilient, safe and thriving communities. We will support this ambition through innovative design coding, strong collaboration with partners and support for innovative delivery methods such as custom-build and direct Local Authority interventions, which raise the bar of development quality.

What we are doing

We have successfully capitalised on the national drive towards high-quality developments, and we are progressing with design codes for several of our strategic growth areas. We took part in the National Model Design Code Pilot to test the new National Model Design Code in our local context. This pilot has provided vital lessons learnt on stakeholder engagement, balancing flexibility with clear requirements and embedding coding within local policy. In the emerging Exeter Plan we have included Liveable Exeter principles that enshrine quality into strategic policy.

Regenerating our existing towns and communities to raise quality and local pride is hugely important to us. We are progressing town centre masterplans for several settlements, including Tiverton and Newton Abbot and interventions for growth to benefit existing communities is integral to our Garden Communities Programme.

Newton Abbot Design Code Pilot

Our Newton Abbot and Kingsteignton Garden Community Programme is part of the Design Code Pathfinder Programme, a trailblazing government initiative to empower communities to have their say on new homes, buildings and amenities. Our innovative approach explores:

- Embedding design guidance in policy
- Developing a blueprint for securing community input
- Creating a framework for delivering new district scale parks and confirming long-term stewardship solutions
- Standards for low carbon construction and operation
- An innovative energy strategy

Nature



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Nature



We will protect and enhance our exceptional natural environment for the benefit of both people and wildlife, to tackle the climate and nature emergency and to protect the landscape setting of our settlements.



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The residents of East Devon, Exeter, Mid Devon and Teignbridge know their area as a place with a beautiful natural landscape offering a high quality of life. We enjoy our long stretches of undeveloped coastline, undulating green hills, woodlands, rivers, valleys and estuaries. We also know that this unique natural environment is fundamental to our area's prosperity and success. It is key to attracting talent and high-value jobs, supporting tourism and local communities, improving people's health and wellbeing and tackling the climate and nature emergency.

We are committed to protecting and enhancing our special landscape through ambitious policies and development requirements within our local plans, as well as actively seeking out opportunities for investment in nature recovery. We will create bigger, higher quality, and better-connected natural areas which support a thriving wildlife and create better access to nature. This will include new woodlands, restoring our rivers, new wetlands and new public green spaces and trails. Our natural spaces will be multi-functional

and provide a wide range of functions from flood resilience and carbon storage to food production and recreation. We will seek developer contributions, funding and investment in green and blue infrastructure, nature recovery and delivery of biodiversity net gain as an integral part of delivering our sustainable growth ambition. We will continue to work in strong collaboration with local and national partners to ensure we can maximise the positive benefits of funding and investments.

Our communities benefit from large areas of coastline along the south of the region, stretching from Teignmouth and Dawlish, through the Exe Estuary and into East Devon and encompassing the world famous Jurassic Coast. However, our coastal environment is extremely vulnerable to physical changes through erosion, coastal landslip, permanent inundation and coastal accretion (e.g. accumulation of sand) over the next 100 years. We need to ensure that we reduce the risks arising from these changes by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast.

What we are doing

We have a strong track record of planning and delivering new country parks (Suitable Alternative Natural Green Space/SANG) alongside new developments through our shared Habitat Mitigation Strategy. This is required to minimise the impact of development on our internationally significant sites: Dawlish Warren, the Exe Estuary and Pebblebed Heath. We have delivered these through developer contributions and working in close partnership across authority boundaries and with regional, national and community partners. Ridgetop Park in South West Exeter opened in 2022 and is the latest addition of SANG providing recreational areas to the new communities and existing population. We are currently updating the Habitat Mitigation Strategy which will inform future projects to unlock growth that we will seek funding and contributions for.

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We are also collaborating with authorities across the region, Natural England and Defra on the Devon Local Nature Recovery Strategy. This strategy will include local habitat maps and set out opportunities and priorities for enhancing biodiversity and how these can provide wider benefits such as carbon storage. We will use it to inform our Biodiversity Net Gain (BNG) strategies for development sites and to guide which strategic projects we seek investment and funding for.

In our Garden Communities Programme we have taken an innovative approach to attracting investment to deliver enhanced local green spaces alongside new growth: The Connect with Nature project in the Newton Abbot and Kingsteignton Garden Community will create new habitats, provide outdoor play and improve carbon storage. We also have ambitious plans for improving our Valley Parks in Exeter, including at Northbrook, for both people and wildlife and through the 'Connecting the river Culm' project we are tackling the river catchments challenges of flooding, drought, water quality, declining biodiversity and poor access for local residents.

Clyst Valley Regional Park

The ambition for Clyst Valley Regional Park (CVRP) is to create the best regional park in the world. Our 25-year masterplan for the park proposes to restore nature and historic buildings, create new multi-use public trails including the regionally important Clyst Valley Trail, increase the size of the park and improve water quality. We have recently purchased 10HA land to unlock growth and deliver future SANG. It now needs the support of developers, landowners, statutory agencies and the public to deliver future projects. The plans for the CVRP are testament to our commitment to enable growth through a landscape-led approach and ensure early investment and delivery of nature assets to support new and existing communities.

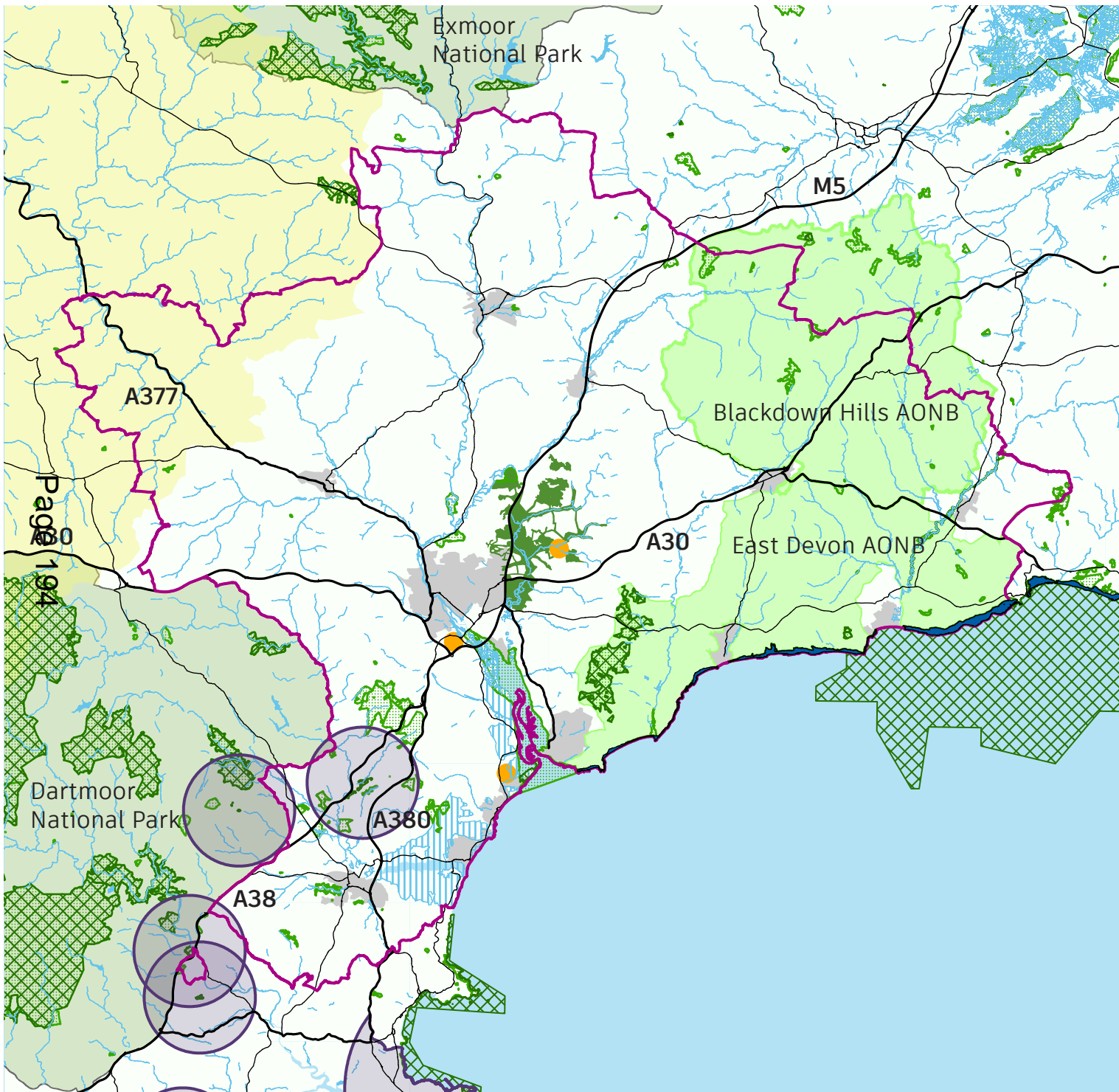
The Great Trees in the Clyst Valley project has provided

 **2200** new trees
and **2** new orchards 

2338 HA





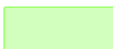
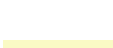






 Almost the same size as Exeter





Nature Plan

Legend

-  The Area
-  Water Areas and Rivers
-  Major settlements
-  National Parks
-  Area of Outstanding Natural Beauty (AONB)
-  North Devon Biosphere Reserve
-  Special Areas of Conservation (SAC)
-  Special Protection Areas (SPA)
-  Sites of Special Scientific Interest (SSSI)
-  South Hams SAC Sustenance Zones
-  Suitable Alternative Natural Greenspace (SANG)
-  Clyst Valley Regional Park
-  Jurassic Coast World Heritage Site
-  Undeveloped Coast

Connectivity



CYCLING

100%
ELECTRIC



ELECTRIC
BIKE HUB

TOWN CENTRE

MOBILITY HUB

WALKING

Connectivity



We will create a joined up high-quality physical and digital network which reduces the need to travel and makes walking, cycling, public transport, low carbon and shared mobility the preferred choice for most journeys.

Covering 2,200 square kilometres of city, towns, villages, coast and countryside our area is large and diverse yet it functions as a single economic area. This is not least demonstrated by Exeter's large Travel to Work Area, the 2nd largest in the country with 37,000 daily commuters. Our area is already connected by rail, road and active travel routes but to fully realise our areas potential we need to create a high-quality and net-zero carbon, physical and digital network which seamlessly and efficiently connects our whole area. This strategic connectivity is crucial for the economic success of the area.

We are committed to delivering a step-change in physical and digital connectivity to significantly reduce our dependency on private cars and high-carbon transport, whilst also improving people's health and wellbeing. We will develop plans and seek investment to:

- Reduce the need to travel by co-locating homes, jobs and local services, whilst also planning and investing in high-speed and reliable digital infrastructure. This will support more self-sufficient neighbourhoods where people can access most of their daily needs close to home.
- Support and prioritise active travel. This will be enabled by creating mixed-use neighbourhoods and locating growth where high levels of active travel can be achieved. We will deliver local and long-distance walking and cycling routes and join these routes with public and shared transport to broaden their reach.
- Work with our partners to plan and invest in improved public transport and shared mobility through new stations, more frequent, reliable services, simpler ticketing and technical innovation.
- Plan and invest in highway enhancements which support improved road safety and result in overall reduction in car use. We will support delivery of infrastructure for electric vehicles to enable low carbon mobility in urban and rural areas.



What we are doing

We have an ambitious transport strategy for the 'Exeter travel to work' area:

- Within Exeter, active travel and public transport will be the main modes of travel, enabled through low traffic neighbourhoods and active travel priority routes which are well-connected with public transport.
- Longer distance multi-use trails will enable people in nearby towns and villages to cycle to Exeter and better public transport will reduce the need to use private cars.
- Park and Ride/Change and mobility hub facilities on all major transport corridors, alongside EV charging infrastructure, will allow people from lower density areas to travel more sustainably.

We are already well underway with our 'Cycling and Multi-use Trail Network Strategy' to deliver long distance trails between settlements. The Exe Estuary Trail is nearly complete, public consultation has been undertaken for the Clyst Valley Trail and work is underway to deliver the remaining sections of the Teign Estuary Trail. We have recently completed Local Cycling and Walking Infrastructure Plans (LCWIP's) for both Exeter and the Newton Abbot and Kingsteignton Garden Community to support local journeys in two of our largest urban areas. We are also working on LCWIP's for the West of East Devon, Tiverton and Cullompton.



We are working with partners on the Devon Metro project to improve connectivity with major steps achieved in the last few years: Marsh Barton station opened in July 2023 giving train access to a large employment area and future mixed-use development. Plans to re-open the Cullompton Train Station are well progressed to serve Cullompton as well as the proposed Culm Garden Village. And we are developing a business case for delivering more frequent services between Exeter and the main towns to the east, which will support significant growth along this corridor.

Alongside rail we have secured significant capital funding to deliver a Bus Service Improvement Plan to improve bus priority and more reliable journey times on key corridors in Exeter. Our strategic bus routes, such as Plymouth to Bristol along the M5 are important to connect communities, jobs and services outside the rail network.

To tackle poor digital connectivity in rural areas we are partners in the 'Connecting Devon and Somerset' program to deliver full fibre broadband and in our new local plans we will require digital connectivity to be considered an essential utility in new development.

Exe Estuary Trail

The Exe Estuary Trail has been a huge success for the area connecting homes, jobs, neighbourhood centres and recreation on both sides of the estuary. The trail links up with the bus, train and ferry network enabling car-free travel around the whole Exe Estuary. It is a unique demonstration of what prioritising active travel and creating routes for all users means on the ground. There is an opportunity to expand this network through the construction of the Teign Estuary Trail from Dawlish to Newton Abbot.



Connectivity Plan

Legend

- Existing Multi Use Trail
- Aspirational Multi Use Trail
- Major Roads
- Proposed improvements to road junction
- Railway

Devon Metro:

- Existing train stations
- Planned train stations
- Main bus routes
- Major settlements

Making it happen

Our spatial vision and shared coordinates create a strong common purpose and a united direction of travel for our area. They will ensure we make consistent decisions on which strategic projects we prioritise and what we seek funding and investment for.

We know that individual sites and infrastructure projects can't be designed and delivered in isolation. To ensure delivery, we will capitalise on our strong partnership and collaboration with local, national, and regional bodies such as the Environment Agency, Natural England, Homes England, Active Travel England and National Highways. Together we will be guided by our shared coordinates at all stages from concept to planning to implementation. Although each local authority area will develop its own Local Plan, they will do so within the framework set by our spatial vision and shared coordinates. In this way we ensure that local action delivers the key outcomes that will keep our whole area strong, successful, and attractive to investment alongside meeting local needs.

We will continue our strong track record of collaborating across our local authority boundaries because we know this is the best way of delivering successful outcomes. We will do this with both formal and informal partnerships including local, regional and national partners when suitable. To address our shared planning and delivery challenges we will explore a set of actions including:

- Compiling a list of strategic infrastructure proposals to support our shared coordinates which we will seek funding and investment for. A list is included as an appendix to this document, however this list will be updated regularly as new opportunities get identified.
- Focused delivery of our Net Zero target including engaging with utility companies
- Securing financial contributions to support our Shared Coordinates
- Deciding the most optimum delivery vehicle for accelerating growth and ensuring quality of place
- Implementing cross boundary infrastructure strategies
- Cooperating on emerging Local Plans, particularly proposals for large scale new housing developments
- Delivering Habitat Mitigation and Nature Recovery Strategies once these are finalised.
- Investigating a City Development Fund at Exeter City Council, an innovative way of leveraging in additional infrastructure funding and recycling.



Infrastructure delivery list

The successful implementation of development plans that have informed the Joint Strategy, and delivery of planned new homes, jobs, services, transport and other development across Exeter City, Teignbridge, East and Mid Devon will be dependent on funding and investment in infrastructure improvements. The following high-level strategic infrastructure matters that have cross boundary significance have been identified, where Local Planning Authorities will continue to work in partnership and with Government agencies, transport and utilities providers to secure funding and investment. This list can be updated and more detail included in each Council's respective Infrastructure Funding Statements and Infrastructure Delivery Plans:

- Suitable Alternative Natural Greenspace (SANG) and nature recovery network provision.
- Strategic waste water and water supply improvements.
- Strategic energy grid improvements for import, export and distribution.
- District heating investments and renewable energy projects.
- Education improvements-primary, secondary, further, higher and special educational needs.
- Strategic healthcare provision.
- New railway stations and line improvements.
- Strategic active travel routes and trails.
- Multi-modal Exeter transport package.
- Improvements to the Strategic Road Network

Joint Strategy for East Devon, Exeter, Mid Devon and Teignbridge

Consultation with key stakeholders - comments received and responses to these

November 2023

Respondent	Comments received	Response
<p>Heart of SW LEP</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 204</p>	<p>Thank you for the opportunity to comment on “Our Shared Co-ordinates”, a joint strategy for East Devon, Exeter, Mid Devon and Teignbridge. We welcome the initiative of producing a joint strategy covering the area of four districts, centred on the city of Exeter. Working through the draft document in turn we offer a number of comments below, which we hope will be helpful.</p> <p><u>An exceptional place</u></p> <p>Without wanting to detract from the strategic nature of the document we wonder whether it might be helpful on this introductory page to include the current population and employee numbers on this page.</p>	<p>Comment noted.</p> <p>The last sentence on page 2 last has been amended to read "Such is the attractiveness of the area that the resident population (approx. 500k people) is forecast to increase by 8.5%"</p> <p>and the first sentence on page 12 has been amended to read</p> <p>"Our area is experiencing fast employment growth, current predictions are for around 35,000 new jobs between now and 2040. This is driven largely by the emergence of more knowledge-based sectors...."</p>

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 205</p>	<p><u>Context map</u></p> <p>There is no key to this map, and there are some inaccuracies/ inconsistencies with later maps. For example, Tiverton Parkway station is shown in the wrong location; the railway line to Okehampton is not shown at all; the A35 trunk road is not shown.</p> <p><u>Our Vision</u></p> <p>We endorse the vision statement. The map on page 6 again omits the Okehampton railway line, and some of the railway stations.</p> <p><u>Net Zero</u></p> <p>Page 10 highlights initiatives such as standards for new housing, hybrid electric aviation, etc. It should be pointed out that the greater contribution in moving towards net zero is likely to come from retro-fitting existing housing (insulation, heat pumps) and from facilitating the transition to electric vehicles, given that</p>	<p>Comment noted.</p> <p>The diagram on page 2 is for illustrative purposes only, designed to show the key strategic assets of the district. Further detail is provided with an accompanying key on the map on page 6.</p> <p>The map has been amended to show Tiverton Parkway in the correct location, the railway line to Okehampton and the A35 Trunk Road</p> <p>The map on page 6 has been amended to include the Okehampton railway line and stations</p> <p>Comments noted. The ambitions on Page 9 reflect the targets we have collectively signed up to in the Devon Carbon Plan. The ambitions are focused on what the planning system can actively influence. As such, notwithstanding that retrofit is an important aspect of addressing energy security, it is not a strategic planning issue associated with this strategy.</p>

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 206</p>	<p>domestic heating and land transport currently constitute a significant proportion of total carbon emissions.</p> <p><u>Jobs and Prosperity</u></p> <p>Mention might also be made of the need to improve productivity, generally, but particularly in sectors such as agriculture and tourism.</p> <p>Also, there should be an acknowledgement of the importance of health and social care within the economy of the area, and the likely growth in demand given the age demographic mentioned elsewhere in the document.</p> <p>The map on page 14 shows a “Major tourism opportunity” with no other narrative. This merits some explanation.</p>	<p>These are agreed as key issues but it is considered that reference to agriculture and tourism is sufficiently covered on Page 12. The first bullet on page 16 has been amended to read: ‘Encouraging SME developers to supply a larger proportion of homes within the area and promoting employment and skills plans’.</p> <p>Page 12 has been amended to include the following text: 'This requires a skills and education infrastructure that is fully aware of, and responsive to, the needs of growth sectors, particularly in the delivery of science, technology, engineering, maths and medicine (STEMM) subjects, whilst also supporting health, social care, farming and tourism'.</p> <p>Comment noted. The notation relates to the Mid Devon Local Plan proposal for a major tourism, leisure, and retail development at Junction 27 on the M5 motorway. It is not considered necessary to repeat the detail of local plan proposals in the Joint Strategy,</p>

Respondent	Comments received	Response
Page 207	<p><u>Homes</u></p> <p>It is not clear whether the development ‘circles’ on the map on page 18 reflect the total size of those development areas, including housing already delivered, or the numbers of dwellings which will in future be delivered at those locations.</p> <p><u>Nature</u></p> <p>The map on page 24 includes areas within South Hams and Torbay as part of “The Area”. This deserves some explanation.</p> <p>The blue colour of the Jurassic Coast is not evident on the plan.</p> <p><u>Connectivity</u></p> <p>The text on page 27 states Marsh Barton station will open – it actually opened in July 2023. The map on page 28 appears to have a number of inaccuracies. For example, the first section of the A361 North Devon Link Road is incorrectly shown; the A35 trunk road from Honiton to Axminster and beyond is not shown.</p>	<p>The notation used sets an arbitrary threshold of 3,000 homes and is indicative of the scale of development (recently completed, committed and proposed in locations) across the area.</p> <p>The map is clear in defining the area to which the Joint Strategy applies by means of a red line. It is appropriate to show notation beyond the Joint Strategy area which can help provide context to discussions with stakeholders in neighbouring areas, which supports the purpose of the Joint Strategy.</p> <p>The plan on page 24 has been amended to show the Jurassic Coast more clearly.</p> <p>The text has been updated to indicate the Marsh Barton station opened in July 2023.</p>

Respondent	Comments received	Response
<p>Active Travel England</p>	<p>Thank you for your email.</p> <p>Active Travel England does not currently have a strategic Pre-Planning offer, and so we cannot comment or consult on your Joint Strategy.</p> <p>In the meantime, what I can suggest is that when you come to thinking about individual sites, we would want to encourage / embed use of the Planning Assessment toolkit to assess proposals – and so we are offering the the tools and guidance to enable planners, transport officers and developers to assess their proposals against the latest best practice and policy requirements.</p> <p>The planning application assessment toolkit helps local planning authorities to gather evidence and assess the active travel merits – walking, wheeling and cycling – of a development proposal.</p> <p>These tools have been developed over the last year or so bringing together the expertise and expertise of planning professionals working in our development management team, but also planning authorities, highway authorities, transport consultants and internally, within ATE, the DfT and DLUHC.</p>	<p>Comment noted that Active Travel England cannot comment on the Joint Strategy.</p> <p>The links provided to Active Travel England’s Planning Assessment toolkit are noted. However, these are not needed for this consultation since the Joint Strategy is not a development plan and does not allocate development sites.</p>

Respondent	Comments received	Response
	<p>Whilst the planning assessment is integral to our standing advice offer this is also the tool that ATE will be using to assess Planning Application proposals.</p> <p>ATE's Development Management will be attaching our toolkit summary report to our formal responses where we recommend standing advice.</p> <p>ATE also considers it would be hugely beneficial if developers were to include these assessments in their pre-application and planning application submissions.</p> <p>ATE Planning Application Assessment Toolkit (PAAT): Checklist User Manual Active Travel England: planning application assessment toolkit - GOV.UK (www.gov.uk)</p> <p>The planning application assessment toolkit helps to gather evidence and assess the active travel merits – walking, wheeling and cycling – of a development proposal. It should be used by local authority planning and transport officers in conjunction with the applicant.</p> <p>When making a planning application assessment, you should also refer to:</p> <ul style="list-style-type: none"> • Active Travel England: development management 	

Respondent	Comments received	Response
	<ul style="list-style-type: none"> • Active Travel England: sustainable development advice notes <p>A checklist user manual and a tutorial video have been produced to help you understand how to complete the assessment.</p> <p>Development Management Procedural Note for Local Planning Authorities Development Management Procedural Note for Local Planning Authorities (publishing.service.gov.uk)</p> <p>This procedural note for local planning authorities sets out how Active Travel England (ATE) will approach planning casework.</p> <p>It is designed to provide context to our remit and support the formal comments that the ATE team may make as a part of the statutory consultee process.</p> <p>When making a planning application assessment, you should also refer to:</p> <ul style="list-style-type: none"> • Active Travel England: planning application assessment toolkit • Active Travel England: sustainable development advice notes <p>Active Travel England Standing Advice Note: Active travel and sustainable development Active Travel</p>	

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 211</p>	<p><u>England Standing Advice Note: Active travel and sustainable development (publishing.service.gov.uk)</u></p> <p>Two advice notes have been produced to reflect the different considerations that apply within and outside of London.</p> <p>These standing advice notes provide guidance for local planning authorities on how planning applications should be considered when Active Travel England (ATE) will not undertake a detailed assessment of development proposals.</p> <p>When making a planning application assessment, you should also refer to:</p> <ul style="list-style-type: none"> • <u>Active Travel England: planning application assessment toolkit</u> • <u>Active Travel England: development management</u> <p>Manual for Streets: <u>Designing and modifying residential streets - GOV.UK (www.gov.uk)</u></p> <p>This manual provides guidance about the:</p> <ul style="list-style-type: none"> • design • construction • adoption 	

Respondent	Comments received	Response
	<ul style="list-style-type: none"> • maintenance <p>of new residential streets. Information inside it can also be applied when redesigning existing residential streets.</p> <p>The 'Manual for streets' has won a Royal Town Planning Institute prize. The award recognises that the document is radically changing designers' and local authorities' approach to residential street design for the better.</p> <p><u>LTN1/20: Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)</u></p> <p>This local transport note (LTN) provides guidance to local authorities on delivering high quality, cycle infrastructure including:</p> <ul style="list-style-type: none"> • planning for cycling • space for cycling within highways • transitions between carriageways, cycle lanes and cycle tracks • junctions and crossings • cycle parking and other equipment • planning and designing for commercial cycling • traffic signs and road markings • construction and maintenance 	

Respondent	Comments received	Response
	<p>Inclusive Mobility - Inclusive mobility: making transport accessible for passengers and pedestrians - GOV.UK (www.gov.uk)</p> <p>This document gives the latest guidance on designing and improving the accessibility and inclusivity of public transport and pedestrian infrastructure.</p> <p>This guidance was informed by research that the Department for Transport (DfT) published in February 2020.</p> <p>The purpose is to provide good access for disabled people and meet the needs of many other people.</p> <p>Pedestrian Comfort</p> <p>ATE has no specific guidance relating to Pedestrian Comfort however I can signpost you to TfL's Pedestrian Comfort Guidance for London (tfl.gov.uk)</p> <p>Women and Girls' Safety</p> <p>Likewise, ATE has no published guidance relating to Women and Girls' Safety – the Council should look to apply their own guidance / policies developed in response to the government's Tackling violence against women and girls strategy - GOV.UK (www.gov.uk) and Safer Streets initiatives</p>	

Respondent	Comments received	Response
	<p>Active Travel Local Authority Toolkit Active travel: local authority toolkit - GOV.UK (www.gov.uk)</p> <p>Best Wishes</p>	
<p>Devon County Council – Transportation Planning</p> <p>Page 214</p>	<p>I have provided the below comments to the non-statutory consultation document on behalf of Devon County Council's Transport Planning Team.</p> <p>Overall the vision aligns with the vision and objectives of our developing Local Transport Plan update and is therefore supported. It is good that recognised the need to reduce travel as well as switching to more sustainable modes.</p> <ul style="list-style-type: none"> Page 27 mentions more park and ride / change facilities which was initially identified in the Exeter Transport Strategy and published pre-Covid. Following the pandemic there has been a very slow return to using the park and ride services in Exeter which has resulted in a reduced service. The development of new park and ride services will be subject to the speed of recovery of the existing sites and integrated with the management of parking provision in Exeter City Centre. The sites also serve as multimodal interchanges for other sustainable forms of travel such as cycling and will provide electric charging facilities. It is suggested this section is reworded 	<p>Comment noted. No change is needed to the Vision.</p> <p>The text in the third bullet of text on page 27 has been replaced with the following text:</p> <p>“Park and Ride/Change and mobility hub facilities....”</p>

Respondent	Comments received	Response
	<p>slightly to reflect this and focus on mobility hubs as opposed to park and rides.</p> <ul style="list-style-type: none"> • Some of the pieces of work have progressed since the drafting of the report. • The LCWIPS for Exeter and Newton Abbot have been completed and are awaiting Cabinet approval before being published. (They did go to Cabinet last week but have been delayed following the plan for drivers document). • • The LCWIPS for the West of East Devon and Tiverton / Cullompton are under way and we are looking at going to public consultation shortly. • • • Marsh Barton station opened in July 2023. • Not sure what the planned station in Exeter is on page 28 as we are not actively looking at any more stations. Is this one that has already been delivered? • • The report mentions a strategic infrastructure proposals list in an Appendix but I have not seen this to be able to comment. 	<p>The text has been updated with the factual correction.</p> <p>The text has been updated with the factual correction.</p> <p>The text has been updated with the factual correction.</p> <p>The proposed new station shown on the map (page 28) of the Joint Strategy is 'Monkerton', which was identified in the Devon Metro programme. Exeter City Council has safeguarded land for this new station.</p> <p>An infrastructure delivery list is included on page 30 of the Joint Strategy.</p>

Respondent	Comments received	Response
<p>Historic England</p>	<p>Thank you for sharing this document with us, which outlines the joined-up strategy and policy approach that the Councils are taking and which is informed by the emerging Local Plans. We look forward to publication of the associated Local Plans and would be willing to engage and potentially collaborate on topics relevant to our statutory role.</p> <p>We offer the following limited comments on the joint strategy:</p> <p>Challenges on page 4</p> <p>We think that this would benefit from an additional heading highlighting that there is a need to accommodate new development, potentially at higher densities, in a way that is sensitive to the characteristics of the area that make it special. For example, the historic environment of Exeter and rural towns and villages. This would integrate well with the 'Quality Places' section of the report.</p> <p>We have published some useful research on Increasing Residential Density in Historic Environments which could assist the Council's in developing their thinking in this area.</p>	<p>An additional 'challenge' has been added on page 4.</p> <p>"Landscape and heritage – accommodating growth within a high quality built and natural environment"</p> <p>Local plans can include policies in relation to the density of new development, which would not be appropriate for inclusion in the Joint Strategy.</p>

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 217</p>	<p>We have also produced an advice note on Tall Buildings which is a key resource to inform research and policies relating to e.g. tall buildings, views and skyline.</p> <p>Vision</p> <p>We would welcome greater recognition of the environment in the shared vision – in terms of the value of its natural, built and historic assets.</p> <p>Likewise mention of the historic environment in the spatial strategy that accompanies the vision would be positive.</p> <p>Net-zero</p> <p>It would be beneficial if this section could highlight the fact that a large proportion of our building stock is already in existence and that retrofit of existing buildings (including buildings of traditional/historic construction) will play an important role in achieving net zero. Reuse and conversion of existing buildings is also encouraged by NPPF paragraph 152. Historic England has a range of associated guidance online and we will soon be publishing our draft Climate Change Advice Note.</p> <p>Quality places</p>	<p>The words “and heritage” have been added after the words “..celebrate the area’s beauty”</p> <p>No change needed as the spatial strategy includes reference to “exceptional environments”, which is sufficiently broad to include historic environment.</p> <p>The ambitions on Page 9 reflect the targets the partner Councils have collectively signed up to in the Devon Carbon Plan. The ambitions are focused on what the planning system can actively influence. As such, notwithstanding that retrofit is an important aspect of addressing energy security, it is not a strategic planning issue associated with this strategy.</p>

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 21</p>	<p>We are supportive of inclusion of this theme which seeks to respect and enhance local character and the environment through new development.</p> <p>Our suggestions in relation to the challenges of the area, and our associated research on residential densities and guidance on tall buildings are also relevant here.</p> <p>Nature</p> <p>We welcome the reference in this section to protecting the landscape setting of the settlements of the area.</p> <p>Many thanks,</p>	<p>Comments noted.</p> <p>Local plans can include policies in relation to the density of new development and tall buildings, which would not be appropriate for inclusion in the Joint Strategy</p> <p>Comment noted.</p>
<p>National Highways</p>	<p>Our Shared Coordinates Consultation</p> <p>Thank you for consulting us on the September 2023 draft of 'Our Shared Coordinates – A joint strategy for East Devon, Exeter, Mid Devon and Teignbridge'.</p> <p>National Highways has been appointed by the Secretary of State under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is in this context our comments are made.</p> <p>With a coverage of East Devon, Mid Devon, Exeter and Teignbridge this non-statutory plan includes sections of</p>	

Respondent	Comments received	Response
	<p>the M5 motorway, A38, A30, A35 and A303 trunk roads, which form part of the SRN. These routes perform a key function in enabling strategic connectivity. They have priority both in terms of strategic through-traffic that is vital for the south-west peninsula, but also in terms of supporting economic performance and growth.</p> <p>Spatial Strategy</p> <p>The document proposes the authorities will focus large scale new development around strategic growth areas – including Exeter (and surrounds), Newton Abbot & Kingsteignton, Cullompton, Tiverton and M5 Junction 27.</p> <p>As identified in the consultation document, Exeter has the 2nd largest travel to work area in the UK, with 37,000 daily commuters – with a dominant reliance on private car. Growth both within/near Exeter and in the market towns surrounding rely on SRN to enable access to employment opportunities the city offers. The emerging transport evidence that is being developed to support the Greater Exeter Local Plans indicates growth related increases of traffic demand will affect SRN performance around Exeter. It is necessary that the transport evidence quantifies these impacts, and where necessary, capacity enhancements are identified as part of the plan-making process¹. ¹ As set out in DfT policy, Circular 01/2022 This provides the best opportunity to consider the cumulative impacts of development and to</p>	<p>Comments noted. The Joint Strategy, and its Infrastructure Delivery List, have been informed through the content of existing and emerging Local Plans which have themselves been prepared using technical evidence in relation to traffic and road transport infrastructure, and in consultation with National Highways.</p> <p>Comment noted. The Infrastructure delivery list on page 30 has been amended to include an additional bullet:</p> <ul style="list-style-type: none"> • Improvements to the Strategic Road Network

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 220</p>	<p>identify appropriate mechanisms for the delivery of strategic highway infrastructure. National Highways would expect the findings of this work to inform the 'Infrastructure Delivery List' of this document.</p> <p>Jobs and Prosperity</p> <p>National Highways recognises that prosperity depends on our roads, so aims to support growth and facilitate development based on an understanding of traffic conditions and behaviour, to manage the effects of development and ensure road safety.</p> <p>In alignment with the proposed spatial strategy, a number of strategic employment sites are identified around Exeter, and then along the M5 at Junction 28 (Cullompton) and Junction 27 (near Tiverton). While access to the M5 may be attractive for new employment growth, if travel impacts from proposed growth cannot be mitigated, the reliability of the network could become a potential constraint, affecting both the prosperity of the new sites, but also importantly, the existing productivity of the whole area. As above, evidence needs to be developed to ensure the impact of proposed growth on the SRN is understood, and also where necessary, mitigation plans in place to ensure growth is sustainable.</p> <p>Homes</p>	<p>Comments noted. The Joint Strategy has been informed through the content of existing and emerging Local Plans which have themselves been prepared using technical evidence in relation to traffic and road transport infrastructure, and in consultation with National Highways.</p>

Respondent	Comments received	Response
	<p>See comments above regarding ‘Spatial Strategy’.</p> <p>It is notable that the Culm Garden Village section has no mention of the strategic intervention that is needed at M5 Junction 28 to enable the delivery of this scheme.</p> <p>Connectivity</p> <p>The consultation document focuses on providing digital networks to reduce the need to travel, and seeks to make walking, cycling, public transport and shared mobility the preferred choice for most journeys. These principles are in accordance with National Highways guiding planning policy document, DfT Circular 01/2022, which identifies in plan-making local authorities should facilitate high quality places and ensure that developments optimise the potential of sites to support local facilities and sustainable transport networks. This too forms a component of developing a ‘vision-led’ approach to transport planning which sets an outcome communities want to achieve and provides the transport solution to deliver those outcomes.</p> <p>We would like to stress however that whilst facilities and services can be provided locally for new development, along with sustainable transport offer, additional development will still create some demand for trips (particularly long-distance journeys) made by private car, potentially using the SRN. The principle purpose of the SRN, to enable safe, reliable, efficient, often long</p>	<p>The text on page 17 has been amended to include reference to the need for a strategic intervention at Junction 28 to support the delivery of the Culm Garden Village.</p>

Respondent	Comments received	Response
	<p>distance, journeys of both people and goods in England, needs to be maintained. It may be necessary to deliver highway investment to ensure the SRN can continue to function as needed for both the Greater Exeter authorities, but also the wider peninsula, if growth is identified as having an impact on safety and performance</p> <p>The 'Connectivity Plan' includes a 'proposed improvement to road junction' marker on the M5 north of Junction 27. We presume this should in fact be indicated at M5 Junction 28, associated with the LLM bid for a strategic intervention to deliver growth at Cullompton.</p> <p>The 'Connectivity Plan' also has no mention of the MRN scheme to improve connectivity between the A38 and Newton Abbot.</p> <p>Making it Happen / Infrastructure Delivery List</p> <p>National Highways endorse the Greater Exeter local planning authorities working together to consider cumulative and cross boundary impacts associated with their local plan growth. As identified in the consultation document, the 'Infrastructure Delivery List' will need to be updated in light of the transport evidence work being done to support the local plans – we anticipate this to include detailed consideration of how impacts on the</p>	<p>The Connectivity Plan on page 28 has been amended so that the 'Proposed improvements to road junction' notation is moved to the position of Junction 28, M5, at Cullompton</p> <p>The Connectivity Plan on page 28 has been amended to include the A382 from Newton Abbot to the A38 .</p> <p>Comment noted.</p> <p>The text on page 30 makes clear the Infrastructure delivery list can be updated.</p>

Respondent	Comments received	Response
	<p>SRN are to be mitigated with funding mechanisms identified.</p> <p>We hope these comments are useful and look forward to continuing to work with the Greater Exeter local authorities in developing sustainable proposals in their Local Plans.</p> <p>Yours sincerely</p>	
<p>Natural England</p> <p>Page 223</p>	<p>Planning consultation: Consultation on a Joint Strategy for East Devon, Exeter, Mid Devon and Teignbridge / Comments invited from Natural England</p> <p>Thank you for your consultation on the above dated 26 September 2023.</p> <p>Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.</p> <p>Natural England welcomes the opportunity to comment on the emerging Joint Strategy at this stage. We would like to make the following comments:</p> <p>Natural England supports the emergence of this collaborative document which highlights shared</p>	

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 224</p>	<p>ambitions across a range of strategic planning matters for the area.</p> <p>It would be a beneficial addition to the document to specifically acknowledge coastal change and the impacts this will have on nature and strategic plans. This would include coastal processes such as erosion and flooding and key coastal planning tools such as Coastal Change Management Areas (CCMAs) and Shoreline Management Plans (SMPs).</p> <p>The NPPF maintains that local planning authorities should reduce risk from coastal change by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast.</p> <p>Coastal Change Management Areas (CCMAs) have been identified as a key coastal planning tool. They are to be defined in Local Plans as areas likely to be affected by coastal change, such as physical change to the shoreline through erosion, coastal landslip, permanent inundation, or coastal accretion (e.g. accumulation of sand), over the next 100 years. Policies and guidance to support this approach are set out in the</p>	<p>The following text has been added in the Nature section: “Our communities benefit from large areas of coastline along the south of the region, stretching from Teignmouth and Dawlish, through the Exe Estuary and into East Devon and encompassing the world famous Jurassic Coast. However, our coastal environment is extremely vulnerable to physical changes through erosion, coastal landslip, permanent inundation and coastal accretion (e.g. accumulation of sand) over the next 100 years. We need to ensure that we reduce the risks arising from these changes by avoiding inappropriate development in vulnerable areas or adding to the impacts of physical changes to the coast.”</p>

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 225</p>	<p>National Planning Policy Framework (NPPF - Here) and its associated Planning Practice Guidance (PPG - Here).</p> <p>The Shoreline Management Plan (SMP - Here) is a key document for CCMA's. It provides the analysis and recommendation for a defined area which may need to be designated as a CCMA. These recommendations when adopted and detailed in Development Plan Documents are for those areas likely to be affected by coastal change, such as physical change to the shoreline through erosion, coastal landslip, permanent inundation, or coastal accretion.</p> <p>We would be happy to comment further should the need arise but if in the meantime you have any queries please do not hesitate to contact us.</p> <p>For any queries relating to the specific advice in this letter only please contact Jemma Short on jemma.short@naturalengland.org.uk. For any new consultations, or to provide further information on this consultation please send your correspondences to consultations@naturalengland.org.uk.</p> <p>Yours sincerely</p>	

Respondent	Comments received	Response
Network Rail	<p>Thank you for your time and for consulting Network rail.</p> <p>I have read the document, which is well instrumented, and with the exception of the additional station at Exeter which is proposed in the document but unknown to me , everything else looks good and exciting.</p> <p>I would appreciate if you could clarify the proposed station position.</p>	<p>Network Rail has been advised that the proposed new station shown on the map (page 28) of the Joint Strategy is 'Monkerton', which was identified in the Devon Metro programme. Exeter City Council has safeguarded land for this new station.</p> <p>Network rail has confirmed it does not have any further comments.</p>
<p>Environment Agency</p> <p>Page 226</p>	<p>Thank you for the opportunity to provide some comments on this joint strategy for East Devon, Exeter, Mid Devon and Teignbridge.</p> <p>In general we are supportive of this strategy. It acknowledges the shared challenges all four districts will face over the coming decades. From an Environment Agency perspective we are especially pleased to see inclusion of climate change, nature recovery and infrastructure acknowledged as key challenges. Specifically with regard to climate change it is good to see that the challenge is acknowledged not just in respect of meeting Net Zero but also the challenge of adapting to the climate change that is already 'locked in'.</p> <p>It's great that Net Zero and Nature are two of the six 'shared coordinates' that will need to be addressed to achieve your Councils' ambitions. However, on Net</p>	

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 227</p>	<p>Zero, except for within the text below the title (e.g. ‘...help communities adapt to its impacts...’), there’s little else regarding to climate change adaptation/resilience. The section notes brownfield redevelopment. Redevelopment in the districts’ city and town centres present ‘must do’ opportunities to make these communities resilient and sustainable for the future especially where these correspond with areas at risk of flooding.</p> <p>On Nature it is good to see reference to the emerging Devon LNRS and that it will be used to inform your BNG strategies for development sites. The shared strategy presents an opportunity to develop a shared approach to delivery of BNG (in line with the LNRS) in a way which allows a wider catchment and/or landscape approach to be taken unhindered by administrative boundaries.</p> <p>I hope you find these comments helpful.</p>	<p>Page 9, para 3: Spatial planning has a clear role to play in shifting society towards net zero living whilst also making our communities more resilient to the impacts of climate change.</p> <p>Reference to resilience has been added to the last sentence on page 5: “And they enable us to unlock brownfield growth and investment in existing settlements alongside new settlements to support more self-sufficient, resilient and thriving communities. Page 20 – the word “character” in the first sentence of the second paragraph has been replaced with “sustainability”.</p>
<p>Blackdown Hills AONB Partnership</p>	<p>I’m supportive of the joint approach and shared strategic aims, and it is hard to disagree with any of the ambition.</p> <p>My key point is that the Blackdown Hills AONB has not been mapped correctly – in all cases throughout the</p>	<p>Comment noted.</p> <p>The relevant maps included in the Joint Strategy have been updated to include the correct extent of the Blackdown Hills AONB.</p>

Respondent	Comments received	Response
	document. It looks like only the extent in East Devon has been included.	
South West Water	<p>Thank you for the invitation to comment on the Draft Joint Strategy for East Devon, Exeter, Mid Devon and Teignbridge. Pennon Group PLC write on behalf of South West Water limited [SWW] in their function as Statutory Water & Sewerage Undertaker for all four Local Planning Authority areas.</p> <p>To be consistent with our 2025-2030 business plan (available here: Business plan 2025-30 South West Water), SWW wish to highlight some high-level issues and opportunities pertinent to achieving the vision described within the draft document. Some of issues and opportunities have been addressed within the current draft, for which SWW fully support. These high-level aspects include:</p> <ul style="list-style-type: none"> - Water Efficiency: <ul style="list-style-type: none"> o Reuse; o Recycle; o Rainwater Harvesting; - Drought Resilience: <ul style="list-style-type: none"> o Flood and Drought Cycle Resilience; - Combined Sewer Connection Restrictions: <ul style="list-style-type: none"> o Adherence to the Disposal Hierarchy; - Green Infrastructure Principles: 	<p>Comments noted.</p> <p>The words “sustainable water management’ have been added between the words “flood resilience,” and “healthcare and recreation,” in the second paragraph on page 16.</p> <p>The inclusion of reference to “sustainable water management” is sufficiently broad to cover the specific points made by South West Water.</p>

Respondent	Comments received	Response
	<ul style="list-style-type: none"> ○ Water Quality; ○ Soil Stability; ○ Nutrient Neutrality; and ○ Slow the Flow. <p>SWW support the inclusion of sustainable water management through the inclusion of permeable paving, rain gardens and flood resiliency. As Climate Change progresses, we are seeing increased impacts on our water resources and on the landscape itself. With the expected trend of hotter and drier summers, and wetter and milder winters, there is an increased risk of flood and drought cycles becoming a more regular occurrence. Utilising permeable paving and rain gardens will aid in reducing surface water run-off during flood events, reducing potential flows into the sewer network.</p> <p>It is a strategic priority of the business to reduce the current use of Combined Sewer Overflows (see more here: storm-overflows-and-pollutions.pdf (southwestwater.co.uk)). Reducing potential surface water flows from development sites into the combined sewer network will be crucial to achieving this aim. The need for evidenced justification to discount unsuitable surface water disposal methods from the hierarchy, as described within PPG (para 7-056) and Devon County guidance (Sustainable Drainage System - Guidance for Devon - Flood Risk Management), will assist in ensuring the use of combined sewer connections is solely used as a last resort. Additionally, maximising the use of</p>	

Respondent	Comments received	Response
	<p>surface and rainwater on-site will aid in reducing flows entering the sewer network.</p> <p>SWW support the use of water efficiency and water conservation planning policy requirements for development within existing local plans, and would support specific policy encouraging/requiring water reuse, greywater recycling and rainwater harvesting. The promotion of these types of water efficiency techniques are a priority for SWW. As part of SWW's drive towards this aim, SWW have given away 240,000 free water efficiency devices along with the promotion of our Stop the Drop scheme (more info available: water-quality-and-resilience.pdf (southwestwater.co.uk)). All of which aid in maximising the sustainable use of water resources and reducing stress on the sewer network.</p> <p>An area SWW would encourage further exploration of opportunities would be through the use of multi-functional green infrastructure. It is noted within the 'Nature' chapter that multi-functional green spaces will provide 'a wide range of functions from flood resilience and carbon storage to food production and recreation'. This goal is additionally supported by SWW in the relation to the water quality, soil stability and nutrient neutrality benefits associated with the use of nature-based solutions and multi-functional green infrastructure, when partnered with Sustainable Drainage Systems. Earlier this year, SWW published our Green First Framework, which sets out SWWs intention</p>	

Respondent	Comments received	Response
	<p>to prioritise the use of nature-based solutions where possible and practical (more info available: our-green-first-framework final.pdf (southwestwater.co.uk)).</p> <p>The current draft includes use of urban trees for carbon storage; however, SWW would also highlight their use for solar and temperature regulation. Particularly within urban centres where the urban heat island effect will be exacerbated by Climate Change. The use of strategic deciduous tree placement would enable solar regulation during summers and maximum solar gain during winters. Especially during the summer period, reducing the impact of the urban heat island effect will assist in reducing the need for water to compensate for the increased temperatures; assisting in the sustainable management of our water resources.</p> <p>The vision for Net Zero, as stated within the draft document is supported by SWW. It is essential that Net Zero is achieved to minimise the impacts of Climate Change, of which some have been discussed above. Net Zero is similarly a priority for SWW; during the process of building our 2025-2030 business plan a survey of SWW customers found 9 out of 10 consider it important that SWW are an environmental leader in the region (net-zero-and-environmental-gains.pdf (southwestwater.co.uk)). Progress has already been made in this sector through SWWs continuing transition</p>	<p>The words “ , and solar and temperature regulation,” have been added between the words “carbon storage” and “such as...” in the fourth bullet on page 9.</p>

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 232</p>	<p>to an all-electric vehicle fleet and increasing our sustainable energy generation capacity.</p> <p>It is noted within the Net Zero chapter that the use of a district heat network is proposed within the councils' vision. To further understand the impacts this could have on SWWs water resources, we would like further information on the scope of use for this type of infrastructure.</p> <p>Thank you again for the opportunity to comment on this draft document, and we look forward to further collaboration with you in future.</p>	
<p>East Devon AONB Partnership</p>	<p>Thanks again for sharing.</p> <p>As you say, it's at such a high level its hard to make any significant comments other than welcoming the sense of direction and the coordinated approach and the role that AONBs can play in helping to achieve the vision. There are obvious questions on some of the statements around how and who..... But that's not for discussion at this level.</p>	<p>Comments noted.</p>

Respondent	Comments received	Response
	<p>We welcome the strategic joint approach and reinforce the important role protected landscapes can play in driving its vision.</p>	
<p>National Health Service</p>	<p>Thank you very much for forwarding the Consultation on the Joint Strategy for East Devon, Exeter, Mid Devon and Teignbridge and please accept our apologies for the late response.</p> <p>We have noted the following references to Health Care Infrastructure and thought it worth providing some context, not necessarily for inclusion in the strategy although may help to support the statements below.</p> <ul style="list-style-type: none"> • Page 7: The importance of investment in infrastructure (such as transport, green infrastructure, utilities and health care) to support growth, is a cross-cutting theme throughout the document. • Page 16: Our new homes need to be supported by the right type of infrastructure, including transport, utilities, flood resilience, healthcare and recreation, and we will set out strategic priorities and seek targeted investment and funding to ensure we can meet our high ambition. • Page 30: Infrastructure delivery list:- Strategic healthcare provision. 	<p>Comments noted.</p> <p>There will be continued engagement with the National Health Service in relation to strategic planning and infrastructure across the four local authority areas.</p>

Respondent	Comments received	Response
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 234</p>	<p>The Devon health system has been rated as NOF4 in the NHS Oversight Framework. This means that Devon receives 'intensive' support from NHS England, which includes additional reporting requirements and financial controls with the aim of improving its financial and operational performance. The NHS providers across Devon have been and continue to work collaboratively to address the issues highlighted and improve our overall improvement. We have established a system-wide programme of work to deliver the performance and financial improvements needed to allow Devon to move out of NOF4.</p> <p>One area of focus is both the condition and capacity of the existing health care infrastructure and identified that there is a capital investment requirement of £3bn (2024 and 2030) but are only likely to receive £82m of funding available which will have to be prioritised for our high and critical risk backlog leaving little for investment projects or to increase capacity.</p> <p>We appreciate the collective support provided by all of the Local Planning Authorities across Devon and look forward to being part of and contributing to each Local Plan ensuring that we have the right infrastructure and capacity to support both existing and future residents of Devon.</p>	

Respondent	Comments received	Response
	<p>Please do not hesitate to contact us for any further information or engagement.</p> <p>Regards</p>	

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Report for: Cabinet

Date of Meeting:	12 December 2023
Subject:	Fly Tipping Policy Review
Cabinet Member:	Cllr Josh Wright, Cabinet member for Environment
Responsible Officer:	Luke Howard, Environment and Enforcement Manager Matthew Page, Corporate Manager for People, Governance and Waste
Exempt:	N/A
Wards Affected:	All (District)
Enclosures:	Appendix 1- Fly Tipping Policy

Section 1 – Summary and Recommendation(s)

This report looks to explore and make recommendations regarding recent increases to the Fixed Penalty Notice (FPN) fine amount for fly tipping and breach of care for household waste offences This relates to local authorities (LA) tackling anti-social behaviour in their communities.

Recommendation(s):

- 1. Delegate authority to the Environment and Enforcement Manager in respect of determining FPN value.**
- 2. To amend the fly tipping policy to allow**
 - for a sliding scale in respect of fly tipping Fixed Penalty Notice (FPN) amount, with the minimum being £400 and maximum amount £1000.**
 - For a sliding scale in respect of breach of duty of care for household waste fixed penalty with the minimum being £150 and the maximum amount £600**
- 3. To amend the fly tipping policy (see attached) for general updating purposes.**

Section 2 – Report

1.0 Introduction

- 1.1 On July 31st 2023, Central Government released new legislation in respect of Local Authorities and Police powers to tackle anti-social behaviour in communities. This was released under their Anti-Social Behaviour Action Plan. The plan provides local authorities with additional powers and increased fine amounts for offences that contribute to anti-social behaviour, of which fly tipping is one.
- 1.2 The current MDDC policy on fly tipping relates to previous legislation capping the maximum FPN amount to £400. The new legislation provides authorities with the ability to increase the maximum FPN amount to £1000.

2.0 FPN Sliding Scale

- 2.1 The increase of the FPN provides LA's the opportunity to introduce a sliding scale in respect of the fine amount. An Environmental Legal Specialist working with Keep Britain Tidy has ratified this.
- 2.2 Therefore, it is proposed that MDDC introduces a sliding scale for fly tipping FPN's, with the minimum fine being £400 and the maximum amount £1000. The introduction of a sliding scale will enable the authority to better sanction individuals for the offence committed.
- 2.3 The idea surrounding a sliding scale is that offenders who leave a couple of black bags could argue that a £1000 fine is not proportionate to the offence committed. It would also be problematic for LA's to meet prosecution criteria where the proportionate element is not met. Therefore, a sliding scale that allows the Environment and Enforcement Manager to determine the fine based on quantity and environmental impact of the offence would be a more proportionate way of enforcement.
- 2.4 Current court sentences reflect similar value to the maximum FPN fine amount, so the use of the FPN relieves pressure on the court process and enables offenders to discharge their liability through payment of a FPN.
- 2.5 Alongside proportionate fines for each offence, the sliding scale is likely to encourage offenders to make payment in a timely manner. This reduces the cost of staff time in preparing case files for prosecution and the associated court costs.
- 2.6 The waste duty of care requires occupiers of domestic property to take all reasonable measures available to them in the circumstances to ensure that they only transfer household waste produced on that property to an authorised person for disposal. This reduces the chance of waste ending up in the hands of those who would fly-tip it. It is an offence to fail to comply with the duty of care. The sliding scale for waste duty of care offences is now £150 to £600.

3.0 Impacts of Fly Tipping

- 3.1 During 2022/23, in MDDC there were 605 reported incidents of fly tipping. These varied in scale from singular black bags to van sized loads, with a higher percentage being that of the latter. This is equivalent to 96 tonnes of waste disposed of illegally.
- 3.2 While the Enforcement Team is proactive in taking action against offenders, it is hoped an increased fine amount would deter those who may consider fly tipping from a commercial standpoint. We have encountered acts of commercial fly tipping where due to the cost of disposal being similar to that of the FPN amount it is then deemed by some offenders worth risking committing the offence in the first place. A higher FPN would mitigate this as an option for offenders and provide a deterrent factor in those circumstances.

Financial Implications

Acts of fly tipping cost the authority significant sums of money in relation to the collection and disposal involved.

It is believed a reduction in staffing time required for prosecution cases will have a positive financial impact. Any income generated by payment of FPN's will be reinvested back into the service to offset costs.

Legal Implications

The authority has a statutory duty to remove and dispose of Fly Tipping within communities. We have powers under S33 of the Environmental Protection Act 1990 to prosecute offenders for the offence.

Risk Assessment

There are no associated risks with the recommendations.

Impact on Climate Change

Fly tipping has a significant impact on environment and climate. Taking positive action to deter and prevent acts of fly tipping is beneficial to communities and the overall environment in Mid Devon.

Equalities Impact Assessment

There are no equality issues with the recommendations.

Relationship to Corporate Plan

Creating a better standard of living for residents within Mid Devon is a key element for all service areas. It is believed the recommendations will further enhance this for communities and provide the enforcement service with the tools to effectively manage and prevent fly tipping incidents in the district.

Section 3 – Statutory Officer sign-off/mandatory checks

Statutory Officer: Andrew Jarrett
Agreed by or on behalf of the Section 151
Date: 30 October 2023

Statutory Officer: Maria De Leiburne
Agreed on behalf of the Monitoring Officer
Date: 30 October 2023

Chief Officer: Stephen Walford
Agreed by or on behalf of the Chief Executive/Corporate Director
Date: 30 October 2023

Performance and risk: Steve Carr
Agreed on behalf of the Corporate Performance & Improvement Manager
Date: 23 October 2023

Cabinet member notified: Yes

Section 4 - Contact Details and Background Papers

Contact: Luke Howard, Environment and Enforcement Manager
Email: lhoward@middevon.gov.uk
Telephone: 01884 233033

Background papers:



Fly Tipping Policy

Date of issue: October 2023

Review date: January 2030

Contents

- 1.0 Introduction and legislation
- 2.0 The procedure for fly tipping
- 3.0 Duty of care for household waste
- 4.0 Waste Removal notices
- 5.0 Fixed penalties
- 6.0 Amount of fixed penalties

1.0 Introduction

- 1.1 Fly tipping is the illegal dumping of any waste onto land that has no licence to accept waste. It can vary in scale significantly from a bin bag of rubbish to a large quantity of waste dumped from a truck. Enforcement legislation is embodied within the Environmental Protection Act 1990 sections 33 and 34.
- 1.2 The Unauthorised Deposit of Waste (Fixed Penalties) Regulations 2016 came into force on 9 May 2016 which amends the Environmental Protection Act 1990 to allow the issuing of fixed penalties for waste deposit offences.
- 1.3 Mid Devon District Council (The Council) is a contributor to the web based National Fly Tipping Database Fly Capture.
- 1.4 All authorised District Officers in the Street Scene and Open Spaces service are fully trained in enforcement procedures and receive regular update training. All delegated officers will act in accordance with this policy and refer to this policy when making enforcement decisions.

2.0 Flytipping Enforcement Procedure

- 2.1 In the first instance, The Council's preferred action is to secure compliance through education and information. Enforcement action will require delegated officers to follow set procedures and protocols in order to ensure consistency in the collection of evidence and the enforcement actions applied. These actions represent a zero tolerance to environmental crime.

This policy supplements the guidance continued in the Operations Directorate Enforcement Policy. The Street Scene service encompasses numerous powers and duties that enable the control of behaviour of individuals and/or businesses in the interest of public health and the environment.

- 2.2 The Council may use CCTV to issue and pursue fixed penalty notices for fly tipping provided it is in compliance with Regulation of Investigatory Powers Act 2000.
- 2.3 A fixed penalty notice may be issued to someone caught in the act or subsequently determined guilty of the offence of fly tipping. Where evidence is obtained for a more serious case of fly tipping, and the case meets the threshold for prosecution, a file will be prepared for prosecution.
- 2.4 In cases of fly tipping found on public open spaces or on highways. A letter shall be sent to the alleged offender with an explanation of the offence committed and an invitation for them to attend an interview under caution. The purpose of the investigation is to ascertain why the offence was committed and to see if there is a plausible explanation for the committed offence. If the interviewers are not satisfied, consideration may be given to either issuing a Fixed Penalty Notice or prosecuting.
- 2.5 Evidence held by the District Council shall be held in prosecution files which will be stored electronically in line with Data Protection Act 2018.

- 2.6 Interviews under caution will be carried out under the Police and Criminal Evidence Act 1984 (PACE).
- 2.6.1 The Council may seize a vehicle, trailer or mobile plant suspected of being involved in waste¹ crime.
- 2.6.2 Mid Devon District Council has the right to legally enter land, vehicles or premises to investigate fly tipping offences.
- 2.7 Mid Devon District Council can serve a notice on anyone it thinks can provide information on the details of the driver of a vehicle used at the time when the offence was committed, using the DVLA WEE system.
- 2.8 All offences that involve a vehicle may be investigated within 7 days of the offence taking place. The Council has the ability to check owner details of a vehicle within this time. After 7 days, a registered keeper check cannot take place using the WEE system.
- 2.9 A range of enforcement options are available for each offence. The case officer dealing with a situation will liaise with the Environment and Enforcement manager to determine the appropriate outcome. Any cases recommended for prosecution will be presented to Legal Services for comment and review prior to proceedings being instigated.

3.0 Duty of care for household waste

- 3.1 The duty of care requires occupiers of domestic property to take all reasonable measures available to them in the circumstances to ensure that they only transfer household waste produced on that property to an authorised person for disposal. This reduces the chance of waste ending up in the hands of those who would fly-tip it. It is an offence to fail to comply with the duty of care.
- 3.2 The Council may issue a FPN when an individual appears to have failed to comply with their duty of care under section 34(2A) of the Environmental Protection Act 1990 in England. For example:
- Where fly-tipped waste can be traced back to an individual who is found to have failed to take reasonable steps to ensure that they transferred the waste to an authorised person.
 - Where an unauthorised carrier is found to be carrying household waste that was directly transferred to them by the occupier of a domestic property.
 - Where an individual is found to have transferred their household waste to an unauthorised person at a site that does not have a permit or exemption.

The Department for Environment, Food and Rural Affairs (DEFRA) states that "material is considered to be waste when the producer or holder discards it, intends to discard it, or is required to discard it."

- 3.3 The fixed penalty notice (FPN) for breaches of the household waste duty of care provides an alternative to prosecution. It allows an individual to discharge liability for the duty of care offence by payment of a financial penalty

4. Waste Removal notices under section 59 of the Environmental Protection Act 1990

- 4.1 The Council can serve a notice on an occupier of land on which controlled waste has been unlawfully deposited requiring the occupier to either:
- Remove the waste from the land within a specified period of not less than 21 days, beginning with the service of the notice.
 - Take specified steps within 21 days to eliminate or reduce the consequences of the waste deposit.

Provided the occupier did not deposit, knowingly cause or knowingly permit the deposit of the waste.

- 4.2 The section 59 notice can be served on the owner of the land where:
- There is no occupier.
 - The occupier cannot be found without the authority incurring unreasonable expense.
- 4.3 It is an offence to fail to comply with a section 59 notice without reasonable excuse. There is no fixed penalty notice that can be served.
- 4.4 The Council has step-in powers to do what the recipient of the section 59 notice failed to do and can recover its reasonably incurred expenses
- 4.5 The Council can also remove waste from land where it appears to the authority that the waste has been fly tipped on land and:
- It is necessary to remove the waste or take other steps to prevent:
 - pollution of land, water or air; or
 - harm to human health.
 - There is no occupier of the land or he cannot be found without the Council incurring unnecessary expense.
 - The occupier did not deposit, knowingly cause or knowingly permit the deposit of the waste.

5. The Fixed Penalty Policy

- 5.1 A Fixed Penalty Notice (FPN), in the appropriate case, can be issued on the spot or following a PACE interview. The FPN must identify the offence and give reasonable particulars of the offence. It must also state no proceedings may be instituted for the offence before the end of the period of 14 days following the date of the notice; and that the person may not be convicted of the offence if the person pays the fixed penalty before the end of that period. The FPN should also state the person to whom and the address at which the fixed penalty may be paid.

- 5.2 District Officer who proposes to give a FPN to a person may require the person to give the person's name and address. It is an offence to—
(a) fail to give a name or address when required to do so , or
(b) give a false or inaccurate name or address in response to a requirement :
- 5.3. The Council will ensure all enforcement complies with the principles of the Regulators Code² .
- 5.4 District Officers must be authorised in writing by the authority to:
- Issue FPNs
 - Investigate crimes
 - Seizing vehicles and enter on to private land for the purposes of investigation
- 5.5 Some cases may not be appropriate for a fixed penalty notice and may proceed directly to prosecution. The fixed penalty is not an appropriate sanction for:
- operators in the waste management industry
 - repeat offenders
 - those responsible for large-scale fly-tipping or the fly-tipping of hazardous waste

These types of incident will continue to be enforced by using existing prosecution powers.

- 5.6 Convicted parties of flytipping can be fined an unlimited amount or imprisoned for up to 5 years.

6.0 Amount of fixed penalty

- 6.1 The Council has specified that FPN's relating to fly tipping will work on a sliding scale. The minimum charge for a fly tipping offence being £400 and the maximum amount £1000. Delegated authority has been given to the Environment and Enforcement Manager to determine the fine amount based on the facts of each case.
- 6.2 The Council has specified that FPN's relating to household duty of care offences will work on a sliding scale. The minimum charge for a household duty of care offence being £150 and the maximum amount £600. Delegated authority has been given to the Environment and Enforcement Manager to determine the fine amount based on the facts of each case.
- 6.3 The Council will attempt to recover the costs spent on investigations, clean up and enforcement work from the:
- Offender
 - Occupier or landowner

Report for: Cabinet

Date of Meeting:	12 December 2023
Subject:	Review of Bin-it 123 including Side Waste Collection
Cabinet Member:	Cllr Josh Wright, Cabinet Member for Environment and Services
Responsible Officer:	Darren Beer, Operations Manager – Street Scene and Open Spaces Matthew Page, Corporate Manager for People, Governance and Waste
Exempt:	None
Wards Affected:	All – District wide
Enclosures:	None

Section 1 – Summary and Recommendation(s)

This report considers the following:

- The effectiveness of the council's waste and recycling scheme, known as the Bin-it 123 scheme, as implemented in October 2022
- The steps the service have taken to raise awareness of the public in the District around the need to use appropriate containers and caddies for recycling.
- The non-collection of side waste and the steps being taking to educate and support the public before enforcement action is taken.
- Future options for consideration and the way ahead.

Recommendation(s):

To review the contents of this report and provide recommendations for future reports

Section 2 – Report

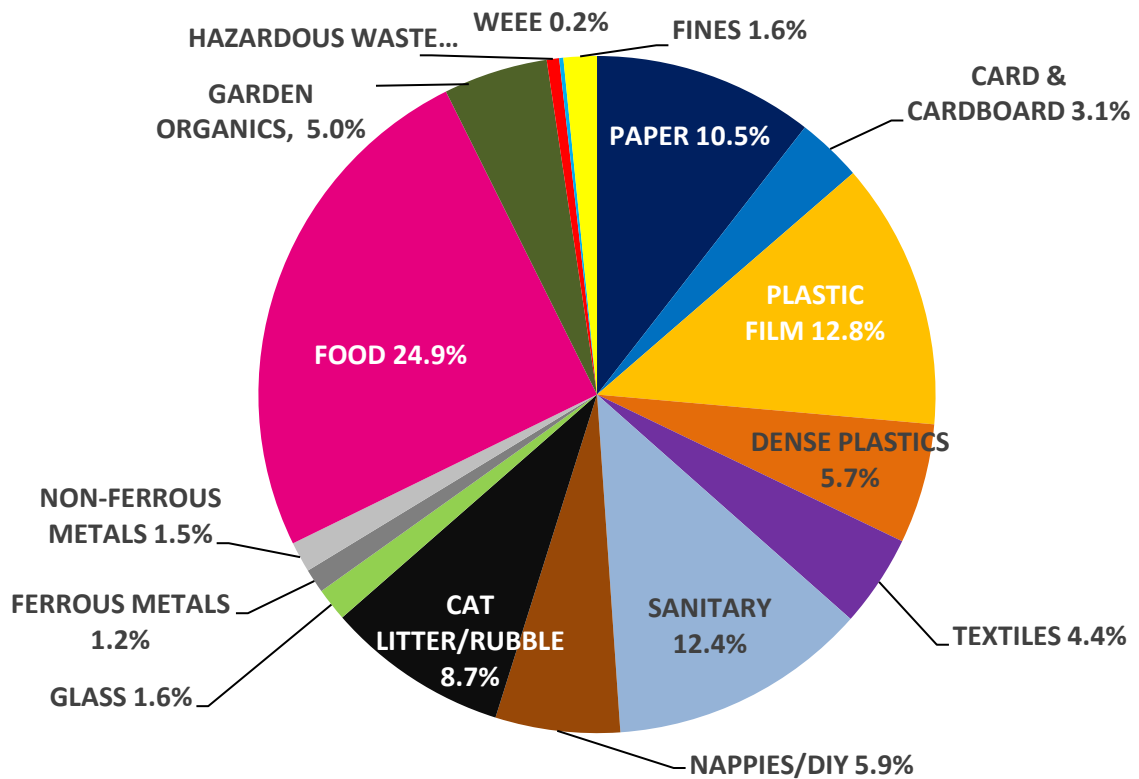
1.0 Introduction

- 1.1 A review of the current waste and recycling scheme was presented to the Environment PDG in August 2023 and a request was made to provide a further update for November 2023 on the performance of Bin-it 123.
- 1.2 This report outlines what education and enforcement that is currently taking place around side waste and recycling. It outlines a way forward in terms of raising further awareness of good recycling practice to maximise the reduction in our carbon footprint.
- 1.3 Included in the report are ideas and suggestions provided by members with a view to review and provide further narrative for members to make informed decisions on future steps and proposals.

2.0 Background Information

- 2.1 It is possible that Government will mandate how recycling collections are completed in the years ahead, including garden and food waste collections, along with the types of material to be recycled. This will be fulfilled through Defra legislation (Consistency in Household and Business Recycling, Extended Producer Responsibility and Deposit Return Scheme). For reference, Consistency is now known as Simpler Recycling.
- 2.2 At the time of publishing this report, the Government announced the broad future direction of travel regarding Waste and Recycling services due to be implemented from the 1 March 2026. Many of the components we are already delivering such as weekly food recycling and garden waste collections.
- 2.3 In terms of the detail of Waste and Recycling collections and how these will be carried out, we await the detail and the legislative next steps that will be taken particularly between now and the next general election. We do not anticipate that our current Bin-it 123 scheme will change and it is up to us to make the current scheme work as well for the public as possible. Hence the importance of this report.

2.4 The graph below shows an analysis of 200 residual waste bins in Mid Devon that was carried out at the beginning of October 2022, prior to the commencement of three weekly residual waste collections:

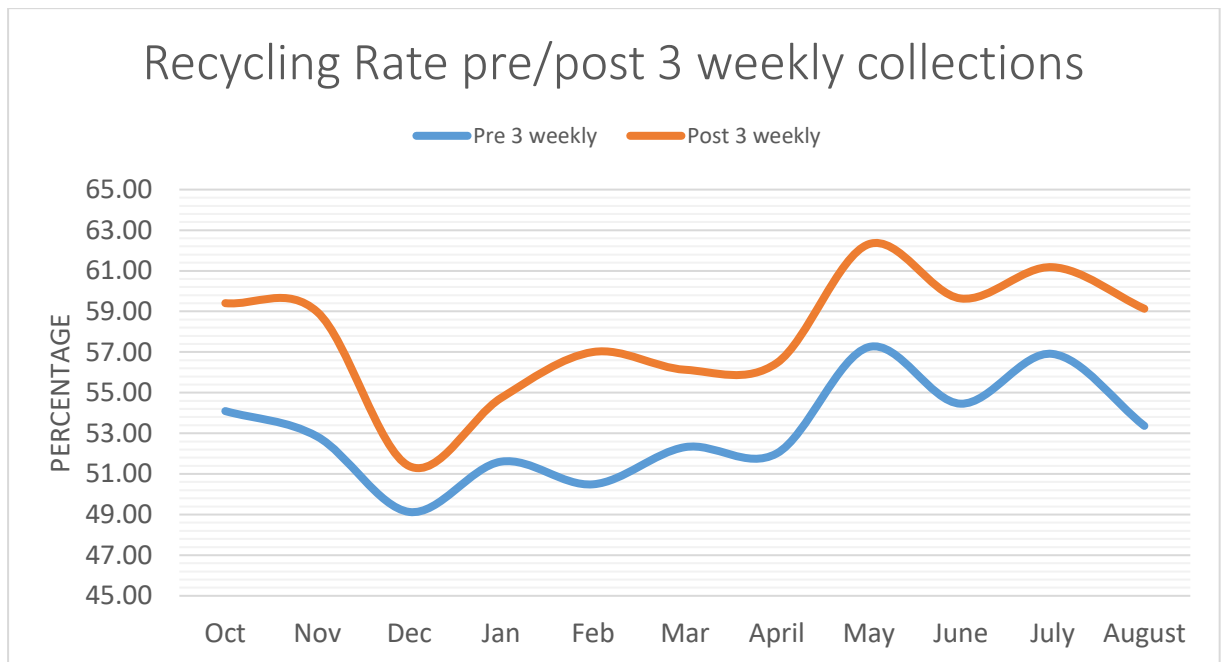


2.5 It clearly shows the volume of materials that could be recycled including around 25% food waste. There has been vast improvements in Mid Devon, which can be seen in Section 3, thanks again to the support of the majority of our residents.

2.6 Devon and Torbay’s 2022 Residual Waste Composition Analysis identified that the diversion of food waste into organic waste collection services is particularly important to help reduce costs and improve performance. An accompanying report identified other key actions to improve service efficiency and to reduce costs, including the enforcement of side-waste policies. The report highlighted that if recyclable waste had been put in the right bins, this could save approximately £3.6m in Devon, and £2.0m in Torbay.

3.0 Review of Bin It 123 Performance including Statistics

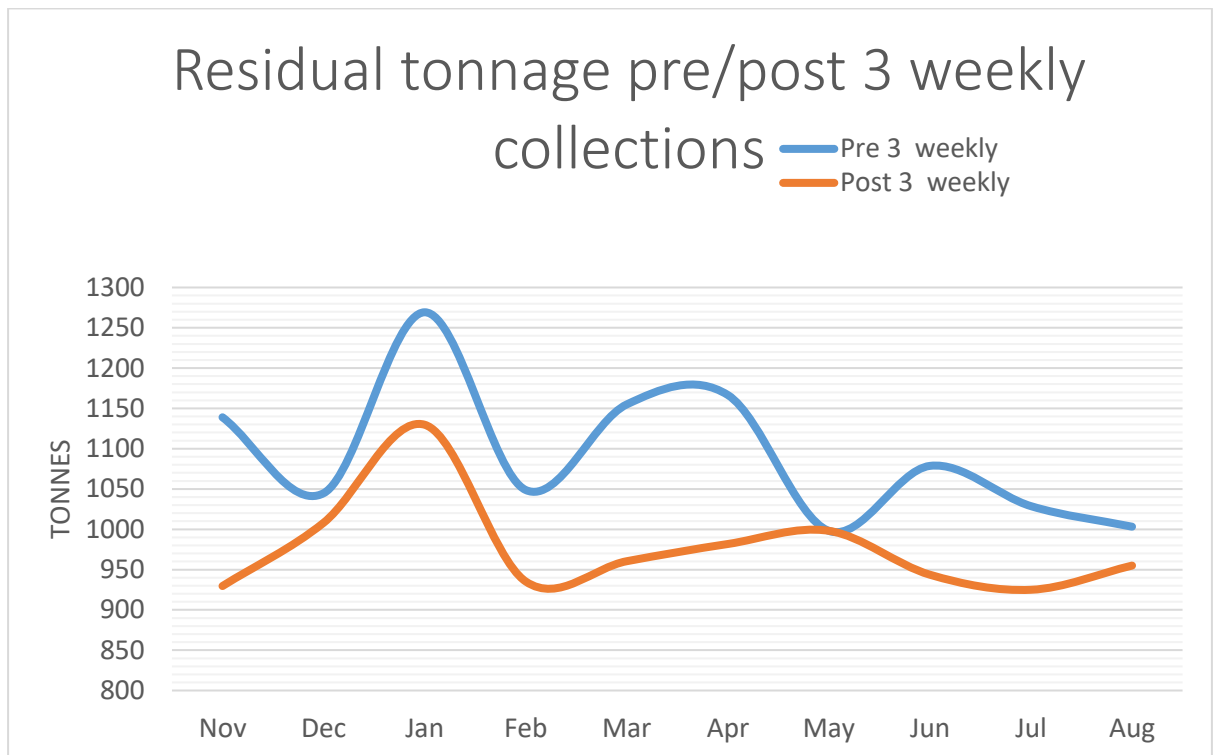
3.1 The below graph shows recycling rates for Mid Devon (NI192), October 2021 to August 2022 (blue line) and October 2022 to August 2023 (orange line). It clearly shows the positive impact of introducing three weekly waste collections into the District. It shows the similar seasonal trends with around a 4.5% recycling rate difference.



3.2 The below shows in table form the information from the above graph.

	Pre 3 x weekly (%) 2021/22	Post 3 x weekly (%) 2022/23
Oct	54.09	59.41
Nov	52.84	58.98
Dec	49.13	51.39
Jan	51.60	54.74
Feb	50.49	57.00
Mar	52.32	56.13
April	52.01	56.46
May	57.24	62.31
June	54.46	59.64
July	56.91	61.18
August	53.37	59.13

3.3 The below graph shows the residual waste collected (tonnes), November 2021 to August 2022 (blue line) and November 2022 to August 2023 (orange line). Again, as in 3.1 the graph shows the positive comparisons both before and after the introduction of three weekly collections and the mirroring seasonal changes but with a clear reduction in the tonnages collected.



3.4 The table below shows the details from the graph above.

Month	Pre 3 weekly (tonnes) 2021/22	Post 3 weekly (tonnes) 2022/23
Nov	1138.95	929.61
Dec	1044.73	1008.06
Jan	1269.23	1129.72
Feb	1048.78	935.3
Mar	1154.92	960.41
Apr	1166.64	981.78
May	998.05	998.13
Jun	1078.67	943.67
Jul	1028.73	924.99
Aug	1003.23	955.01
Total:	10931.93	9766.68

3.5 As can be seen from the table above there has been a reduction of 1165 tonnes collected (over a ten month period) since the roll out of three weekly collections compared to the same period before the roll out. This is a significant positive change and filters into the data collected (NI191) for

residual waste collected per household annually, which was 364.5 kg/household in 2021/22, 327 kg/household in 2022/23 and currently forecast to be around 315 kg/household in 2023/24.

- 3.6 The table below compares the recycling rates by District across Devon and Torbay between 2021/22 and 2022/23.

NI192	2021/22	2022/23	Change (%)
East Devon	61.00%	59.50%	-1.60%
Exeter	25.50%	24.50%	-1.00%
Mid Devon	53.70%	55.40%	1.80%
North Devon	48.20%	45.60%	-2.60%
South Hams	46.70%	44.80%	-1.90%
Teignbridge	55.60%	53.80%	-1.80%
Torridge	53.90%	52.60%	-1.30%
West Devon	54.10%	53.90%	-0.20%
Devon	55.10%	54.00%	-1.10%
Torbay	37.10%	38.20%	1.10%

- 3.7 The table shows that only Torbay and Mid Devon increased their recycling rates in 2022/23 compared to the previous year. Both made significant changes to their waste and recycling collection schemes with Mid Devon increasing the recycling rate by 1.8% during this period. This is even more impressive when nationally, reports have suggested that recycling rates have remained static or decreased across the country. It should also be noted the current performance in Mid Devon (3.2) compared to the 2022/23 figures.
- 3.8 Overall the material recovery streams have shown a decline across the Districts, such as plastic and textiles whilst there has been some recovery from packaging based streams such as cardboard and glass. It is likely that changes to packaging type, composition, and density, as industry aims to reduce packaging placed on the market, will play a part in these reductions now and in the future. Mid Devon has seen considerable increases in areas such as food waste collected, which has given markers to show that the scheme is working in diverting this product into the blue food caddies. There has also been further increases in the tonnages collected for card, aluminium and steel.

4.0 Steps taken to raise awareness of the public in the District around the need to use appropriate containers and caddies for recycling

- 4.1 A series of measures have been taken by Officers to raise awareness of the public regarding the future tightening of restrictions regarding side waste and the need to use the appropriate containers and caddies for recycling.
- 4.2 Measures have included press releases outlining the success of the Bin-it 123 scheme to date and encouraging more recycling through National Recycling Week, a radio advert put out on Radio Exe for three weeks requesting residents recycle as much as possible, and social media postings on a variety of topics and proactive enforcement of littering and fly tipping from the District Officer team.
- 4.3 There was also a positive mention of our increase in recycling rate on the BBC Spotlight Evening News on the 18th October 2023.

5.0 Education and Enforcement regarding non collection of side waste

- 5.1 Bin-it 123 has now been in place for a year which has included the waste and recycling crews collecting side waste from households. This has help embed the new scheme and support residents with these significant changes through education and advice. As can be seen from the tables above there has been a considerable improvement in the recycling rate along with a reduction in the waste collected. The majority of residents support the scheme and follow good practice with regards the waste hierarchy. See graphic below:



- 5.2 There are still however some considerable issues associated with persistent non-recyclers. Some households are still putting recycling out for collection in black bins and seagull sacks instead of using the appropriate recycling containers, which in turn slows down rounds. This is limiting our recycling collection rate, and ultimately the scheme is not reaching its full effectiveness.
- 5.3 We are now in a position to take the next step through further education, support and enforcement of Bin-it 123. The service was given the go ahead by both the Environment PDG and Cabinet in August for tighter restrictions

around residents leaving out side waste along with the requirement for residents to use the appropriate containers and caddies for recycling (and black bin for residual waste).

- 5.4 At the time of writing this report, 13500 households have been audited and of these around 1800 are still putting out side waste for collection, which equates to around 13% of those households reviewed still not complying with the scheme.
- 5.5 The following steps highlight the education and enforcement that will be taken to ensure residents support the scheme and follow good practice. A flow chart is also attached (Appendix 1 - Education and Enforcement regarding non collection of side waste):
- a) A team of Recycling Officers have begun auditing the above issues and accompanying the collection teams in the District until information on all households has been collated.
 - b) At this point a letter will be sent to those that have not followed the scheme (See Appendix 2 – Letter to residents) pointing out the reason behind the letter being sent.
 - c) A further audit will be undertaken for three more weeks to understand the impact the letter has had on residents complying (or not) with the scheme.
 - d) Those residents not complying will be sent another letter informing them that side waste will no longer be collected with guidance on how to reduce waste and what can be separated for recycling. There will also be a sticker placed on the bin stating that side waste was placed out for collection. This will also be supported through education by door knocking those residents not complying with the scheme.
 - e) From week seven no side waste will be collected and Recycling Advisors will continue door knocking, collecting information on those addresses still not complying with relevant information passed on to the Enforcement Team.
 - f) The Recycling Officers will continue to support residents through advice and review of bin contents to ensure waste is placed in the correct container.
 - g) The Enforcement Team will begin the formal process where education has not produced the desired results. A formal notice of the intention to take action can be served on the property. At this stage an Enforcement Officer will need to be involved to help explain the service and issue advice. However this stage is recorded and monitored.
 - h) A Fixed Penalty Notice can be issued where all attempts at education have failed. A Fixed Penalty Notice (FPN) can be issued if education has been unsuccessful in effecting a change in resident's behaviour and side waste is still presented or the resident does not recycle.

Note: During the Christmas period it is proposed to still collect side waste but request that residents comply where possible.

6.0 Future Options for Consideration

- 6.1 Members have made a series of comments and suggestions regarding future proposals for consideration at Environment PDG. Members are asked to further input into these suggestions taking into consideration both the financial and operational implications for the Council. The list includes but is not restricted to:
1. Review the viability of collecting coffee pods in the District
 2. Review the viability of collecting pots and pans in the District
 3. Further education around the right product in the right box
 4. Further work with schools

Financial Implications: None in relation to this report.

It should be noted that an increase in recycling tonnages for each material will increase our recycling credits for that material. This increase also has an effect on the income received from each product. At present this is difficult to determine due to the constant variations in market values. Shared savings through the DCC Shared Savings Scheme would potentially increase as we decrease waste and increase recycling.

Legal Implications: Under Section 46 of the Environmental Protection Act Waste Collection Authorities may by means of notice specify how householders present their waste for collection.

Risk Assessment: The risks associated with the recommendations in this report relate mainly to the handling of appropriate education and enforcement activity – both areas where the current team have significant experience. This report recommends a further tightening up of the policy, and as such the risk of not addressing these issues are that the policy does not achieve its full effectiveness. In the event that any future changes are trialled (or mandated by government) a register of risks would need to be compiled in advance of those proposed service changes. There are potential risks, including impacts on; carbon emissions, the carbon footprint, operational costs and other resources required (from containers to personnel).

Impact on Climate Change: An increase in recycling would further enable the Council to reduce its carbon footprint and hit its carbon net zero commitment. Recycling is one of the most 'mainstream' concepts of addressing overarching sustainability goals, therefore it is vital to make sure that the council is maximising the effectiveness of both its scheme design, but also its operational implementation. Being a large rural district, our waste and recycling vehicles cover a lot of mileage annually, and there are opportunities to potentially reduce fuel usage with the future types of vehicles Mid Devon would be looking to procure.

Equalities Impact Assessment: The service will continue to provide assisted collections according to the current policy; considerations for residents residing in

HMOs, flats and properties with no outside space will be included in any proposed project plan. The service would review the lessons learnt and best practice from recent changes along with a review of other councils who have successfully implemented strategic changes to their waste collections operations.

Relationship to Corporate Plan: This report identifies with the 'Environment' priority area of the Corporate Plan for 2020-2024 *'increase recycling rates and reduce the amount of residual waste generated'*. Supporting and enabling customers to recycle and reduce residual waste contributes to Mid Devon District Councils' commitment to the Devon Climate Emergency.

Section 3 – Statutory Officer sign-off/mandatory checks

Statutory Officer: Andrew Jarrett
Agreed by or on behalf of the Section 151
Date: 30 October 2023

Statutory Officer: Maria De Leiburne
Agreed on behalf of the Monitoring Officer
Date: 30 October 2023

Chief Officer: Stephen Walford
Agreed by or on behalf of the Chief Executive/Corporate Director
Date: 30 October 2023

Performance and risk: Steve Carr
Agreed on behalf of the Corporate Performance & Improvement Manager
Date: 30 October 2023

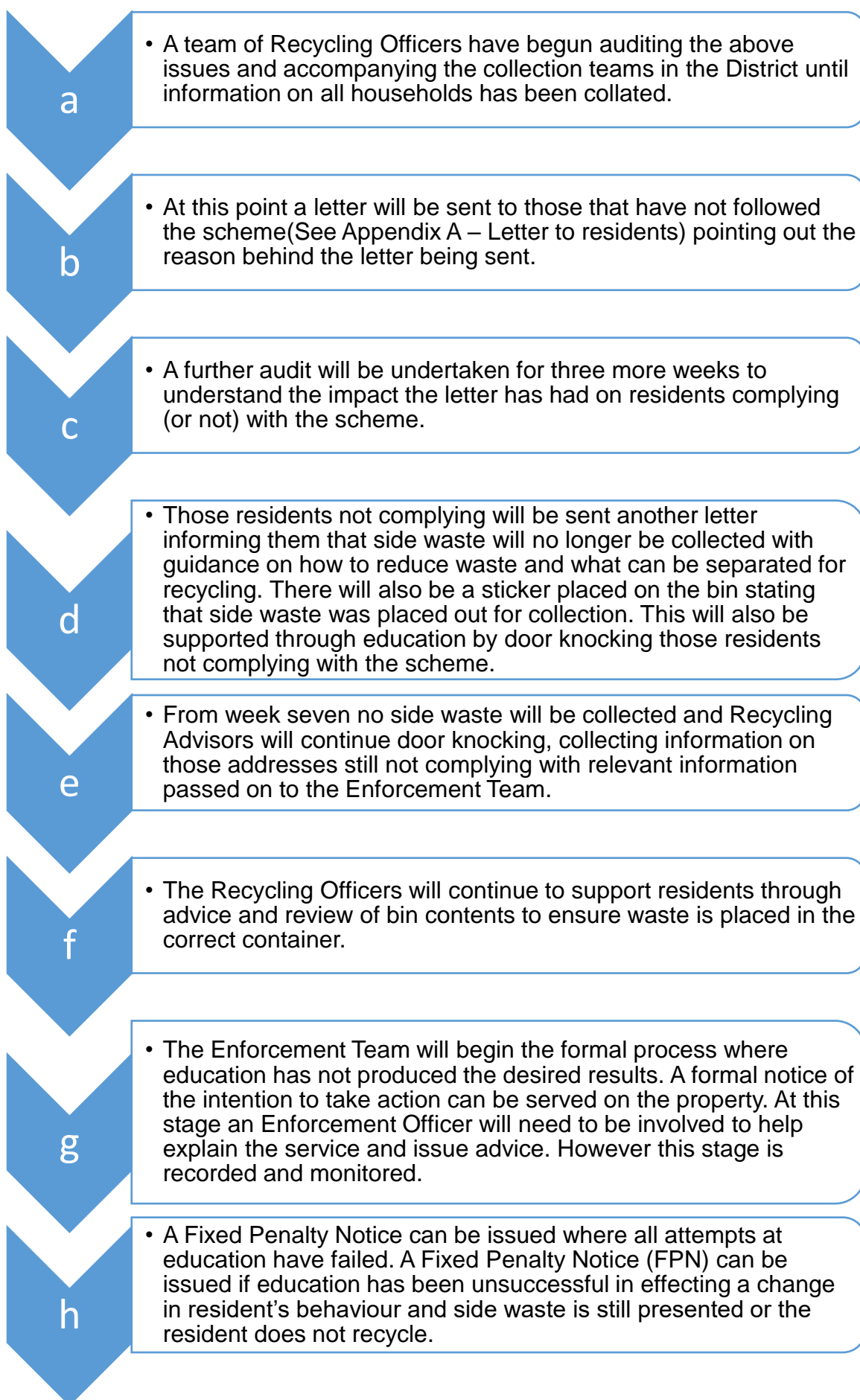
Cabinet member notified: Yes

Section 4 - Contact Details and Background Papers

Contact: Darren Beer, Operations Manager – Street Scene and Open Spaces
Email: dbeer@middevon.gov.uk
Telephone: 01884 255255

Background papers: N/A

Appendix 2 - Education and Enforcement regarding non collection of side waste



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Street Scene Services
Phoenix House
Phoenix Lane
Tiverton
EX16 6PP

website: www.middevon.gov.uk
contact: Waste & Recycling
telephone: 01884 255255
email: bin-it123@middevon.gov.uk

Date:

Dear Occupier,

Reference: Waste and Recycling Collection

On a previous collection, we noticed there were issues with your waste and/or recycling. This included:

Leaving of side waste adjacent to your wheeled bin.

We require all residents within Mid Devon to place waste within their wheeled bin or reusable seagull sack provided as part of the Bin-It 123 service, which launched in October 2022. If you are struggling to contain your waste within your wheeled bin/reusable seagull sack or require some assistance with your waste or recycling, please call our Customer Service department on the above phone number and we will arrange to visit your property to provide advice on your waste and recycling needs. . Failure to adhere to waste and recycling requirements will lead to formal action being taken under S46 of the Environmental Protection Act 1990

If you require more recycling containers, these can be ordered via our website: www.middevon.gov.uk or by calling our Customer Services team on 01884 255255.

Please ensure that your waste and recycling is placed at the kerbside or other agreed collection point after **6.00pm** on the evening before your appointed day of collection, or before **6.00am** on the morning of your collection.

If we can help in any other way with your waste or recycling concerns, or if you have any queries, please contact us on the above contact methods.

Yours faithfully

Mid Devon District Council
Waste & Recycling Department

What goes where?



If you wish to speak to the team about an issue or would like a visit to discuss your waste and recycling situation, please contact us by emailing bin-it123@middevon.gov.uk or calling 01884 255255

www.middevon.gov.uk/bin123

Street Scene staff are now carrying out education and enforcement with residents who are not complying with our collection scheme.

Report for: Cabinet

Date of Meeting: 12th December 2023

Subject: **CREDITON TOWN CENTRE MASTERPLAN**

Cabinet Member: Cllr Steve Keable, Cabinet Member for Planning and Economic Regeneration

Responsible Officer: Andy Robbins, Senior Project Officer

Adrian Welsh, Strategic Manager Growth, Economy & Delivery

Exempt: None

which are Exempt from publication under paragraph 3, Part 1 of Schedule 12A to the Local

Government Act 1972 (as amended) as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information)

Wards Affected: Crediton Boniface, Crediton Lawrence

Enclosures: Appendix 1 - Draft Masterplan

Appendix 2 - Habitats Regulation Assessment Screening Report

Appendix 3 - Strategic Environmental Assessment Screening Report

Section 1 – Summary and Recommendation(s)

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

Recommendation(s):

- 1. That the Masterplan be approved for public consultation for a period of six weeks to commence in early January 2024;**

2. That Cabinet approve the associated Strategic Environmental Assessment Screening Report and the Habitats Regulations Assessment Screening Report for consultation; and
3. That delegated authority be granted to the Director of Place in consultation with the Cabinet Member for Planning and Economic Regeneration to finalise the material and arrangements for consultation.

Section 2 – Report

1.0 Introduction

- 1.1 The Council has resolved to develop a Masterplan for Crediton Town Centre as a Supplementary Planning Document. Consultants have been commissioned for its production following agreement by Cabinet on 1st November 2022. It will form a framework for key regeneration projects underpinned by four main themes *viz* Community Infrastructure, Circulation and Movement, Wayfinding and Legibility, and Green and Blue Infrastructure. The focus is on pragmatic and deliverable projects including specific proposals to address air quality issues, improve the pedestrian environment and encourage the use of sustainable transport.
- 1.2 In accordance with the Council's Statement of Community Involvement, the Masterplan will be subject to two stages of public consultation. Stage 1 has already taken place and scoped out the proposed contents of the masterplan and options that might be included. This report relates to Stage 2: to present the draft masterplan itself.
- 1.3 An initial stakeholder group was undertaken Thursday 25th May 2023 with feedback and results being captured to inform initial master plan themes.
- 1.4 The subsequent community consultation hosted by the Council's website and online engagement hub "Let's Talk Mid Devon" ran from 21st July 2023 – 4th September 2023. The consultation sought responses to two questions;
 - What are the main issues that Crediton town centre currently faces?
 - What opportunities do you think there are to enhance Crediton town centre?
- 1.5 The feedback collated from 79 respondents can broadly be divided into four main areas each of which is listed below with a summary of the key issues raised.
- 1.6 Transport
 - High traffic volumes through the town centre.
 - Traffic speeds – 20mph zone.

- Lack of crossing points on the High Street.
- Creation of safer cycle routes.
- Improved connectivity to the railway station.
- Electric Car charging infrastructure.

1.7 Environment

- Address air pollution
- Pedestrianise/improve pavements within High Street.
- Introduce more trees and wildflower planting.

1.8 Community

- Support market activities.
- Desire for modern and flexible community centre.
- Improved CCTV to address anti-social behaviour.
- Provide improved public toilets.

1.9 Economy

- Redecoration of shop fronts
- Maintain free parking in High Street.
- Support shops and business in the town centre.

2.0 The consultants have also engaged with key stakeholders including Devon County Council, Network Rail and Great Western Railway (who manage the railway station) to ensure that the proposals included within the plan are deliverable and align with the objectives of these key stakeholders.

3.0 Content of Draft Masterplan

3.1 The Crediton Town Centre Masterplan once adopted will not in itself form part of the Development Plan for planning purposes, but will nevertheless be a material consideration in the determination of planning applications. The draft Masterplan is attached as Appendix 1.

3.2 It seeks to provide a comprehensive framework within which to guide the regeneration of the town centre in a coordinated manner. It builds on the Adopted Local Plan (2013-2033) and the Crediton Neighbourhood Plan. It has been informed by a number of local policy and evidence documents

including the District Council's Air Quality Plan, Devon County Council Local Transport Plan and the Crediton Traffic and Urban Realm Feasibility Study as well as Central Government advice specific to improving walking and cycling opportunities and decarbonising transport.

3.3 The masterplan contains five key projects, each of which is briefly described below;

1. High Street Urban Realm Enhancements

There are a number of individual elements to this project which are aimed at improving the experience of pedestrians in the High Street, reducing traffic speeds to improve safety and proposals to improve air quality. It is intended that the main High Street could benefit from selective footpath widening, upgraded crossing points and street tree planting. Further eastwards along Union Road there could usefully be an additional crossing to enable safe access to a new community hub. Public realm improvements are also proposed at both the western end of the town close to Queen Elizabeth's School and at East Street to emphasise the gateways into the town and enhance the sense of arrival.

2. New Community Hub at Union Road

This project will seek to remodel the public conveniences close to the War Memorial as community hub. The refurbished and potentially extended building could include a café with outside seating and would take advantage of the elevated views over Newcombes Meadow. It would act as a new gateway to the park and the project would include the re-opening and improvement of the toilets.

3. Newcombes Meadow Enhancements

Opportunities for improved facilities at Newcombes Meadow include terraced gardens including adventure play close to the new hub, a potential pump track and an improved bandstand. Other initiatives include improved entrances and signage and the introduction of wildflower meadow planting to aid biodiversity.

4. A More Welcoming and Connected Railway Station

This project includes improvements to the public realm around the station, enhanced dropping off facilities, a new mobility hub and an improved park and ride facility.

5. Improved Wayfinding

This project is aimed at improving the legibility of the town, especially for pedestrians and cyclists through better signage. It also represents an

opportunity for creating an identity for the town and could incorporate public art.

- 3.4 The projects described within the masterplan are not intended to be definitive. All of them will need to be worked up in much more detail and will be subject to detailed consultation with all relevant stakeholders as part of a series of future engagement after the adoption of the masterplan.

4.0 Habitats Regulation Assessment Screening / Strategic Environmental Assessment

- 4.1 A Habitat Regulations Assessment (HRA) and Strategic Environmental Assessment (SEA) is required in accordance with Regulations and Directives on any plan or programme prepared for town and country planning or land use purposes which sets the framework for future development consent of certain projects.

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

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

4.0 Planning Policy Advisory Group

- 4.1 The draft Crediton Town Centre Masterplan was presented to Planning Policy Advisory Group (PPAG) on the 20th November 2023. PPAG Members made the following comments:

- There could be more emphasis on initiatives to support tourism, particularly given the growth in visitors from the continent in connection with Saint Boniface. A particular need was identified for dedicated coach parking for visitors to the Parish Church, formally the Collegiate Church of the Holy Cross and the Mother of Him who Hung Thereon, the St Boniface Roman Catholic Church and the St Boniface Well. *(Officers agree with these comments and will discuss the provision of coach parking in the environs of the station with key stakeholders. Officers will also continue to promote tourism in Crediton through initiatives such as the Visit Mid Devon*

website (www.visitmiddevon.co.uk), ‘Credition In and Around’, the Boniface Trail etc. Officers are also currently assessing footfall data and general information in the town to gain a better understanding of visitor numbers and characteristics with a view to exploring opportunities through the Shared Prosperity Fund to support the visitor economy).

- Members were sensitive to the loss of any car parking provision in the town centre arising from potential public realm enhancements. Members raised the County Council’s proposed future on-street charging regime and some concerns were expressed. Members considered that these proposals should be referred to explicitly in the document. *(Officers recognise the potential trade-off between car parking and environmental improvements and a balance needs to be struck. Reference will be made within the masterplan consultation document to the County Council’s on-street charging proposal).*
- A question was raised regarding the direction of the one-way current use of Church Street and whether this could be reversed to flow away from the High Street. *(This has been passed to the County Council as Highway Authority for further consideration).*
- Delivery, including some visible short term projects is critical to secure public confidence in the plan. *(The masterplan specifically includes a delivery strategy and funding options including the use of section 106 receipts have been identified. Work on other initiatives outside of the masterplan including new play infrastructure at the Leisure Centre and a project to provide EV charging points is ongoing and will deliver tangible benefits for residents and visitors alike).*

5.0 Next Steps

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

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

Action	Date
Finalise presentation material for Stage 2 public consultation	December 2023 / January 2024
Stage 2 Public Consultation	January / February 2024
Adoption	March / April 2024

6.0 Conclusion

6.1 The Credition Town Centre Masterplan will provide a comprehensive framework to guide development in a coordinated and comprehensive manner. Once

adopted it will be a material planning consideration. The first phase of public consultation has been undertaken. Consultants have produced a draft Masterplan for Stage 2 public consultation. This report seeks authority to commence this public consultation.

Financial Implications

This report does not at this stage identify the funding sources or arrangements that will be needed to deliver the regeneration opportunities or for the redevelopment sites that are identified within the draft Masterplan. Funding is likely to involve a range of public and private sector investment (including s106) and it is anticipated that the masterplan will also act to help support potential future funding bids.

Legal Implications

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

Risk Assessment

As projects arising from the masterplan are developed, an assessment of risk will be undertaken as part of project development. Failure to support regeneration of the Crediton Town Centre would in itself lead to deterioration in commercial activity, a less vibrant centre, less coordinated development and uncertainty over essential infrastructure. Proactive urban regeneration is particularly critical at present given the economic challenges small businesses and their customers are facing. The masterplan takes into account this change in economic circumstances and the need to complete this work is now more vital than ever.

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

Impact on Climate Change

The core projects within the masterplan all contribute to addressing climate change. These include tackling air pollution through traffic management and tree planting as well as improving opportunities for sustainable transport. The draft Crediton Town Centre Masterplan has regard throughout to climate change.

Equalities Impact Assessment

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

Relationship to Corporate Plan

The draft Crediton Town Centre Masterplan will provide guidance on the planning and delivery of development within Crediton. It will contribute directly to three of the four corporate priorities *viz* environment, community and economy. In respect of **environment**, the plan will encourage tree planting to tackle air quality issues, improve key greenspaces and encourage biodiversity. **Community** objectives which are addressed through the plan include the development of improved pedestrian and cycle routes in the town. Improvements to Newcombes Meadow in particular will contribute to improved health and well-being. In terms of **economy**, the plan identifies strategic and tactical interventions to create economic and community confidence and pride in the places we live and reflects the corporate focus on Town Centre Regeneration.

Section 3 – Statutory Officer sign-off/mandatory checks

Statutory Officer: Andrew Jarrett

Agreed by or on behalf of the Section 151

Date: 28/11/2023

Statutory Officer: Maria De Leburne

Agreed on behalf of the Monitoring Officer

Date:

Chief Officer: Stephen Walford

Agreed by or on behalf of the Chief Executive/Corporate Director

Date: 28/11/2023

Performance and risk: Steve Carr

Agreed on behalf of the Corporate Performance & Improvement Manager

Date: 23/11/2023

Cabinet member notified: (yes/no)

Section 4 - Contact Details and Background Papers

Contact: Andy Robbins or Adrian Welsh

Email: arobbins@middevon.gov.uk awelsh@middevon.gov.uk

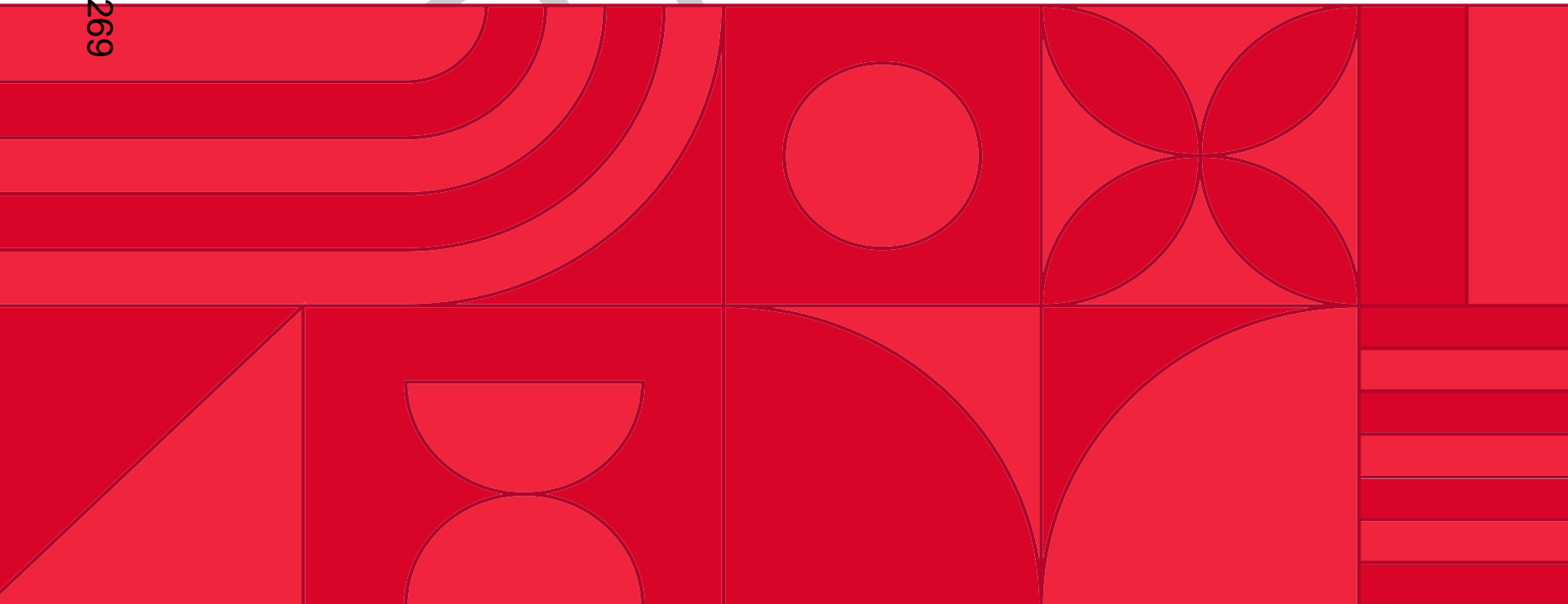
Background papers:

Cabinet Report 1 November 2023 [221101 Crediton Masterplan V4.pdf](#)
(middevon.gov.uk)

Let's Talk Mid Devon [Let's Talk Mid Devon](#)

Crediton Town Centre Masterplan

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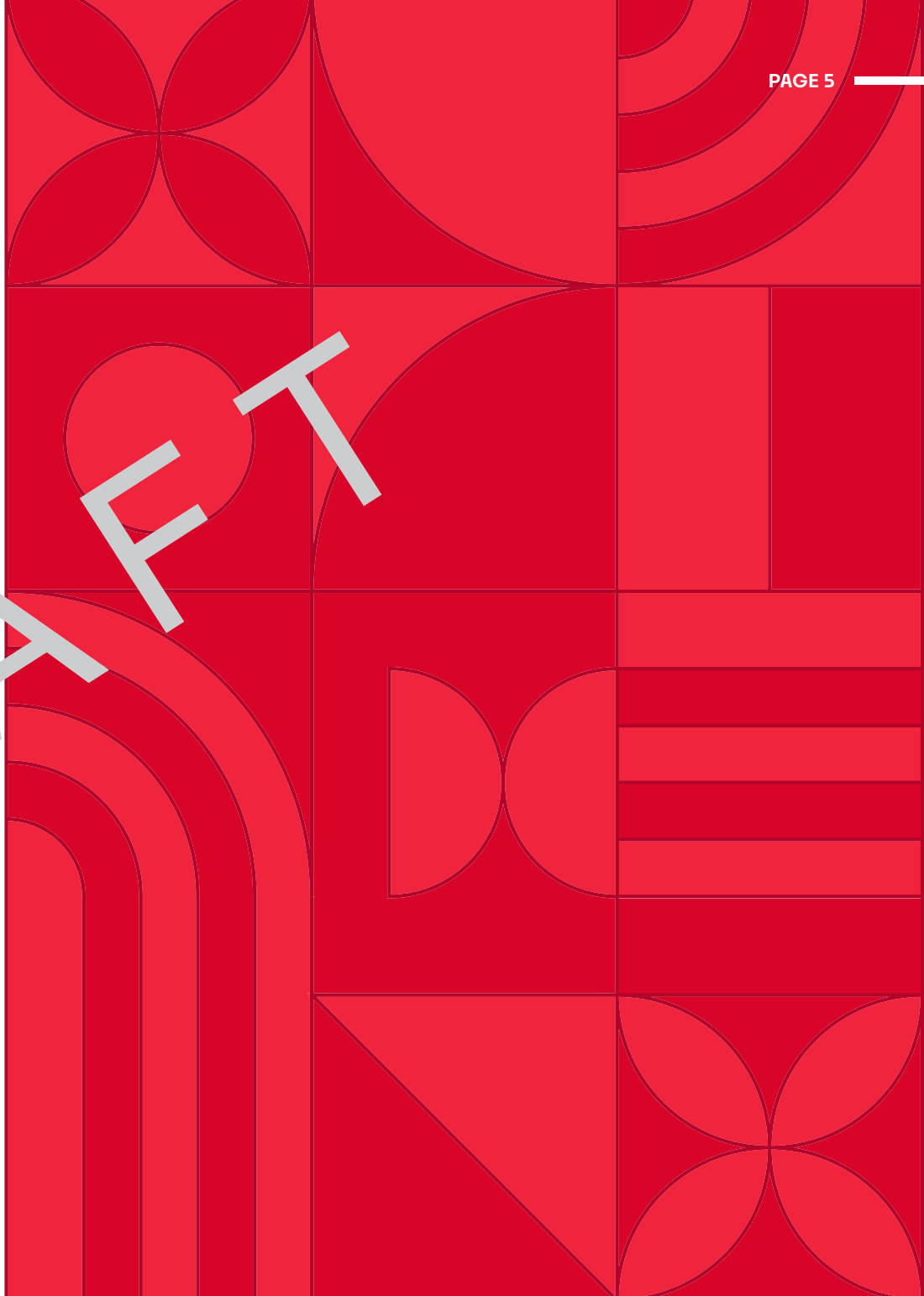
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Revision:	B		
Issue Date:	22/11/2023		
Project:	Crediton Town Centre Masterp		
Produced by:	AW/PK	Date:	17 th Nov 2023
Checked by:	PK	Date:	17 th Nov 2023

1.0. Introduction

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1.1. Introduction

Crediton is a small town located in Devon, England. It is known for its rich history, picturesque landscapes, and vibrant community.

The town of Crediton has a population of around 8,000 people and has been settled since ancient times. It was once an important market town and played a crucial role in the wool trade during the Middle Ages. Today, Crediton retains its bustling market atmosphere and is home to various local businesses, shops, and cafes.

One of the notable landmarks in Crediton is the stunning church of the Holy Cross, which dates back to the 15th century. This picturesque church is renowned for its impressive architecture and beautiful stained glass windows. The church holds regular services and is often a centre for community events and celebrations.

Crediton also boasts a number of green spaces and parks, providing residents and visitors with opportunities for outdoor activities and relaxation. The area surrounding the town is characterized by rolling hills, scenic woodlands, and tranquil rivers, making it a popular destination.

The community in Crediton is known for its strong sense of togetherness and active participation in local events and initiatives. Throughout the year, the town hosts a variety of festivals, fairs, and markets, which showcase the vibrant culture and traditions of the region.

In terms of amenities, Crediton offers a range of services including schools, medical facilities, leisure centre, and sports clubs. The town also benefits from good transport links, with regular bus services and a nearby train station, providing access to nearby cities and towns.

The Local Plan and Neighbourhood Development Plan are both clear in the need for regeneration and investment in Crediton.



↑ Existing Crediton Museum

SECRET

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↑ Crediton Location Plan

1.2. Project Purpose

The town centre masterplan identifies a clear vision for the town centre and sets out a spatial framework to guide future development and investment in Crediton. The role of the masterplan is to provide principles and strategies that brings together the design and future delivery of development, public realm improvements, green infrastructure, and active travel and transport projects in Crediton.

The town centre masterplan has been developed in the context of several strategic allocations and projects planned in and around the town, set out in section 3.

With these strategic projects on the horizon, a clear vision and spatial strategy is needed to help ensure that Crediton town centre can realise its full potential as the civic and commercial hub of an expanded town, making the most of its distinctive characteristics. The masterplan sets a framework for these strategic projects to support one another and to have a positive impact on the future of the town that can be greater than the sum of their parts.

The town centre masterplan will be adopted as a supplementary planning document. It will be a material consideration in determining planning applications.



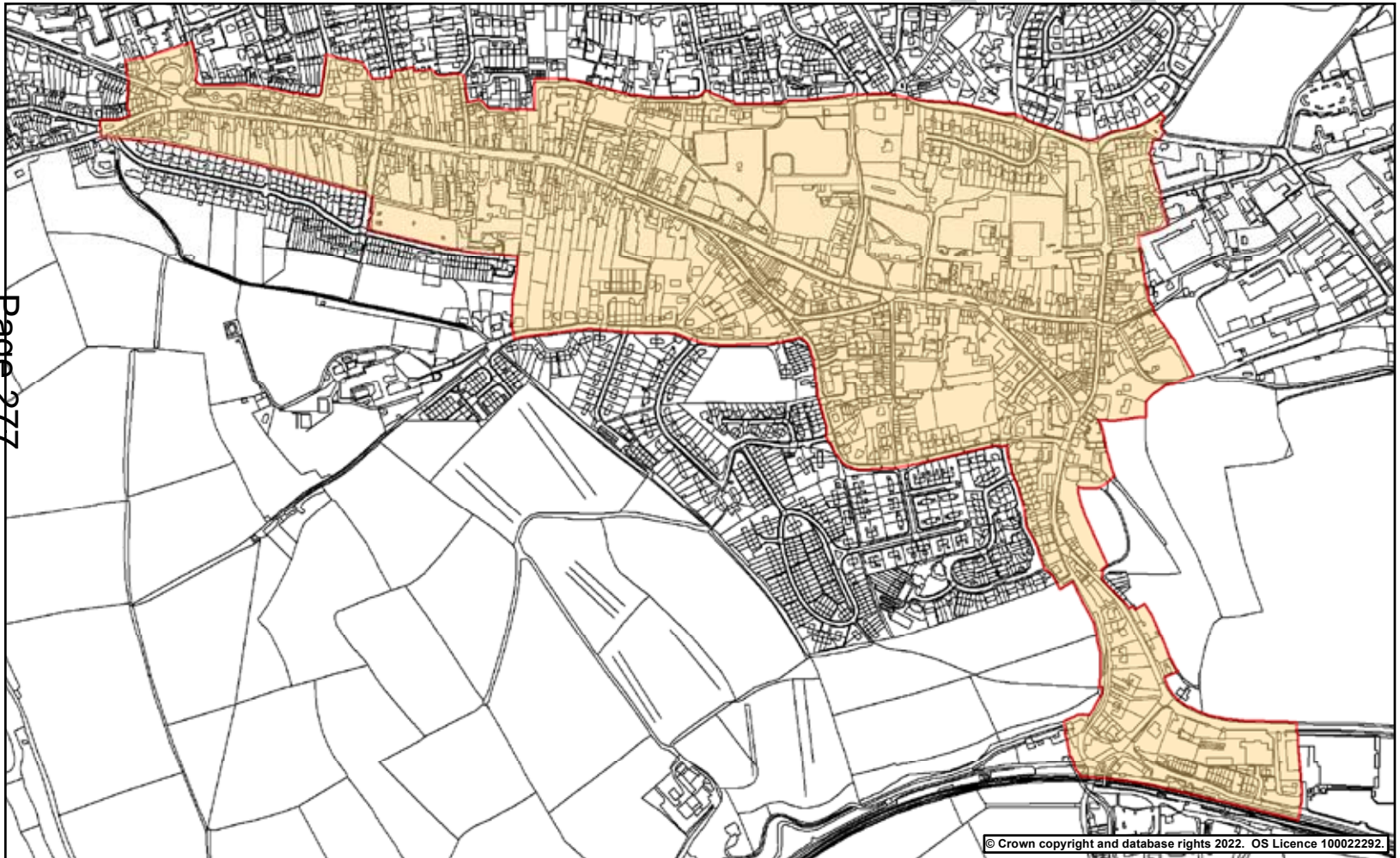
Title
**Crediton Town Centre
Masterplan Boundary**

Community Development & Regeneration

Scale	1:4,562 @ A3	Date	21 September 2022
Drg. No.		Produced by	GMS

Phoenix House
Phoenix Lane, Tiverton EX16 6PP

Tel: 01884 255255
Website: www.middevon.gov.uk



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↑ Extents of the Town Centre Masterplan Area

1.3. Engagement Process

Overview of the Project Process

The project commenced in March 2023 and has been concluded in XXXX 2024.

Through the baseline analysis, issues, and opportunities key priorities emerged which evolved into a vision and key objectives for the town. These were consulted on as part of a two-stage consultation process; the first stage running for 6 weeks in July 2023, and the second stage during a 6 week long consultation period in January 2024, and a refined town centre masterplan was concluded in XXX 2024.

Project Steering Group

The project was guided strategically by the Regeneration Working Group, chaired by MDDC.

The proposals were well informed by previous work including and the adopted Mid-Devon Local Plan Review 2013-2033 and the Crediton Neighbourhood Plan 2018-2033 and on-going community and stakeholder engagement in the town.

Stakeholders and Consultees

Consultation activity was tailored to reach a wide range of audiences, of various ages and backgrounds. We focused on those with an existing connection to Crediton, either due to their place of residence or place of work in the area, but also engaged with a range of stakeholders based elsewhere with a particular interest in the town.

Our engagement activity was carefully targeted to reach individual stakeholders, including councillors, and community group leaders, for whom the regeneration of Crediton is a priority. We used a variety of methods, including correspondence, in person events, telephone calls, and video conferences in order to suit the needs and preference of this diverse group.

Key consultee groups and stakeholders included:

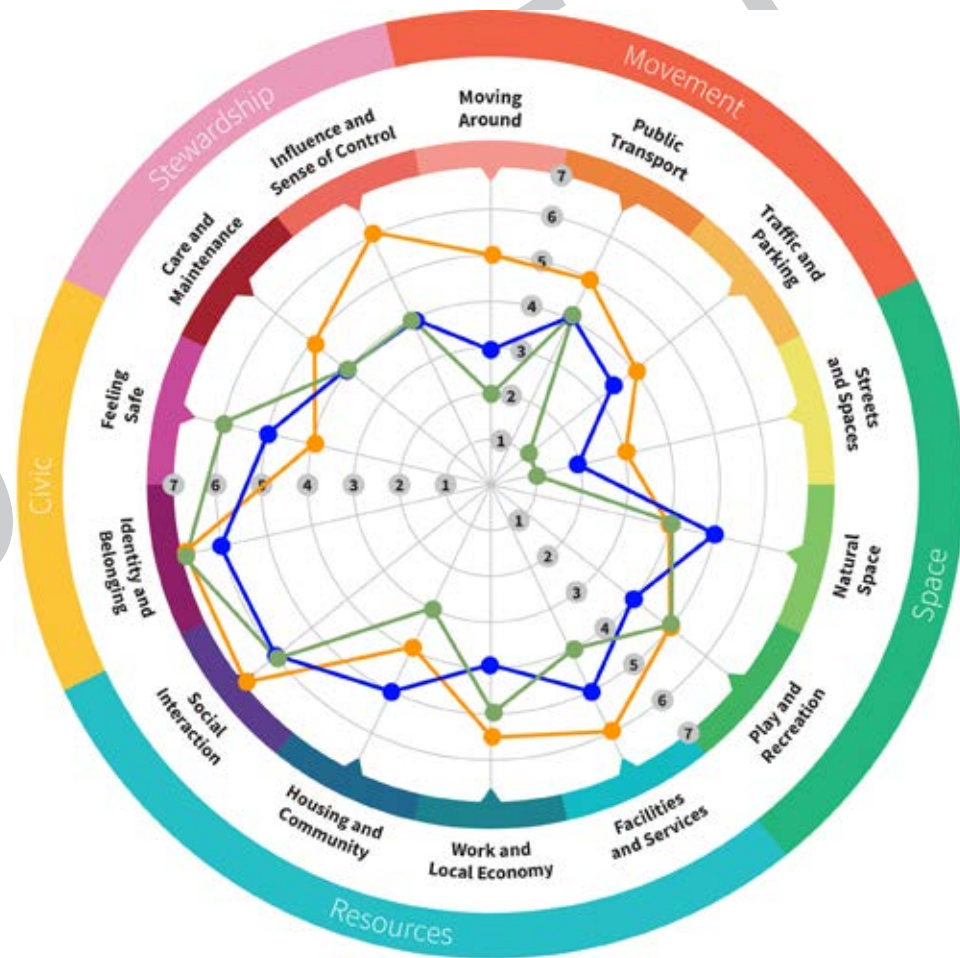
1. *Residents of Crediton and surrounding areas*
2. *Elected Local Government representatives (i.e. Democratic decision-making process of the Local Authority, Cabinet Decisions etc.)*
3. *Crediton Town Council*
4. *Devon Country Council Highways*
5. *Network Rail*
6. *Crediton Neighbourhood Planning Group*
7. *Queen Elizabeth School*
8. *Local businesses with premises in Crediton town centre*
9. *Local Enterprise Partnerships*
10. *Public transport providers*
11. *Police and emergency services*
12. *Community representatives / groups*

Approach and Methodology

Engagement with the stakeholders identified comprised two workshop sessions as well as individual discussions through the masterplan process.

To enable us to structure conversations and feedback the Place Standard Tool was used to identify key issues in the first workshop held in May 2023. This is a simple tool to structure a conversation about a place. It helps people to think about both the physical and social aspects of places, and the important relationship between them. It has 14 themes, each with a main question and further prompts to support conversations, inform the assessment and identify issues for improvement.

Stakeholders completed scoring as displayed on the compass diagrams below, which enabled the identification of aspects of the town centre that were perceived as performing well or poorly.



↑ Completed Stakeholder Place Standard Scoring

The completed diagrams show some consistent trends and demonstrate that;

- *There is a strong sense of identity and social interaction with the highest scores – averaging just over 6/7. This reinforces comments that there is a strong and engaged community within Crediton.*
- *Streets and spaces scored the lowest with an average score of 2/7 and traffic and parking scoring 3/7. This suggests that the physical nature of the streets and spaces is the most pressing issue that stakeholders feel the need to address to improve the town centre.*

Average scores were achieved in the Resources and Stewardship category, which reflects comments that stakeholders were generally satisfied by the level of facilities available within the town centre (albeit with some issues raised).

Public Consultation

The community were engaged as part of a two-stage consultation process; the first stage running for 6 weeks in July-September 2023, and the second stage during a 6 week long consultation period in January 2024.

Community Engagement 1 - Website Portal

The draft Crediton town centre masterplan were launched on a project specific website portal on 21st July 2023. The website portal contained key information about the project and a dedicated feedback page. The portal had 78 respondents by the time the consultation closed on 4th September 2023.

Community Engagement 2 - Event

Note - To be completed after Public Consultation in January 2024

**Summary of Public
Consultation Feedback**

Note - To be completed after Public Consultation in January 2024

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**Summary of Public
Consultation Feedback**

Note - To be completed after Public Consultation in January 2024

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Summary of Community Feedback

A summary of the main themes of this community feedback is shown below.

Consultation feedback received has been considered where possible in shaping the projects and strategies contained within the final masterplan strategies and projects contained within this report.

TRANSPORT

- *High traffic volumes through town centre*
- *Traffic speeds*
- *Lack of crossing points in the High Street*
- *Creation of safer cycle routes*
- *Improved connectivity to the Railway Station.*
- *Electric car charging infrastructure*
- *Maintain free parking in High Street*
- *Consider improved coach parking provision*

ECONOMY

- *Redecoration of shop fronts*
- *Maintain free parking in High Street*
- *Support retail shops & businesses in the town centre*
- *Support tourism - specifically in relation to the town's heritage and international connection with St. Boniface.*

ENVIRONMENT

- *Address Air Pollution*
- *Pedestrianise/improve pavements within High Street*
- *Introduce more Trees and wildflower planting*
- *Improve biodiversity and green spaces*

COMMUNITY

- *Support market activities*
- *Desire for a modern and flexible community centre*
- *Improved CCTV to address anti-social behaviour*
- *Provide improved public toilets*
- *Improved facilities for youth groups*

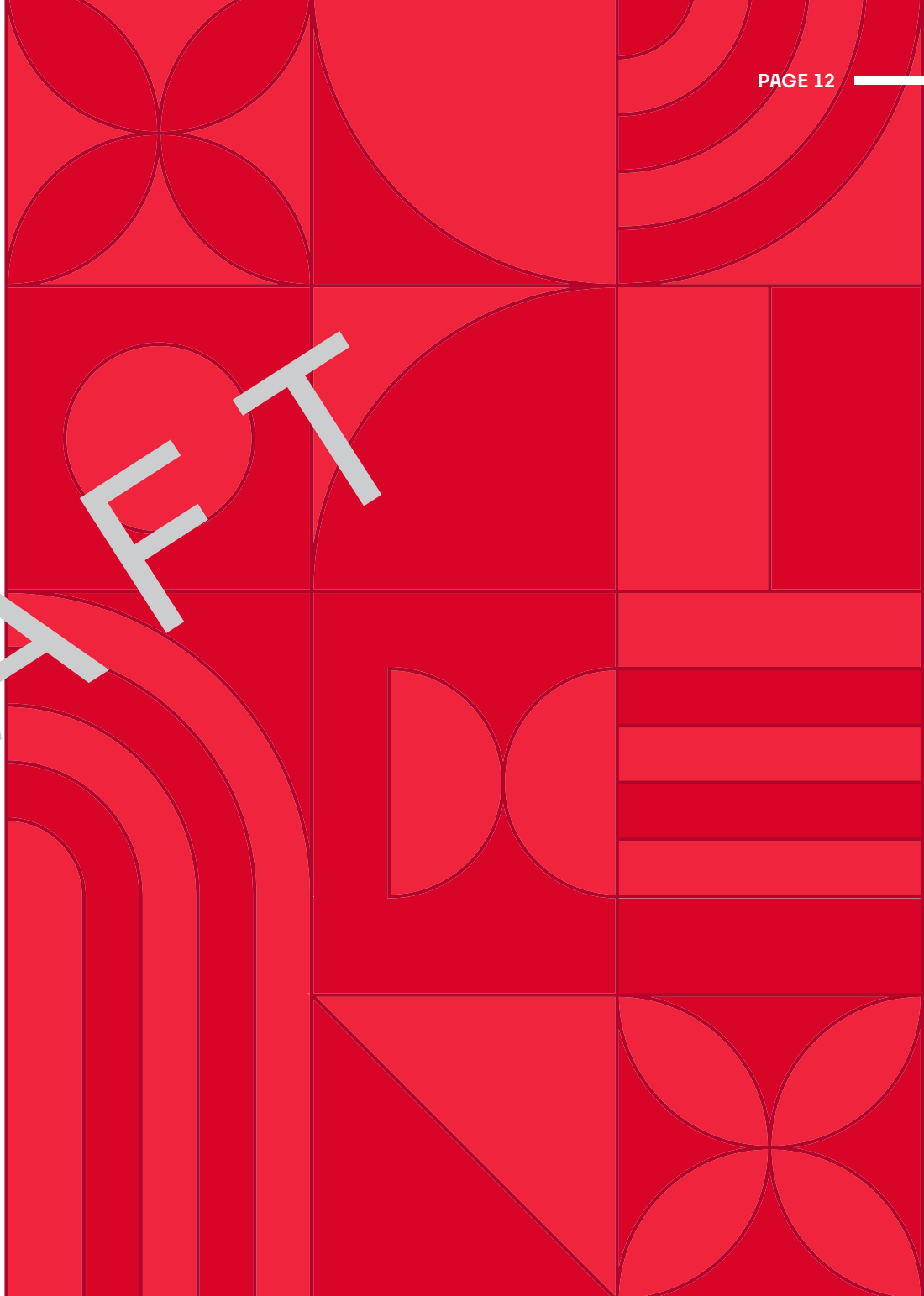
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Crediton Today

A Case for
Regeneration

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2.1. Overview

A Case For Regeneration

Although Crediton remains as a vibrant market town, the Local Plan and Neighbourhood Development Plan are both clear in the need for regeneration and investment in Crediton.

Changing trends in the way communities are using High Streets and town centres are also exerting forces that are requiring adaption.

Stakeholder and public consultation feedback also suggests there are opportunities to improve the town centre.

The masterplan plays an important role to consolidate regeneration objectives and demonstrate viable projects to improve the town centre.

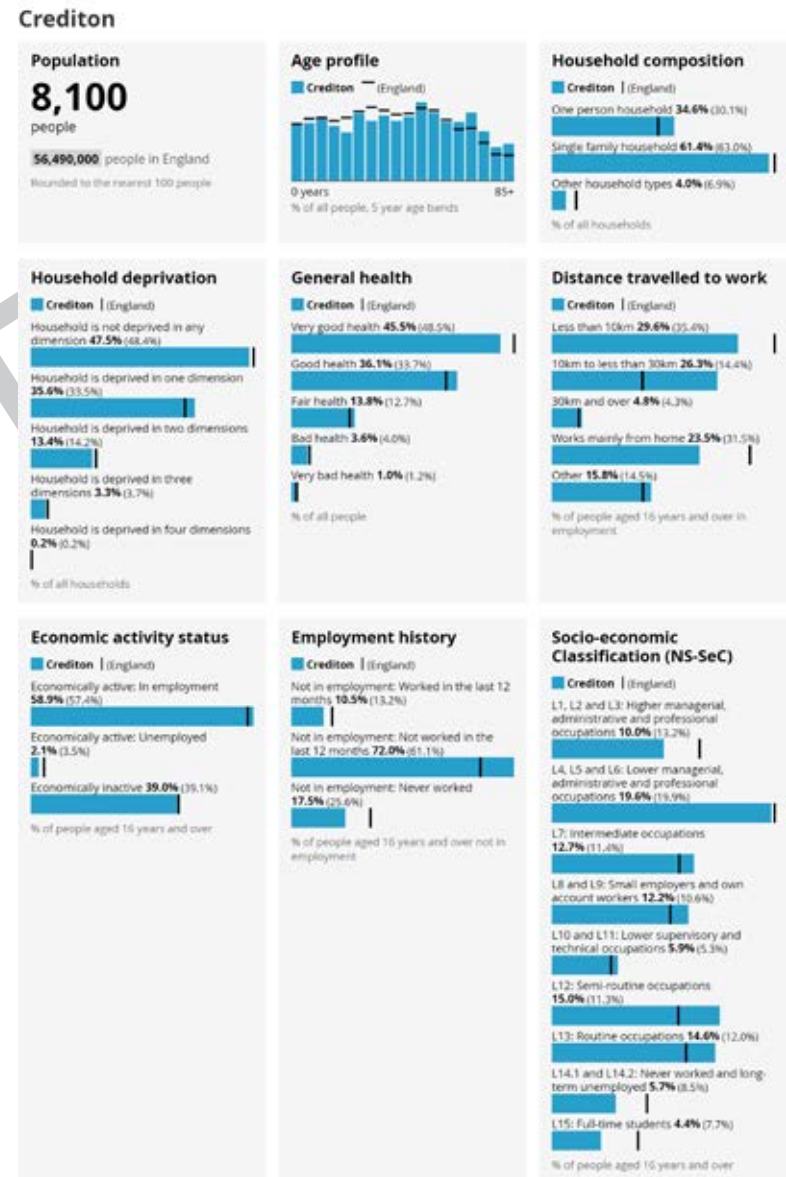
Socio-Economic Conditions

A summary of of the relevant 2021 census data for Crediton is provided opposite. There are some key trends apparent that are relevant to the masterplan study and may reflect the town's rural location;

The town has a proportionally older population compared to the national average with a lower than average population of young and middle aged adults.

This is reflected in a higher proportion of single person households and high proportion of the population that is not in employment.

The trends in the socio-economic classifications may also reflect the types of employment associated with the rural economy with higher than average semi-routine and routine occupations and lower than average managerial and professional occupations.





Church of the Holy Cross



Town Square



Sculpture of Saint Boniface



War Memorial

2.2. Historical Context

Crediton stands as a testament to the rich and diverse history of the region. Often referred to as the "Gateway to Devon," this charming town has a storied past that dates back over a thousand years. From its humble beginnings as a Saxon settlement to its thriving market town status, Crediton's history is a tapestry woven with threads of agriculture, religion, and innovation.

Early Settlement and Saxon Origins

The story of Crediton begins in the early Saxon period when it was known as "Kirton." This name derives from the Old English word "cyrt" or "crutt," which means a homestead or settlement. Crediton was part of the Kingdom of Wessex and became an essential centre for early Christian activities in the region. The establishment of a monastery here in the 7th century AD under the guidance of Saint Boniface marked the town's significance in the spread of Christianity in Britain.

The Monastic Era

Crediton's prominence grew during the monastic era, thanks to the efforts of Saint Boniface, who later became the patron saint of Germany. The monastery, founded by Saint Boniface, served as a hub for religious education and missionary work. It attracted scholars and pilgrims from far and wide, contributing to the town's cultural and intellectual vibrancy.

Market Town and Economic Prosperity

By the medieval period, Crediton had transformed into a thriving market town. Its strategic location on the crossroads of several trade routes contributed to its economic prosperity. The market, granted a charter by Henry I in 1107, further boosted Crediton's

status as a trading hub. The town was known for its woolen and textile industries, and the weekly markets brought in merchants and traders, adding to the local economy.

Religious Heritage

The religious heritage of Crediton continued to flourish through the centuries. The parish church of Holy Cross, a remarkable example of Norman architecture, stands as a testament to the town's enduring spiritual significance. The church's impressive stained glass windows and ornate interior serve as a reminder of Crediton's religious history.

Notable Figures and Events

Crediton has produced several notable figures and played a part in significant historical events. The birthplace of Saint Boniface, who became the "Apostle of Germany," is a place of pilgrimage for those interested in Christian history. Additionally, Crediton was briefly the seat of the Bishopric of Devon and Cornwall in the 10th century.

Decline and Resurgence

In the 19th century, Crediton experienced a decline in its textile industry, which had been a vital source of income for the town. However, the advent of the railway in the mid-1800s brought new opportunities for trade and transportation, leading to a resurgence in the local economy.

Today, Crediton continues to captivate visitors with its historical charm, providing a glimpse into its rich history.

Much of the town centre is allocated as a Conservation Area, and a number of buildings and features are recorded as having special architectural and historical interest in the Conservation Area Appraisal, including;

- 232 listed buildings including the Grade I 15th century church of the Holy Cross, the Grade II 16th century Spurways Almshouses, the Grade II Chapel of St Lawrence.

Historical Street pattern with burgage plots that created alleyways and rear courts.

Historical shopfronts and remnants of the pannier market

Crediton Railway Station

The masterplan strategies seek to preserve and enhance these special historical features to celebrate the rich heritage of the town.



↑ Crediton town centre Conservation Area



↑ Historical OS Map -1892-1914

2.3. Key Issues

The engagement and masterplanning process have identified a number of key issues that Crediton faces, which the masterplan strategies should seek to address.

The changing Role of Town Centre and Needs of Rural Communities:

Town centres are evolving due to many factors including the rise of online retail trading and rise in remote/flexible working patterns, and this is leading to a rethink about the role of town centres will play in the future.

At the same time rural communities including Crediton, face long term trends of ageing populations, the challenges of affordability for younger people and a decline of rural services that have led to pockets of deprivation and isolated communities.

The projected growth of the town will lead to an increased population, and this presents a good opportunity to reinvigorate and support the town centre.

By providing a greater variety of uses there is an opportunity for Crediton to reinvigorate what it means to be a market town in the 21st century.

Highways: Crediton is not dissimilar to many historic rural market towns, where a single highways route - the A377 – runs through the historic linear town centre linking the surrounding rural communities with Exeter. Over time this main route has become busier and is now dominated by through traffic leading to congestion, car-dominance, air pollution and a poor and unsafe urban environment with a lack of adequate walking and cycling routes.

Air Quality: Due to the high traffic volumes passing through Crediton town centre studies have found there to be unacceptable levels of air pollution and the town was placed in to the Mid Devon Air Quality Action Plan. Therefore, masterplan strategies should seek to reduce or ameliorate air pollution where possible.

Connectivity: Being a rural area, connectivity and access to essential services can be a challenge in Crediton. The Station is a key asset for the town but is in a detached location with poor connectivity with the town centre. Therefore, a key objective of the masterplan will be to enhance connectivity and support active travel and public transport travel options.



↑ High traffic volumes on the A377 running through the High Street

Economic Diversification:

Although the town has a vibrant mix of independent businesses, continuing to support market activities and promoting economic diversification is essential to create a resilient and sustainable economy for CREDITON. Encouraging the growth of other industries, such as tourism, technology, or creative sectors, could help to strengthen the local economy and provide a broader range of employment opportunities.

Protecting CREDITON's Heritage and Character:

A key issue that the masterplan needs to address will be how to balance heritage and regeneration within the town centre in a positive way that both preserves existing heritage features whilst enhancing the special character present and unique to CREDITON.

Growing Sustainably & Addressing the Climate

Emergency: Mid Devon District Council is a signatory of the Devon Climate Declaration Therefore, sustainability should be a central theme to all masterplan strategies to demonstrate how the town can grow sustainably.

Affordable Housing and Community Infrastructure:

CREDITON, similar to many areas in the country, faces challenges with affordable housing. The rising cost of living, limited availability of social housing, and high property prices can create difficulties for individuals and families to find suitable and affordable homes.



↑ CREDITON Station



↑ Independent Retail

A summary of the strengths, weaknesses and opportunities for Crediton Town Centre identified through the masterplanning process are provided in the table below.

	Strengths	Weaknesses	Opportunities
Connectivity	<ul style="list-style-type: none"> The town benefits from its own railway station with regular services to Exeter, Okehampton and Barnstaple Regular bus services to Exeter, Tiverton, Okehampton, Barnstaple and intervening rural villages A377 provides a main road link Some existing Public Rights of Way present to offer connectivity 	<ul style="list-style-type: none"> High traffic flows through the town centre Poor Air Quality (AQMA) Poor connections between the town centre and Railway station Poor provision of walking and cycling routes linking areas of the town Lack of gateways and wayfinding reduces legibility Some existing Rights of Way are in poor upkeep Topography presents a barrier to active travel to some users 	<ul style="list-style-type: none"> Introduce improved pedestrian and cycle routes to promote active travel Opportunity to improve the railway station and ongoing connectivity Improve Park & Ride services and ensure connectivity to the railway station Create the new multi-use Boniface Trail to connect Crediton with Exeter Introduce E-Bikes, EV charging points and Mobility Hub Changing facilities at the railway station Create safer and healthier streets
Employment	<ul style="list-style-type: none"> Vibrant market town with Independent business and regular farmers market. Existing work hub provision Good connectivity to strategic road and rail network. 	<ul style="list-style-type: none"> National trend in the changing nature of town centres. Rural location limits job opportunities for some. 	<ul style="list-style-type: none"> Introduce co-working hub. Support market activities. Improve travel connections to support economic activity
Community Infrastructure	<ul style="list-style-type: none"> Engaged local community and strong community identity Good range of facilities located in the town centre 	<ul style="list-style-type: none"> Some community facilities in need of modernisation Lack of a modern community space for events Lack of youth facilities Some anti-social behaviour 	<ul style="list-style-type: none"> Deliver a new community space Regenerate Union road toilets area Provide improved youth facilities Potential Tourist Information Centre
Environment	<ul style="list-style-type: none"> Newcombes Meadow provides a significant green space Town square is well used Rural location offers access to the countryside 	<ul style="list-style-type: none"> Traffic dominates High Street and leads to poor air quality Poor quality Public Realm areas Poorly connected green spaces Lack of activity within green spaces in the town centre 	<ul style="list-style-type: none"> Enhance Newcombes Meadow as a key green space Plant new street trees and urban greening Deliver biodiversity & ecological enhancements Improve links to the existing green spaces



↑ Existing photo of High Street



↑ Existing photo of Newcombes Meadows



↑ Town Square

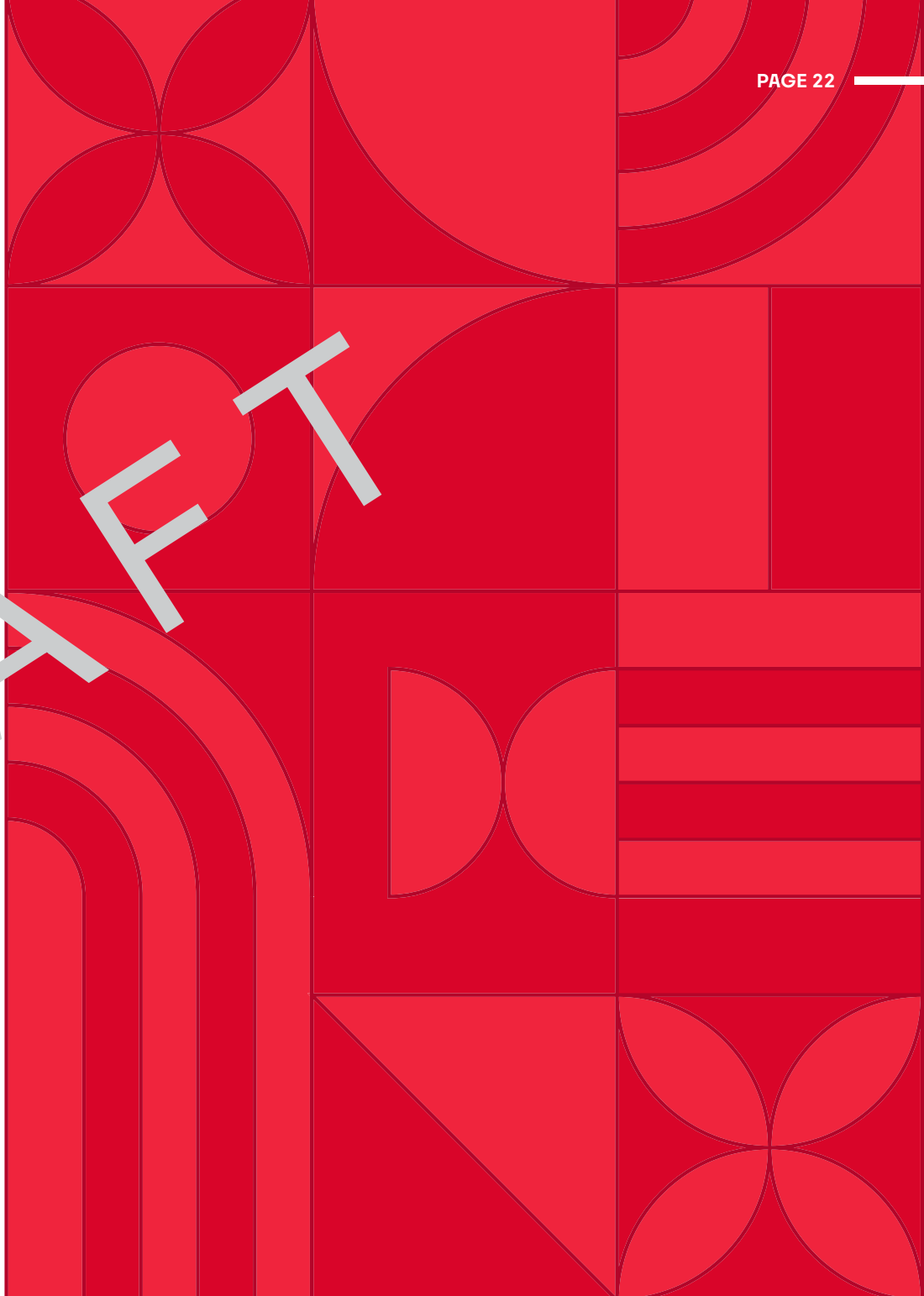


↑ War Memorial

3.0. Policy Context

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3.1. Policy Context Summary

The masterplan responds to and is informed by a number of current National and Local Policy and guidance. A summary of the relevant documents to the masterplan are provided below.

Latest National Policy and Guidance

In recent years Government policy has strengthened its position on the importance of walking and cycling in positively addressing health and wellbeing, congestion, air quality and climate change.

April 2017, the Government published its Walking and Cycling Investment Strategy, which aimed to deliver better safety; better mobility and better streets by 2040.

The July 2018 update of the National Planning Policy Framework includes repeated reference to pursuing the opportunities to promote and improve walking and cycling provision through the Local Plan and planning processes.

In July 2020, the Government announced £2bn funding for cycling and walking and released two key documents, seeking to create a golden age for cycling and influencing behaviour change through better quality and safer infrastructure as well as introducing policy changes and funding initiatives to encourage more participation in active travel modes.

Gear Change: A bold vision for cycling and walking

This document commits to building more protected cycle lanes but also covers a wider range of considerations, including proposals for cycle training, improving access to e bikes, bicycle repair initiatives and strengthening the Highway Code around safety. It also describes creating low traffic neighbourhoods, tackling air quality and prioritising areas where it can boost low levels of physical activity and poor mental health.

The document focuses around four themes:

- better streets for cycling and people,
- cycling and walking at the heart of decision-making,
- empowering and encouraging local authorities,
- enabling people to cycle and protecting them when they do.



Local Transport Note 1/20: Cycle Infrastructure Design

Alongside the Gear Change document, LTN 1/20 outlines the health, wellbeing, congestion, air quality and climate change impacts of cycling as well as the benefits to local business and the economy. Essentially, it sets out 'how to deliver the ambition, with tools, methods and new design guidance, setting out minimum standards for cycle infrastructure including cycle lanes, tracks, junctions and crossings. The five main principles of LTN 1/20 are described below:

- Coherent - people must be able to reach their destinations easily, along routes that connect, are simple to navigate and are of consistent high quality.
- Direct - routes should provide the shortest and fastest way of travelling from place to place.
- Safe - routes must be safe and must also be perceived to be safe.
- Comfortable - routes should be good quality, well-maintained, smooth, have minimal stopping-starting and avoid steep gradients.
- Attractive - environment should be attractive, stimulating and free from litter.

Decarbonising Transport: A Better, Greener Britain

Running parallel to the governments policy support for active travel is the DFT's Decarbonising Transport, which outlines the governments plan to decarbonising transport to meet Britains 2050 Net Zero target. Three key strategic priorities are set within the document as shown below.

Strategic Priorities

- 1. Accelerating modal shift to public and active transport**

 - Public transport and active travel will be the natural first choice for our daily activities.
 - We will have a cohesive, widely available, net zero public transport network designed for the passenger
 - We will use our cars differently and less often, with new technology helping reduce our carbon footprint.
- 2. Decarbonising Road Transport**

 - We will phase out all new non-zero emission road vehicles, from motorbikes to HGVs, by 2040*
 - Delivered by a world leading regulatory framework and support packages, leading the global race to zero emission road transport
 - We will ensure infrastructure will not be a barrier to the zero emission transition
- 3. Decarbonising how we get our goods**

 - We will decarbonise our freight system, pioneering new zero emission technologies with mass scale demonstrators for HGVs
 - Increasing amount of freight will shift from road and air to more sustainable modes, with digital solutions and data sharing optimising efficiency
 - The last mile will be decarbonised and places will have the logistics solutions best suited to their specific needs

3.1. Policy Context Summary

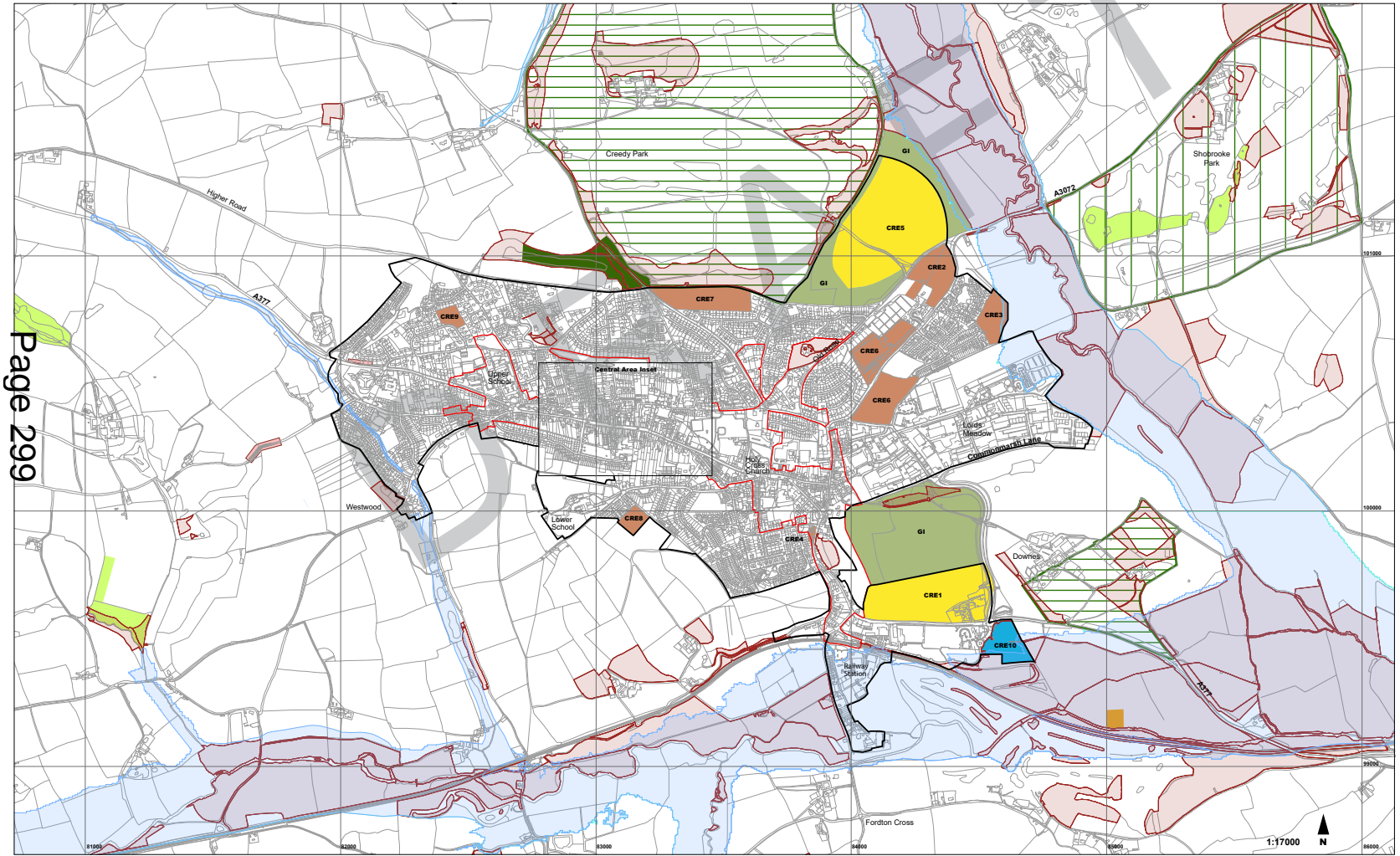
Mid Devon Local Plan

The Local plan sets a vision, objectives and policies for Crediton. The vision states;

Crediton will continue to develop in its role as a small and vibrant market town, serving a rural hinterland in the western part of the district. The strategy aims to improve access to housing within the town, expand employment opportunities and improve the quantity and quality of the existing retail provision. Proposals will provide for approximately 786 dwellings, of which 220 will be affordable, and 14,700 gross square metres of commercial floorspace over the plan period.

The following development will be supported over the plan period:

- a) *Proposals which support the economic regeneration of the town centre, including the provision of new homes, commercial development, cultural facilities and other key town centre uses which support the town centre's viability and vitality. Particular support will be given for proposals which improve the quantity and quality of existing retail provision within the town centre. All proposals within the town centre will need to play a positive role in sustaining and enhancing the significance of the area's heritage;*
- b) *Proposals which respect the setting provided by the open areas of hillside and the adjoining historic parklands of Creedy Park, Shobrooke Park and Downes;*
- c) *Continuation of measures to support the implementation of the Crediton Air Quality Action Plan, including enhanced walking and cycling opportunities around the town;*
- d) *Enhance the tourism facilities and visitor role of the town and surrounding area; and*
- e) *Community and education facilities and other infrastructure to support the development proposed, including green infrastructure.*



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3.1. Policy Context Summary

Crediton Neighbourhood Plan

The Crediton Neighbourhood Development Plan is the community's vision and priorities for how they would like to see the town develop and change in the coming years.

It was written taking in to account the wider socio-economic and planning policy context and sets a vision for Crediton as well as key objectives and policies.

Vision:

"We are a creative and sociable community that is committed to developing, over the plan period, a sustainable town alongside our valued heritage and environment."

Objectives:

To achieve the vision, the neighbourhood plan has eight key objectives:

- *To facilitate housing, businesses and infrastructure that fulfil our economic, social and environmental ambitions for the town;*
- *To encourage our strong community spirit by fostering an active community life with town events for all;*
- *To create a vibrant town where people enjoy living, working and spending their leisure time;*
- *To improve the quality and quantity of sustainable transport options, especially for walking and cycling;*
- *To move towards becoming a more low carbon economy and more resilient in the face of climate change;*
- *To promote a wide range of business opportunities, and facilities for home-working;*
- *To maintain our heritage of historic buildings and enhance their use with well-designed additions and refurbishments; and*
- *To maintain the town's setting between the rivers Yeo and Creedy, and all its green infrastructure with enhanced biodiversity.*

Devon Climate Plan

In recognition of the impact of climate change, Mid Devon District Council agreed to unanimously support the ambitious cut in carbon emissions by signing the Devon Climate Declaration on 26 June 2019.

The declaration acknowledges the need to understand the near-term and future risks for Mid Devon and beyond, and sets out the joint ambition with our partners to plan for how our infrastructure, public services and communities will have to adapt to a 1.5°C rise in global average temperature.

The Devon Climate Plan lays out the eight key objectives (see below) and areas of action which will lead the council towards its 2050 net zero target.

Devon Climate Emergency partners are committed to achieving rapid and fair emissions reductions in the next 10 years of at least a 50% reduction in production and consumption emissions by 2030 below 2010 levels.

Some of the key actions include:

Travel – Promoting the '20-minute neighbourhood' and support active travel by improving cycling and walking Infrastructure, increasing Electric Vehicle (EV) charging points, and supporting the improvement of public transport infrastructure.

Economy and Resources – Avoid waste and create a circular economy and support communities and businesses to transition to net-zero.

Energy – Use less energy, transition to renewables and increase storage.

Buildings – Retrofitting existing homes and commercial premises and ensuring new buildings meet net-zero targets.

Nature – Adopt principles set within the Devon Local Recovery Strategy and Trees for Devon Initiative. Increase tree planting and biodiversity value.



Fossil fuels phased out as an energy source



Minimise energy consumption



Engaged communities acting for resilience and a net-zero carbon Devon



Carbon captured and stored from the burning of fuels



Minimise fugitive greenhouse gas emissions



Resilient local economies with access to green finance



A circular use of resources



Maximise carbon storage in marine and terrestrial environments

Mid Devon District Council Air Quality Action Plan

This report outlines the actions that Mid Devon District Council will deliver between 2017-2021 in order 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 the Mid Devon District area.

The report concluded that there were unacceptable levels of air pollution in parts of Crediton town centre and designated it as an Air Quality Management Area (AQMA), in which a reduction in NOx emissions is required to meet national standards.

Devon County Council Local Transport Plan 3 & 4

Devon's current Local Transport Plan (LTP 3) covers the period 2011-2026.

Since it was published in 2011, the local, regional and national context has changed significantly, particularly in regard to tackling the climate emergency and achieving net-zero emissions.

The next Local Transport Plan (LTP 4) is currently in the process of being produced and will address the current transport challenges, build on new opportunities and support the changing priorities of the county.

The draft vision and objectives were issued in August 2023 and will inform LTP 4.

The document sets a vision and four key objectives shown below.

Devon's transport will support reaching net-zero carbon by 2050 at the latest. Well-integrated, accessible and inclusive transport options will create a system that facilitates clean growth and puts people first, supporting the health and wellbeing of everyone across the county



Carbon Emissions

We will support reaching net-zero carbon emissions by 2050 at the latest through reducing the need to travel, shifting trips to sustainable transport options, and using technology and innovation to reduce emissions.



Health and wellbeing

We will enhance and protect all people's health and wellbeing through facilitating active and safe travel, improving air quality, conserving Devon's natural environment, and strengthening sense of place.



Economic Growth

We will support clean economic growth through integrated planning, improving transport links within and between growth areas, and using technology to widen connectivity.



Accessible Transport choices

We will promote well-integrated, inclusive and reliable transport options for residents and visitors in both rural and urban communities.

↑ Source: Devon County Council

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Crediton Conservation Area Appraisal

With much of Crediton town centre area being designated as a Conservation Area the Crediton Conservation Area Appraisal provides guidelines on how special architectural and heritage features can be preserved and how future development and enhancements can be delivered sensitively within the historic context.

Streets for All

This guidance, from Historic England, provides guidelines for anyone involved in planning and implementing highways and other public realm works in sensitive historic locations.

The guidelines set out five goals which ensure that public realm works consider the conservation and enhancement of the historic environment. These comprise:

1. An Inclusive Environment
2. Public safety and ease of movement
3. A healthy environment that supports our wellbeing and cohesion
4. A high quality environment
5. Economic benefit



Streets for All

Advice for Highway and Public Realm Works in Historic Places



The masterplan strategies contained within this report draw upon all policy and guidance documents.

1.0.

Vision and Objectives

DRAFT

DRAFT



4.1. Vision and Objectives

The Vision

A vision and key objectives for Crediton have been set within both the current Mid Devon Local Plan 2013-2033 and the Neighbourhood Plan (refer to section 3 of this report).

It is important that the town centre masterplan is aligned with these commitments and works towards effective delivery of the vision and objectives agreed through these democratic processes.

Therefore, the vision of the town centre masterplan is set to complement those set within the Local Plan and Neighbourhood Plan.

Regeneration Objectives

The vision is underpinned by a series of objectives. Sitting above the neighbourhood or site-specific scale and operating beyond physical interventions, these objectives capture our commitments and expectations and are intended to inform decision making, development and investment over the next 15 years and beyond.

The masterplan requires all objectives to be embraced and delivered to achieve the full ambition and address current issues.

Masterplan Objectives

1. Support redevelopment that maximises economic benefit within the town centre.
2. Enhance the quality and character of the High Street and public realm within the town centre area.
3. Support active travel and improve public transport infrastructure.
4. Enhance recreational and natural green spaces and introduce Urban Greening.
5. Improve the community infrastructure within the town centre.
6. Create new town centre gateways and improve legibility.
7. Improve safety within the town centre.

10.0. The Town Centre Masterplan

DRAFT

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5.1. The Town Centre Masterplan

The masterplan comprises a series of strategy layers that come together to offer a comprehensive spatial vision for Crediton.

Each layer is considered in the subsequent sections of this report:



























Improving Wayfinding and Legibility: identify initiatives that help to improve wayfinding and legibility within the town centre.

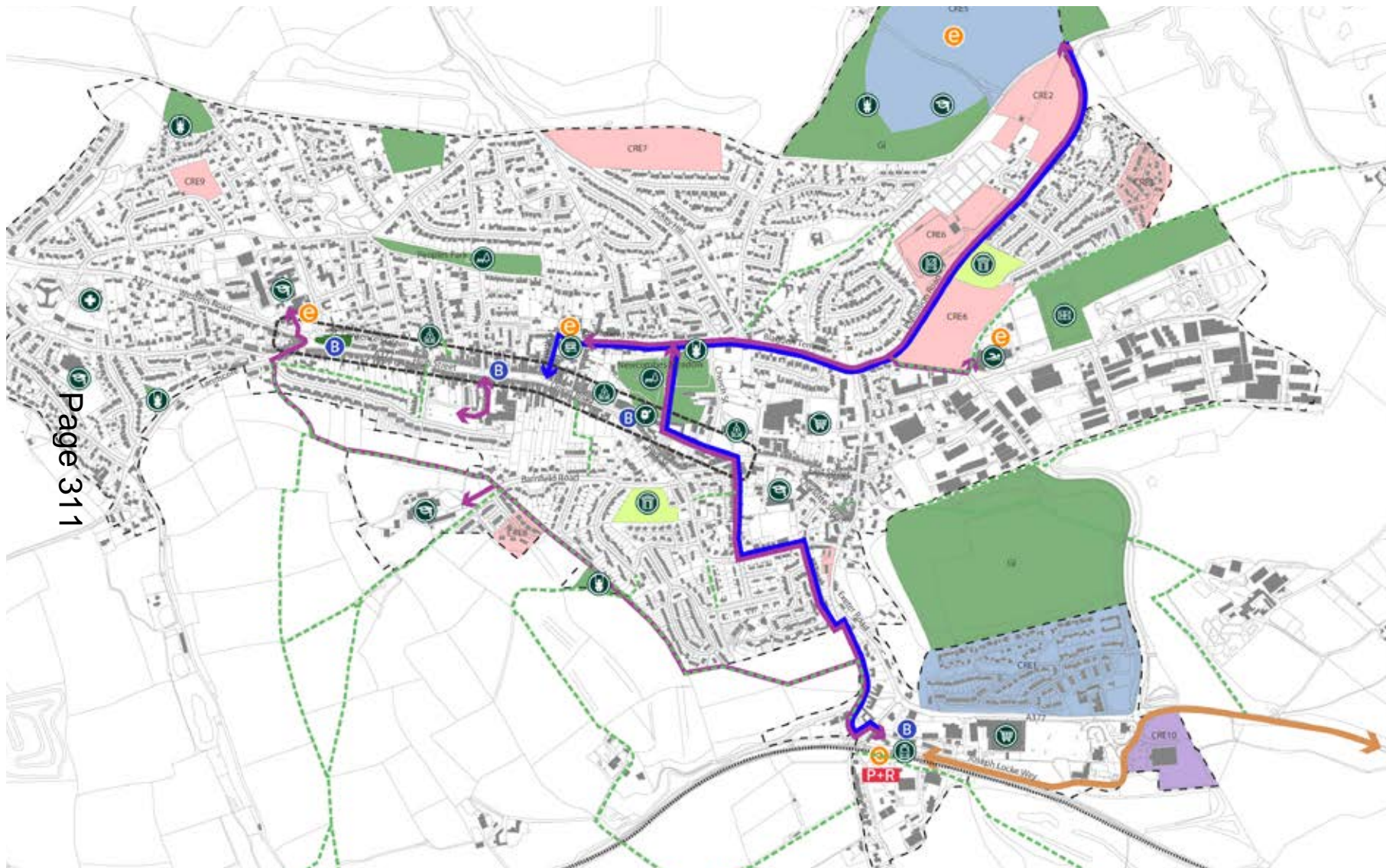
Masterplan projects are provided under each heading, which give greater detail on what enhancements could be made within the town centre over time.

Circulation and Movement Strategy: articulation of the approach to movement across Crediton, to support increased use of public transport and modal shift to active travel modes;

Land Use and Development Strategy: the scale of change and land use mix strategy, responding to the wider development allocations and future development opportunities;

- **Green and Blue Infrastructure:** The Framework approach to green and blue infrastructure, open space and public realm;
- **Community Infrastructure Strategy:** identified need for supporting social and infrastructure delivery as part of the wider programme;
- **Sustainability and Climate Resilience Strategy:** identify initiatives that help to address the climate and biodiversity emergency and accord with the Devon Climate Plan.

	Settlement Boundary		Settlement Boundary
	Green Space		Credition Hospital
	Allotments		Church
	Mixed-Use Allocation		Supermarket
	Residential Allocation		Town Square/Farmers' Market
	Employment Allocation		Railway Station
	Enhanced Walking Routes		Green Space
	Enhanced Cycle Routes		Play Area
	Existing Rights of Way		Sports Pitches
	Potential Boniface Multi-use Trail		Settlement Boundary
	Railway		Lords Meadow Leisure Centre
	Enhanced Bus Stops		Allotments
	Potential E-Bike Hub		
	Enhanced Park & Ride		



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5.2. Circulation and Movement Strategy

The Framework sets out an ambitious programme of projects, that delivered together, will transform Crediton. At the heart of this programme is the recognition of the sustainability of Crediton and the need to tackle the climate crisis by changing the ways in which we travel.

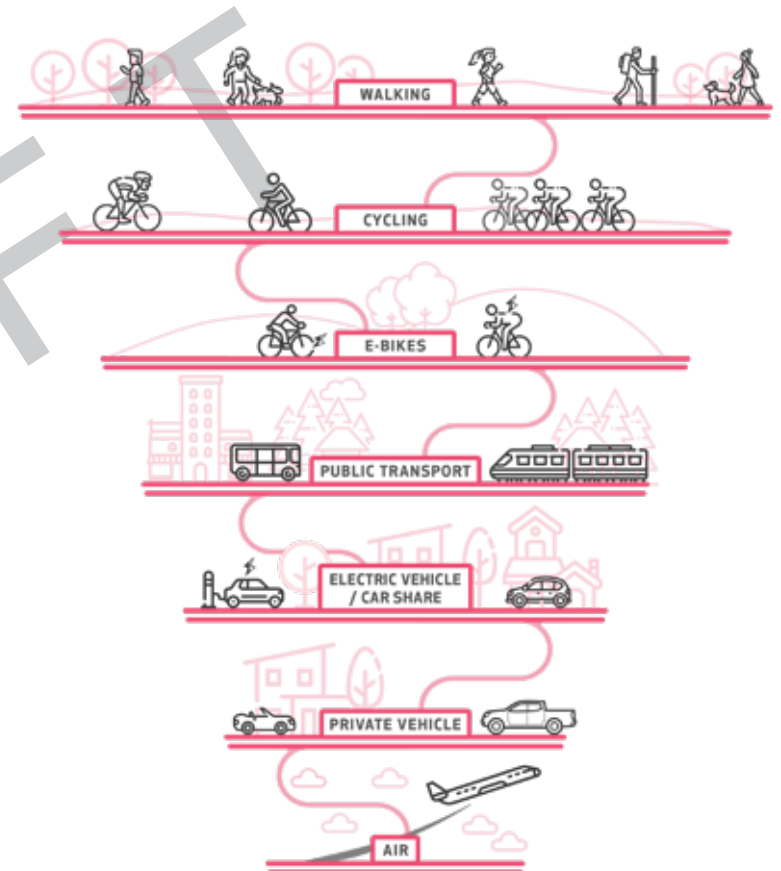
Helping people and goods to move around efficiently, cleanly, safely and healthily by the most appropriate mode is an integral element of our vision for Crediton.

The Council will work with partners to ensure that public transport is accessible and inclusive to all residents and users as part of our strategy to increase patronage and reduce the need for reliance on private vehicle journeys into the town centre.

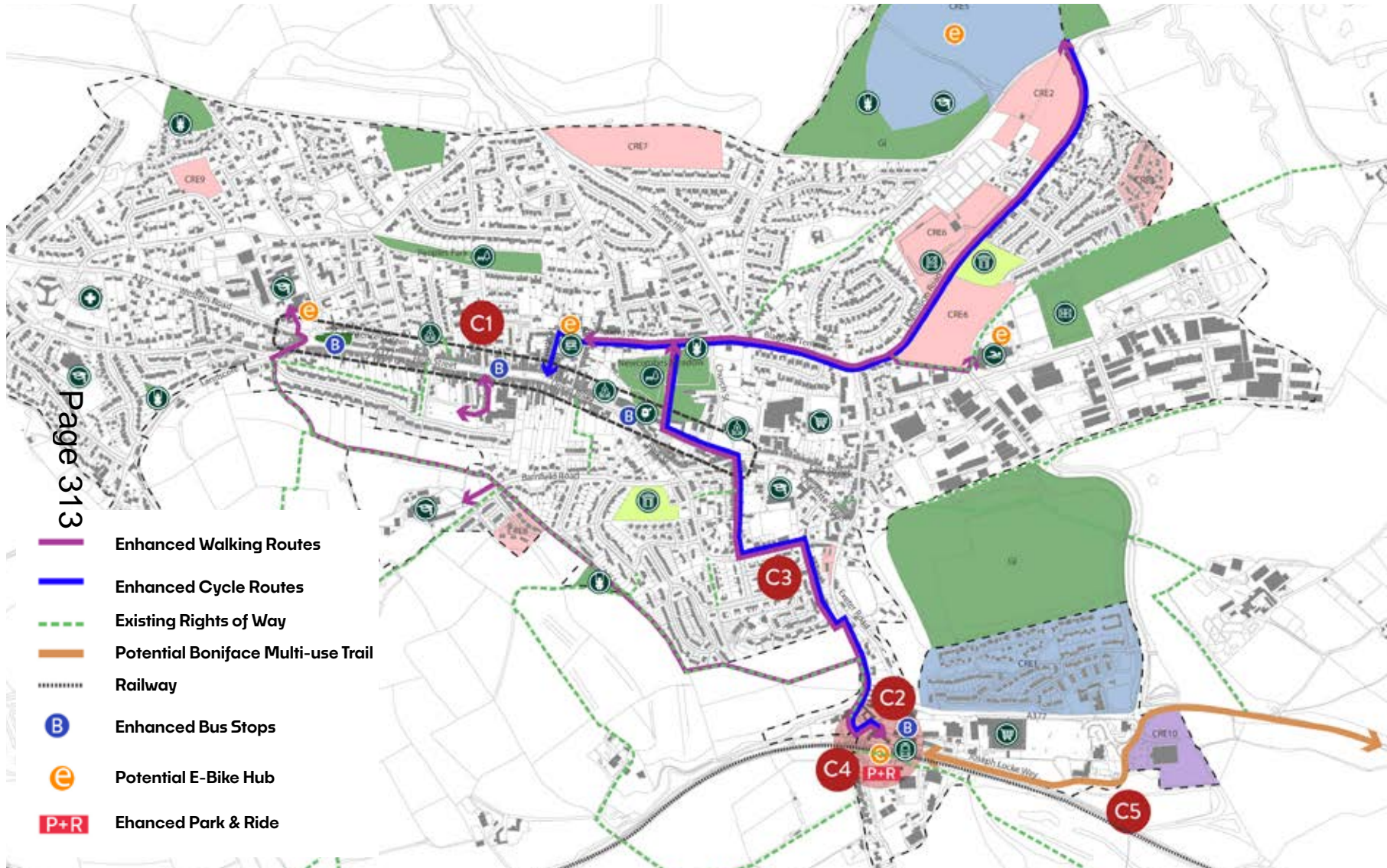
The masterplan will adopt the principles of a sustainable transport hierarchy and create opportunities to facilitate active travel and new neighbourhoods and realise our sustainable living potential.

PROJECTS

- C1 – High Street Urban Realm Enhancements
- C2 – A More Welcoming and Well Connected Crediton Railway Station
- C3 – Enhanced walking & Cycling routes and Infrastructure
- C4 – Enhanced Park & Ride and Public transport Infrastructure
- C5 – Boniface Multi-Use Trail



Sustainable Transport Hierarchy



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5.2.1 Project C1 – High Street Urban Realm Enhancements

A key regeneration priority of the masterplan is to deliver enhancements to the High Street.

This has previously been highlighted in the Crediton Neighbourhood Plan and has been the focus of a separate Traffic & Urban Realm feasibility study commissioned by Crediton Town Council that was undertaken in 2018.

Consultation feedback during the masterplanning process confirms this remains as a priority for residents and a number of issues have been raised, including:

- High traffic volumes
- Traffic speeds
- HGV and agricultural vehicles
- Lack of safe crossing points
- Air quality
- Lack of street trees and planting
- Street camber and levels

These issues together with the preliminary proposals set out within the feasibility study have been used as a starting point to inform the opportunities and through consultation with DCC Highways have been updated to reflect feedback on acceptability.

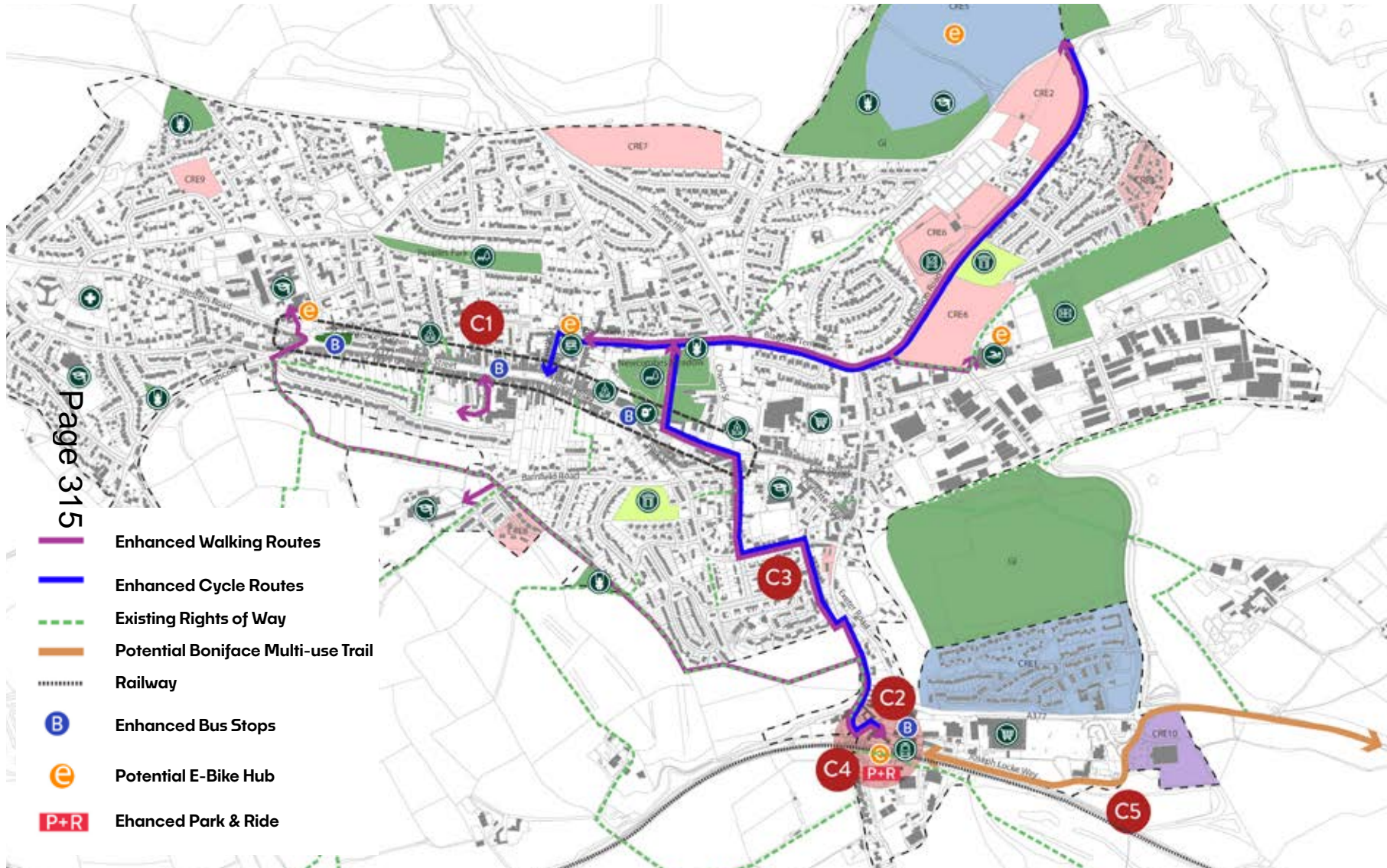
It is important to recognise that the masterplan proposals do not seek to fully resolve the designs, which would be subject to a future detailed study and reflect the available budget constraints.

All proposals would need to be developed in close collaboration with DCC Highways and meet the current adoptable standards.









Investment and enhancements to the High Street would introduce environmental improvements to help mitigate the impacts of air pollution and support local businesses and encourage residents and visitors to spend more time in the town centre. This project is central to our vision for Crediton's regeneration.



↑ Existing photo of High Street



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-  Enhanced Walking Routes
-  Enhanced Cycle Routes
-  Existing Rights of Way
-  Potential Boniface Multi-use Trail
-  Railway
-  Enhanced Bus Stops
-  Potential E-Bike Hub
-  Enhanced Park & Ride

Illustrative Layout

The illustrative layout opposite shows how the High Street urban realm enhancements may look and is based upon the key principles proposed within the Traffic & Urban Realm Feasibility Study Crediton Town Council undertook in 2018, which should be referred to for greater detail regarding potential changes to Highways.

Given the extents, cost and complexity of the potential enhancements it is likely that phased delivery would be required as funding becomes available.

Therefore, the project could be broken down into sub-projects with phasing based on priority and impact.

Key Opportunities

- *Making adjustments in the High Street to create safer and healthier pedestrian focussed streets that support activity and local businesses.*
- *Introduce safer pedestrian crossing points at key locations*
- *Introduce continuous pedestrian crossing points at side-street junctions.*
- *Introduce new street tree and planting where possible (subject to service constraints)*
- *Extending the width of pedestrian footways and space at key locations*
- *Introduction of new cycle and public transport infrastructure to support sustainable and active travel.*
- *Introduce new and additional street furniture.*



↑ Illustrative Layout



Uncontrolled crossing point to link to War Memorial and Union Street Hub and speed reduction measure near Methodist Church

Improvements to Jockey Hill roundabout

New gateway junction improvements with new controlled pedestrian crossing points

Improved continuous crossing points to junctions and retained Zebra Crossing

Footpath widening, additional crossing points, Street tree planting, rationalisation of on-street parking and junction

Key:

-  Proposed Uncontrolled Crossing point
-  Existing Controlled Crossing point

-  Proposed Controlled Crossing point
-  Existing Zebra Crossing point

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Illustrative Street Character

The Illustrative GGI opposite shows how an enhanced street scene could look within the town centre core area.

It is important to note that any alternations to Highways would be subject to further consultation, a detailed design exercise and dependent upon site service constraints and Devon Highways Authority consent.



↑ Example of a Highways crossing



↑ Examples of a Highways crossing



↑ CGI image of what the High Street could look like



Resolving Street Camber

The existing camber present on the southern edge of part of the High street is currently an issue in some places, creating difficulties in circulation, accessing parked vehicles and issues with surface water.

Feedback from Devon County Highways has confirmed that they would not support the creation of stepped access points between car parking bays and the adjacent footway. Any designs would need to meet accessibility standards.

However, the public realm enhancements could seek to introduce stepped features in localised points where widened footways and podium areas create additional useable level space and/or planting beds. However, this will require the relocation of an agreed number of on-street parking bays.

An example of what this could look like are shown opposite.



↑ Potential localised podium areas to provide additional spill out



↑ Potential localised raised planters integrating seation options

Early Interventions

It is accepted that the urban realm enhancements identified would take time to deliver and delivered in a phased manner linked to available funding. All designs would be subject to further detailed design and agreement with DCC Highways.

Therefore, several early and lower-cost interventions may be possible to improve connectivity, lift the quality of the public realm and develop momentum for change. These comprise:

- *Close off selected existing on-street parking bays to enable use of the space by local traders and/or temporary planting and parklets.*
- *Introducing temporary raised planters and street furniture*

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↑ Temporary Parklets utilising selected parking bays



↑ Living pillars



↑ Raised planters

5.2.2 Project C2 – A More Welcoming and well Connected Crediton Railway Station

Connectivity is a crucial driver for investment, and Crediton's link to the main line rail network is a central part of our vision for regenerating the town centre.

Crediton Rail Station has not always represented the most attractive and usable gateway to the town.

The station is located approximately 1km south of the High Street and separated from the residential areas of the town with poor pedestrian and cycle connectivity – an issue that was raised as part of consultation process.

As part of this project, we have identified several opportunities to enhance the setting and connectivity of Crediton Rail Station, including:

- Creating a new mobility hub to offer access to different types of transport to support sustainable and active travel.
- Improving the public realm setting to develop a high-quality gateway to Crediton town centre.
- Potential Highways improvements to provide safer pedestrian and cycle access at the junction with Station Approach, Station Road, and Four Mills Lane.
- Improvement of the Park & Ride Facility (Refer to project C4).

These proposals have been developed in consultation with Network Rail and Great Western Railway (GWR) who are responsible for the management and operation of the station.

The illustrative plan opposite, shows the potential enhancements that could be made as part of the project.



↑ Existing station approach provides an underwhelming gateway



↑ Station Road/Station Approach



Illustrative Street Character

The Illustrative sketch opposite shows how an enhanced station forecourt could look along with some features that could be integrated.



↑ Plan/Diagram/Image Caption



↑ Plan/Diagram/Image Caption





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5.2.3 Project C3 – Enhanced Walking and Cycling Routes and Infrastructure

Increasing walking and cycling is central to Government's strategy to decarbonise transport in the UK, with the aim that half of all journeys in towns and cities will be cycled or walked by 2030.

Therefore, it is important that adequate walking and cycling infrastructure is provided as part of the masterplan, connecting key destinations within the town centre.

From consultation feedback and site observations it is clear that some areas of the town centre lack safe and adequate connections.

Therefore, four strategic walking and cycling routes are proposed as part of the masterplan as shown opposite.

Potential enhancements to these routes will vary in nature and depend upon relevant Highways standards where relevant. However, they could comprise;

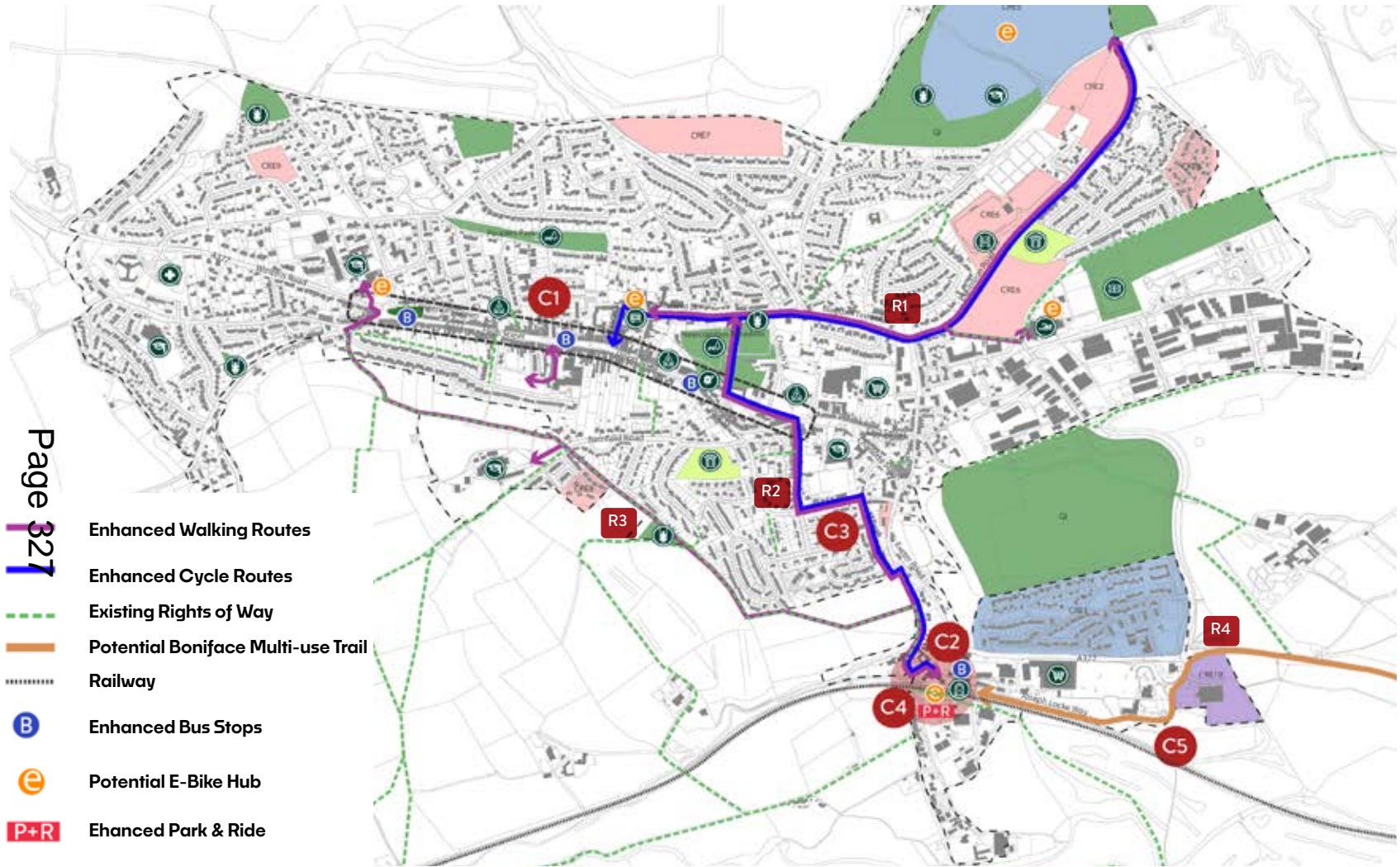
- Improved signage
- Improved lighting
- Enhanced footways or segregated cycle paths
- Enhanced pedestrian and cycle crossing points

Any new cycling infrastructure will conform with the LTN 1/20 Cycle Infrastructure Design Guidance and any other relevant standards.

Enhanced Walking and Cycling Route

A series of strategic walking and cycling routes are proposed within the Town Centre:

- **R1** - Exhibition Road (A3072)/Blagdon Terrace/Belle Parade/Parliament Street
- **R2** - Four mills Lane/ Saxon Close/Park Road/Dean Street
- **R3** - Stonepark Lane/PROW
- **R4** - Boniface Trail



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Enhanced Walking Routes

Enhanced Cycle Routes

Existing Rights of Way

Potential Boniface Multi-use Trail

Railway

Enhanced Bus Stops

Potential E-Bike Hub

Enhanced Park & Ride

↑ Proposed Walking and Cycling Routes

5.2.4 Project C4 – Enhanced Park & Ride and Public Transport Infrastructure

Public transport will play a critical role in supporting sustainable travel.

Crediton is currently well served by regular bus services that connect the town with Exeter, Tiverton, Okehampton, Barnstaple, Great Torrington, and intervening towns and villages.

Most of these bus services run through the town centre using the A377 and several bus stops are located within the town centre.

An existing Park & Ride car park is located at Crediton Station, providing 50 free parking spaces to encourage rail use and bus connections.

The masterplan has identified a number of opportunities to improve the existing public transport infrastructure.

Key Opportunities

- *Improve the Park & Ride facilities at the Station in partnership with Network Rail/ Great Western Railway (GWR)*
- *Provide a Mobility Hub at the station (refer to project C2) to support a modal shift/active travel modes.*
- *Continue to upgrade bus shelters at key bus stops within the town centre area to include modern bus shelters with seating and real time bus service displays.*
- *Improved and additional coach parking areas at the Park & Ride facility.*



↑ Project Key Plan

5.2.5 Project C5 – Boniface Multi-Use Trail

The Boniface Trail is a planned multi-use trail between Crediton and Exeter. It is designed to be a safe route for walkers, runners, cyclists and wheelchair users. It will also link communities en-route such as Dunscombe, Smallbrook, Newton St Cyres, Langford, Half Moon and Cowley.

The Boniface Trail is listed as one of Devon County Council approved projects and included within the Exeter Local Cycling and Walking Infrastructure Plan (LCWIP).

However, the project is still in the process of securing funding to deliver the route in a phased approach.

The masterplan considers this route as an important masterplan project that will deliver a number of benefits to Crediton.

Key Opportunities

- Support sustainable travel
- Provide a safe route to walk and cycle
- Increased health & well being to users
- Attractive leisure amenity that will contribute to Crediton's economy.
- Help to improve air quality by encouraging people to use active travel modes.



↑ Example of a Multi-Use Trail



↑ Project Key Plan

5.3. Land Use and Development Strategy

The land use and development strategy is largely formed by and reflects the existing adopted Mid Devon Local Plan and the Crediton Neighbourhood Plan allocations and policies.

There are several new neighbourhoods planned, which will contribute towards the overall growth and development of Crediton and contribute new green spaces, play spaces and community facilities that will benefit new and existing residents.

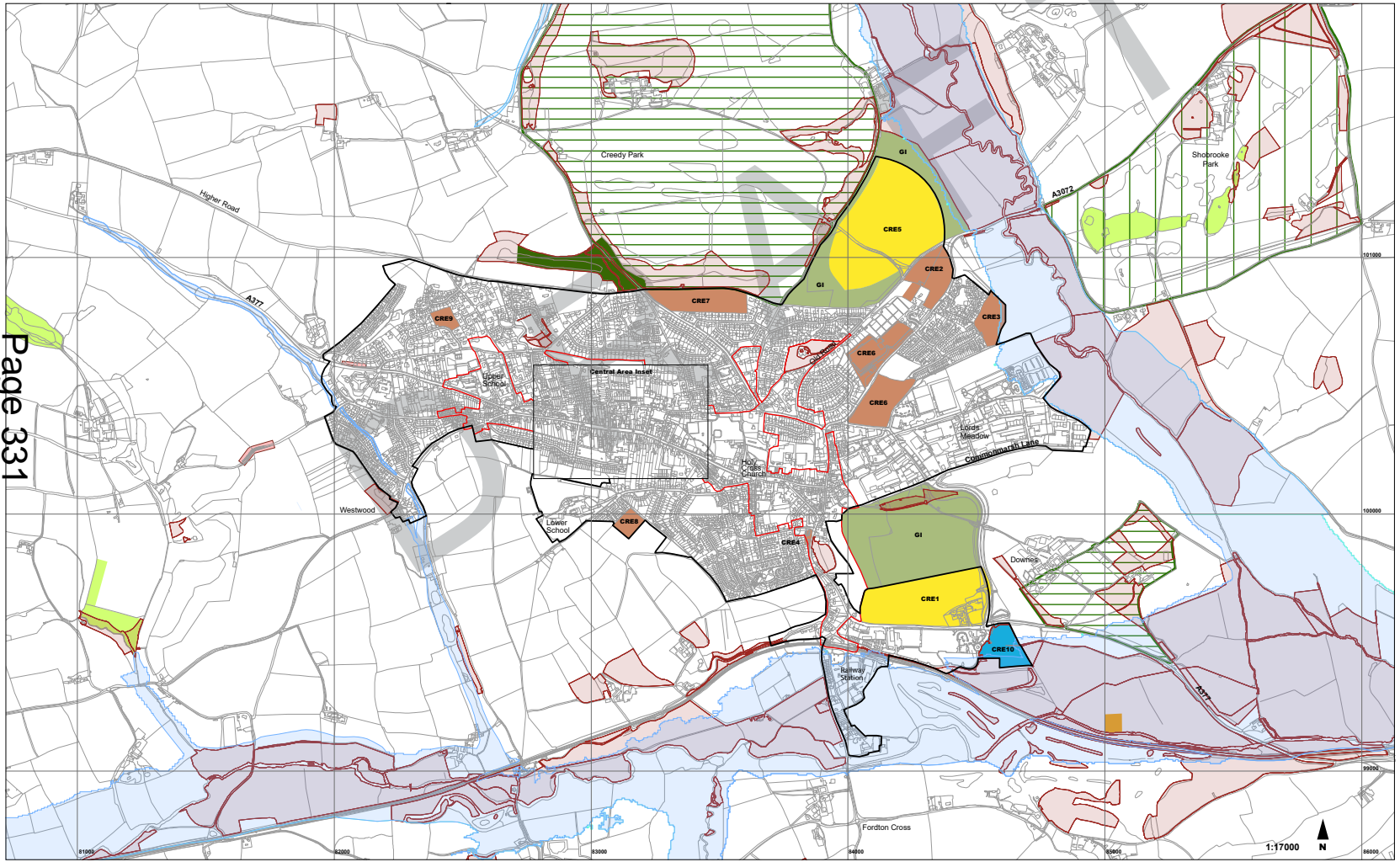
These allocations are likely to deliver 786 number of new dwellings and increase the population of Crediton. The supporting strategies contained within the framework will ensure that these new neighbourhoods are integrated in a way that supports economic, social and environmental benefits.

Opportunities to develop brownfield sites within the town centre will be supported to provide infill development within central and sustainable locations within the town centre.

At the time of writing this masterplan report a separate estates review of the Queen Elizabeth School campus is being undertaken. Subject to the outcome of this study, there may be a longer-term opportunity to redevelop part of the campus area for new uses.

Market Street car park also occupies a central location. Although this is well used presently, it may offer valuable brownfield land that could provide development opportunities in the future.

The identification of brownfield development opportunities and is not part of this study and may form part of the future Local Plan review.



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↑ Existing Local Plan policies map showing existing Development

5.4. Green and Blue Infrastructure

The masterplan promotes investment in the existing established parks and green spaces to maximise their potential to serve existing and new residential neighbourhoods across Crediton.

This will capitalise on the potential of St. Lawrence Green and Newcombes Meadow to deliver amenity to existing and future communities.

Investment should enhance their safety and inclusive use, and physical connections between them and residential communities in the future as an absolute priority.

Beyond investment in Crediton's existing strategic green spaces, the masterplan also promotes the delivery of new green spaces as part of consented developments to develop a network of green corridors to connect green spaces that encourage healthy lifestyles and increase biodiversity.

Streets play a fundamental role not just in the movement of people, but also in the creation of place. Investment will be made in the street network across Crediton to increase street tree planting to provide green routes that connect the town centre and green spaces.

It is also imperative that green spaces are safe and inclusive – offering a range of uses for a wide range of age groups.

PROJECTS

A series of projects are proposed as part of the Green and Blue Strategy:

- *G1 – Newcombes Meadow Enhancements*
- *G2 – St. Lawrence Green Enhancements*
- *G3 – High Street Urban Greening*
- *G4 – Green Routes*

Green and Blue Strategy PLAN



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5.4.1 Project G1 – Newcombes Meadow Enhancements

Comprising an area of approximately 2.5 Ha, Newcombes Meadow plays a key role within Crediton town centre to provide recreational and natural green space for the community.

Although the park is already well used and provides a range of uses, consultation feedback and observations suggest that there are issues and opportunities that could be reviewed to enhance the space. This will ensure the park continues to meet the needs of the community, whilst contributing to improve biodiversity gains in the future.

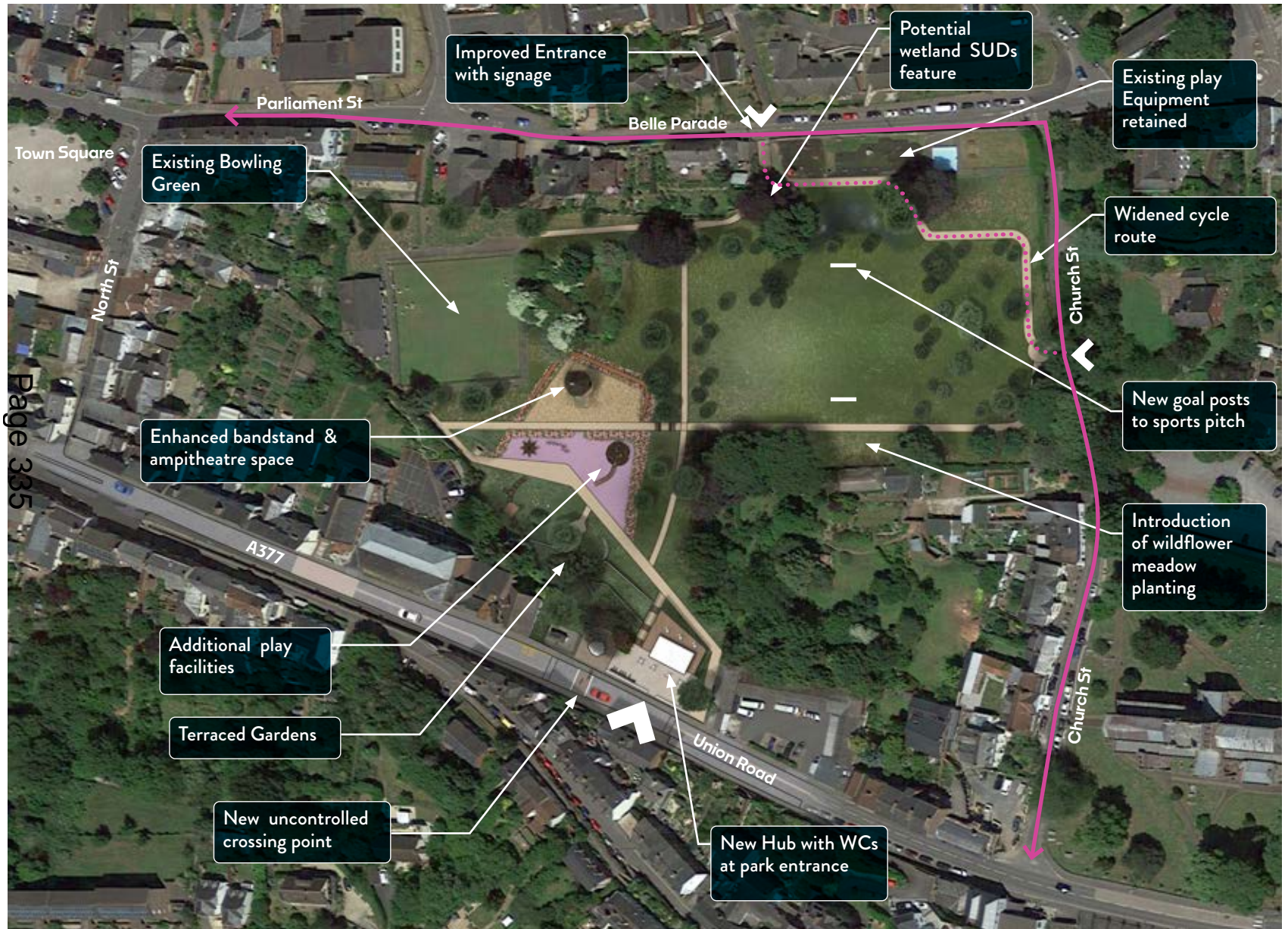
Key issues identified comprise:

- *Poor pedestrian gateways – the park seems hidden*
- *Shared pedestrian and cycle route through the park could lead to conflicts in user types and does not meet current LTN1/20 Cycle infrastructure design guidelines.*
- *Steep pedestrian routes leading up to Union Road may deter some users*
- *Underutilised Bandstand*
- *Absence of facilities for teenage users*
- *Anti-social behaviour*
- *Lack of lighting makes use at night feel unsafe.*
- *Large areas of amenity grass provide little biodiversity or habitat value.*

The Newcombes Meadow Enhancement project proposes a series of interventions to address the issues identified and improve the park. These are shown on the illustrative concept plan below and comprise:

- *A new entrance Hub building and enhanced gateway space off Union Road (see project C11)*
- *A potential bike pump track (pending outcome of wider review of facilities at Lord's Meadow).*
- *New and separate pedestrian and cycle routes*
- *New natural play facilities that make the most of the landform*
- *An enhanced setting around the bandstand*
- *Additional seating*
- *New lighting to key routes through the park at night*
- *New wildflower, tree planting and SUDs/ wetland features to increase biodiversity*



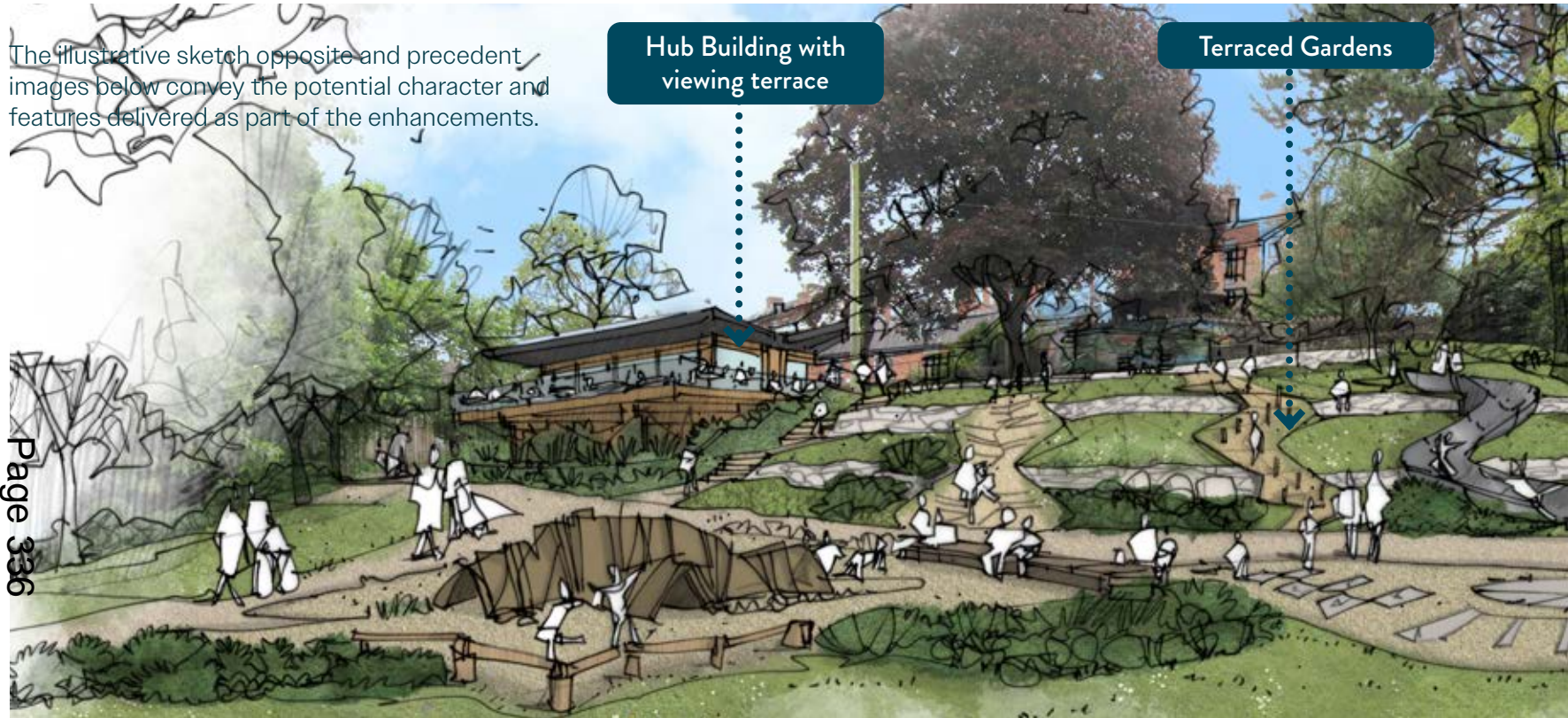


The illustrative sketch opposite and precedent images below convey the potential character and features delivered as part of the enhancements.

Hub Building with viewing terrace

Terraced Gardens

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↑ Illustrative sketch of potential Newcombes Meadows enhancements



↑ Precedent images showing potential character



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5.4.2 Project G2 – St.Lawrence Green Enhancements

St Lawrence Green plays an important role, marking the gateway to the town centre when approaching from Western Road.

It is also situated close to the interface and gateway with Queen Elizabeth secondary school.

Although the park is currently in good upkeep, the proximity to the surrounding busy roads detracts from the setting and does limit accessibility.

The potential for a new roundabout junction as previously proposed within the Urban Realm Feasibility Study was discussed with Devon Country Council but discounted by them.

Therefore, several interventions to enhance the space itself are proposed which are shown on the illustrative concept plan below and comprise:

- *Enhancements to the setting of the existing kiosk*
- *Potential to reinstate railings to the perimeter of the space as identified in the Conservation Area Appraisal objectives.*
- *Additional new seating*
- *Areas new ornamental and wildflower planting*
- *Introduction of a new welcome sign/feature to announce the gateway into the town centre.*



↑ Existing photo of St.Lawrence Green



↑ Existing photo showing how Highways impede connectivity to the space



↑ Illustrative plan



↑ Example of a gateway feature



↑ Example of wildflower planting



↑ Example of enhanced kiosk setting with

5.4.3 Project G3 – High Street Urban Greening

The High Street is currently a Highways dominated space with very little planting present.

Due to the high volumes of through traffic on the A377, Crediton High Street has high levels of air pollution as identified in the MDDC Air Quality Action Plan, which need to be reduced.

Street planting has been shown to directly absorb and mitigate the impacts of air pollution and is therefore considered an important component of the masterplan.

The Public realm enhancements proposed in Project C1 will provide some additional space within the High Street that may enable additional planting into the streetscape.

The nature of the planting possible will depend upon existing service constraints (unknown at this stage) but could include tree planting, rain gardens and inground planting, raised planters, hanging and vertical planting features.

Therefore, to enhance the Green, several interventions are proposed which are shown on the illustrative concept plan opposite and comprise:

- *Introduction of Living Pillars that can be retrofitted to existing lighting columns.*
- *Green Wall Installation*
- *Street Tree Planting*
- *Raised planters and/or Parklets*
- *Rain Gardens*

New planting should be considered and developed in partnership with DCC Highways, Crediton Town Council and Crediton In Bloom to ensure that it gains consent and mechanisms for ongoing

Urban greening is shown on the concept plans below and integrated as part of the Urban realm enhancements delivered as part of project C1.



↑ Existing High Street devoid of planting



↑ Example of street tree planting



↑ Exmple of raised planters



↑ Example of hanging baskets



↑ Example of rain gardens

5.4.4 Project G4 – Green Routes

Existing green spaces within the town centre are presently disconnected from the wider Green infrastructure network.

Therefore, there is an opportunity to improve connectivity between the existing open spaces for both amenity and biodiversity benefits.

These green routes will compliment and add to the connectivity of the Green Corridors proposed and advocated by the Neighbourhood Plan, which will connect the town centre with the rural hinterland.

Several Green Routes are proposed within the town centre which are shown on the illustrative concept plan opposite. Features of green routes could comprise:

- *New street tree planting (where possible)*
- *Native Hedgerow planting*
- *Wildflower planting to verge areas*
- *New raised planters*
- *Fruiting and pollinating plants*
- *Bird and Bat Boxes*
- *SUDs features*

The nature of these routes vary so it is understood that any features proposed are appropriate for the location.

Green Routes

A series of Green Routes are proposed within the Town Centre:

- **GR1** - *Exhibition Road (A3072)/Blagdon Terrace/Belle Parade/Parliament Street*
- **GR2** - *Four mills Lane/ Saxon Close/ Park Road/Dean Street*
- **GR3** - *Stonepark Lane/PROW*



↑ Proposed Green Routes



↑ Wildflower to roadside verges



↑ Pollinators



↑ Tree Planting



↑ Bird Boxes

5.5. Community Infrastructure Strategy

The Framework recognises the intrinsic value of culture and its importance to thriving communities. The regeneration of Crediton presents an opportunity to enrich its cultural and social infrastructure to enable more people to participate in cultural events and to enrich the community overall.

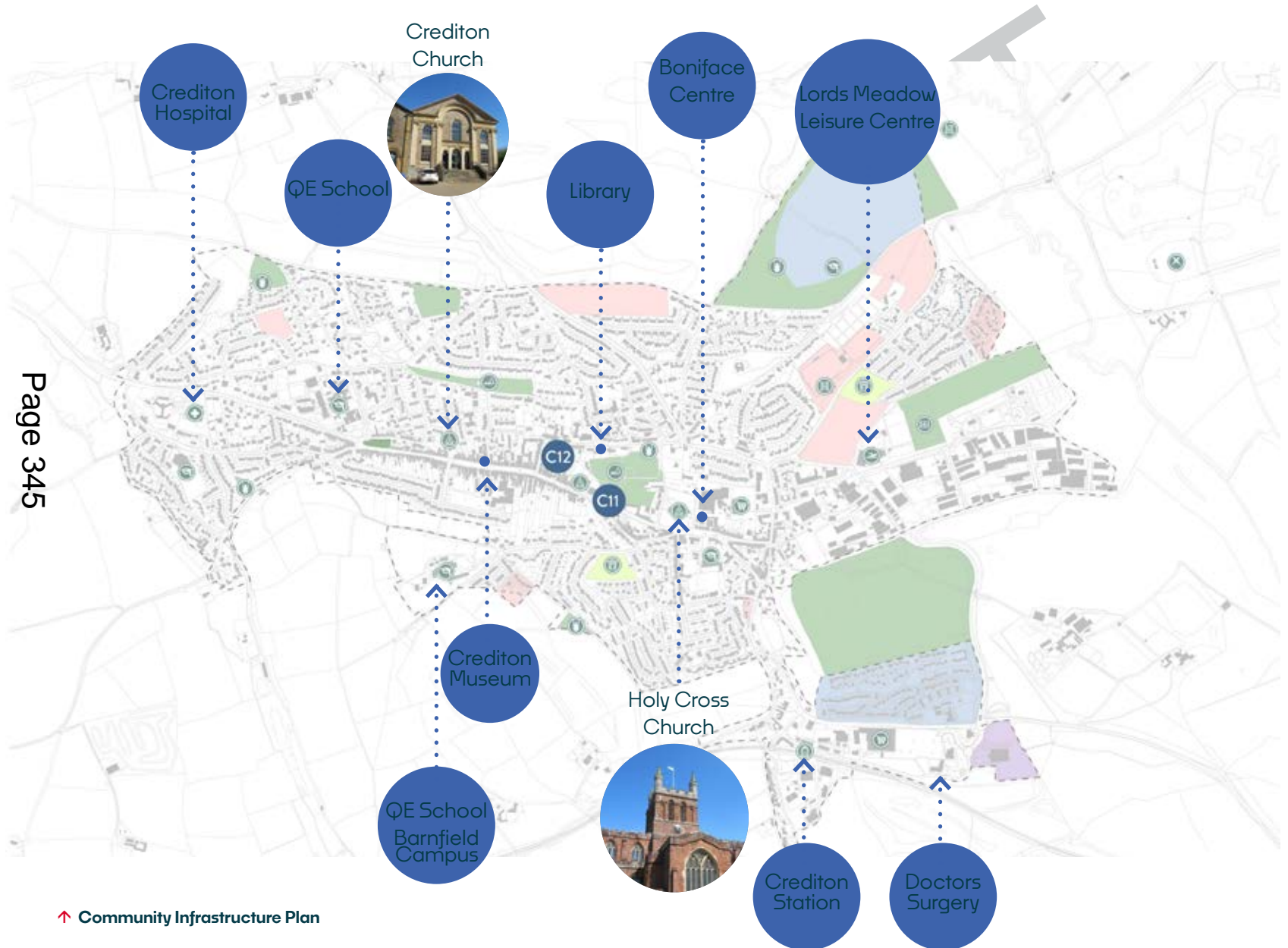
This is a key area where the implementation of the Framework can improve conditions, quality of life and opportunities for our existing communities.

The masterplan includes for the provision of services and facilities that will meet local and strategic needs and contribute towards a good quality of life. It includes for access to health provision, education, community, play, youth, recreation and sports. It also includes for green infrastructure including playing pitches and in all its forms being a key component of social infrastructure.

All new social infrastructure will be easily accessible by walking, cycling and public transport in accordance with the captured within the circulation and movement framework.

PROJECTS

- *CI 1- New community café and hub at Union Road*
- *CI 2- Supporting market activity within Town Square*



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5.5.1 Project CI 1 – New Community Café and Hub at Union Road

At present, the existing disused toilet block and space at Union Road detract from the setting of the War memorial and bus stop and creates a poor gateway in to both the town centre and Newcombes Meadow.

In addition, crossing Union Road at this point is difficult with traffic being a dominant feature.

This offers a great opportunity to create an enhanced eastern gateway space to announce the arrival into the town centre and attract more visitors to Newcombes Meadow by improving facilities at the park's entrance.

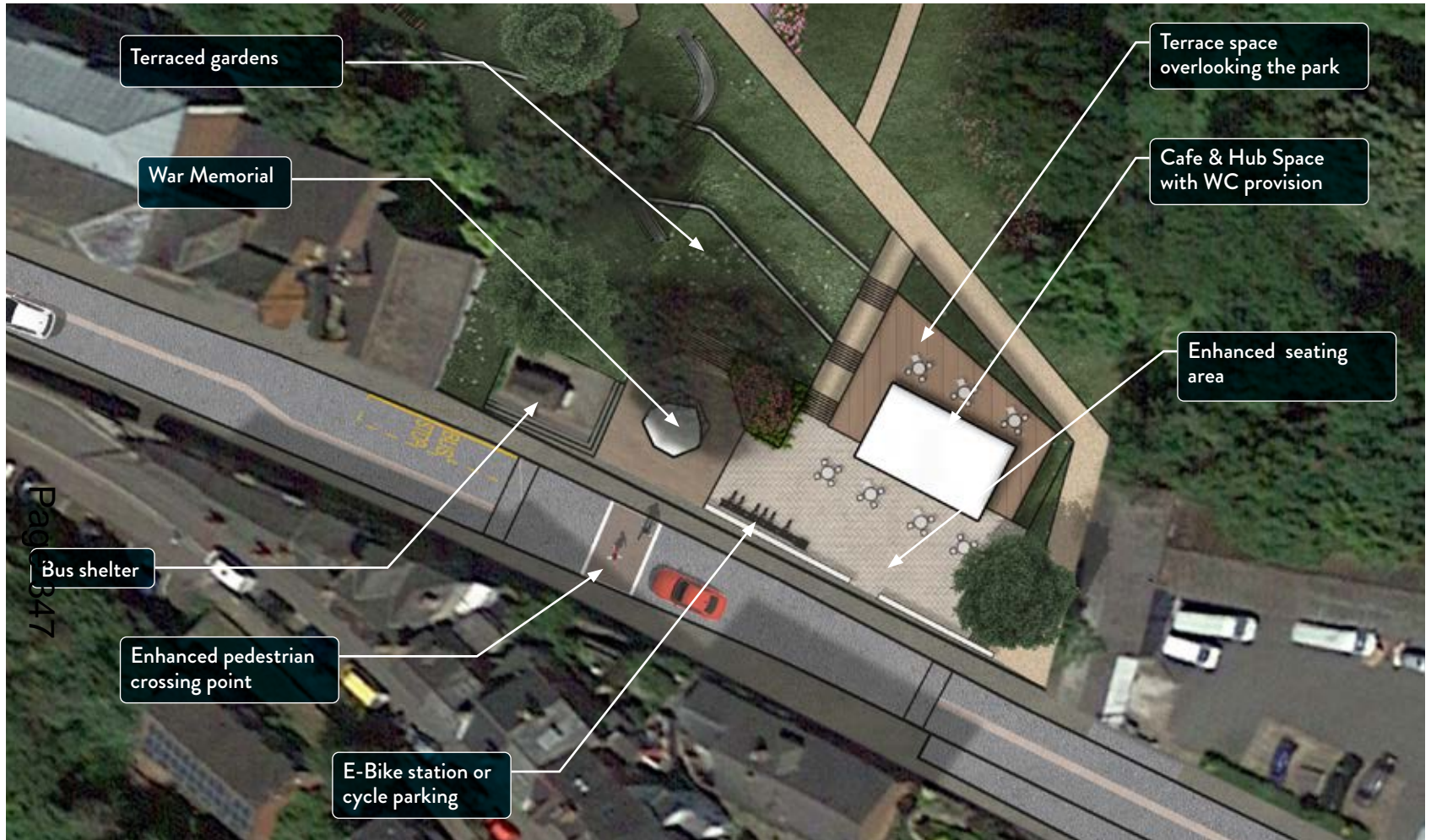
To activate this space, a new community café and Hub is proposed which may comprise:

- Renovation of the existing disused toilet block into a modern café/hub space with improved public toilet facilities.
- Introduction of an uncontrolled crossing point to Union road to make road crossing safer and easier.
- Enhanced planting and terraced gardens.
- E-Bike or additional cycle parking.
- Improved paving and seating with terrace with views across the park.

The illustrative CGI below and plan opposite demonstrate what the new Hub space could look like.



↑ Illustrative CGI of the potential Union Road Hub



↑ Example of a Cafe Hub



↑ Cycle Hub



↑ Existing setting



↑ Example of a terraced garden

5.5.2 Project CI 2 – Supporting Market Activity within Town Square

As a historic market town, Crediton has a long history of markets within the town centre.

A successful farmers' market is held on the Town Square on the first and third Saturdays of every month. This is an important event to promote local and seasonal produce and enterprise, supporting both the economy and community.

Having consulted with the market operators during the masterplan engagement process several opportunities have been identified to support market activity.

These comprise:

- Introduction of Inground and/or pop-up power supplies
- Introduction of a free WIFI zone within the Town Square
- Introduction of a potable water supply and drinking fountain
- Improved surfacing to the Town Square space better suited for market use. This could include resurfacing with a resin bound surface finish or other suitable bound paving.

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↑ Crediton Farmers Market



↑ Inground power supply



↑ Introduction of Free WIFI Zone

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↑ Existing Town Square

5.6. Sustainability and Climate Resilience Strategy

The delivery of the Framework will work in accordance with and towards the targets set within the Devon Climate Plan helping Mid Devon District Council reach its Net Zero target.

Interventions

The masterplan seeks to integrate a range of sustainable features:

Travel

- *New EV charging points integrated into High Street Car Park*
- *Introduction of an active travel strategy with new Travel Hub and enhanced pedestrian and cycle routes*
- *Enhancement of the railway station to encourage travel by rail and modal shift.*
- *Creation of walkable streets advocating the '20-minute neighbourhood'*

Waste

- *Introduction of new recycling points*
- *Introduction of water drinking fountains within key town centre locations to help reduce the use of single use plastic*

Energy

- *Consideration of renewable energy creation with solar car park canopies within High Street Car Park*

Buildings

- *Retrofit and reuse of existing community buildings*

Business and Economy

- *Enhanced town centre commercial core*
- *Support street trading licenses*

Food and Agriculture

- *The potential creation of a new community orchard and allotments linked to the creation of new neighbourhoods.*

Nature

- *Protection and enhancement of existing green spaces to include new biodiverse habitats*
- *Adopt principles set within the Devon Local Recovery Strategy and Trees for Devon Initiative.*
- *Increase tree planting and biodiversity value.*



↑ solar generation within car park areas



↑ Water drinking fountains



↑ Recycling bins



↑ Walking and cycling routes

5.7. Improving Wayfinding & Legibility

The legibility of Crediton town centre is a key to supporting the town's economy by encouraging visitors to explore and make the most of their experience.

It is also important to ensure that the town connects its key assets sustainably by supporting walking and cycling routes.

The masterplan proposed three projects to improve wayfinding and legibility.

PROJECTS

W1- Improve Wayfinding

W2- Introduce a Public Art Strategy

- *W3- Celebrate historic alleyways and courtyards*

5.7.1 Project W1 – Improve Wayfinding

Consultation feedback has raised that legibility within the town centre is an issue with certain town locations such as Newcombes Meadow feeling slightly hidden.

Key pedestrian gateways into the town centre are particularly poor and the link from High Street car park and the town centre is not clear at present to those unfamiliar with the town.

Existing wayfinding within Crediton is piecemeal and takes the form of finger posts that have been located within the town centre over time. Many of these have an over-allocation of information that becomes confusing to visitors.



↑ Poor signage to route to car park



↑ Historic street sign



↑ Modern wayfinding on building facade



↑ Ground-finding

The St. Boniface Heritage Trail is a positive recent feature, that encourages visitors to explore Crediton's connection with St. Boniface and the wider town centre.

Therefore, it is considered that improvements to waymarking and signage could be made to create a more legible and well interpreted place, where visitors are provided with adequate wayfinding and visitor information to enable and encourage them to explore Crediton town centre on foot and on bike, and interpretive information that adds to the richness of the experience.

Wayfinding features should exhibit a consistent character and contribute towards enriching the visitor experience.

Proposed Wayfinding Features

A range of wayfinding signage elements are needed to provide the right amount of information in the right locations. These features could include:

- Wayfinding totems at key gateways and nodal points
- Directional finger posts – used sparingly at minor intersections.
- Street name Plates - located on boundary treatments/buildings.

In addition, more creative wayfinding techniques could be explored such as ground-finding – a method of developing routes via features set on the ground. This may be appropriate if future trails around the town are considered.

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↑ Wayfinding totem



↑ Gateway totem



↑ Finger Post

5.7.2 Project W2 – Introduce a Public Art Strategy

A vibrant public art programme offers a range of benefits and opportunities for enhancing the urban environment, increasing the use and enjoyment of public space, and building social cohesion. Public Art provides a means of celebrating Crediton's culture, community and rich history. It offers shared symbols which build social cohesion, contribute to civic pride and help forge a positive identity for the town. Through this art, the town projects its collective identity and vision.

Public art supports the creative industries, creating opportunities for artists and designers. Furthermore, public art acts as a catalyst for development and economic growth through innovation, attracting visitors and stimulating investment.

Public art also;

- Energises our public spaces
- Expands our thinking
- Transforms the places where we live, work and play
- Creates places of interaction
- Enables references and links to heritage
- Contributes to tourism offering, attracting new visitors
- Sense of civic pride which research shows leads to less crime

Public Art should not be seen as an add-on that can be delivered within an existing project as an after-thought and should be considered at an early stage. The artistic ambition of Crediton needs to be taken seriously and aligned to economic, artistic and the social values of Crediton to create a strong brand.

The nature of public art is collaborative and involves the public. It is therefore very important to engage communities through the development of the public realm. Community engagement is important in developing public art projects and appropriate mechanisms should be adopted for each project.



↑ St. Boniface Heritage Trail



↑ Lighting artwork feature

Existing Public Art

At present, there are several examples of public art within Crediton's town centre, including the St. Boniface heritage trail pictured below.

However, it is considered that further artwork interventions would enrich the town centre and reflect the strong creative spirit within the town.

Public Art Opportunities

There are a number of opportunities to successfully design public art into the public realm, which may include;

- Interpretation of the town's history within the public realm
- Permanent pieces of sculpture
- Artists input in to bespoke elements of street furniture and paving designs
- Artists input into external lighting designs

Indicative images below demonstrate precedents of how public art works could be integrated within the town centre in the future.

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↑ Mural to building facade



↑ Artwork integrated in to street furniture

5.7.3 Project W3 – Celebrate Historic Alleyways and Courtyards

The medieval street pattern of the town is noted as being of special historic interest with a main street running east - west, flanked by burgage plots running at right angles to the street frontage.

The street frontage would have comprised shops with associated living accommodation and workshops, including serge makers' spinning and weaving sheds to the rear.

The street pattern is still in evidence today with back courts such as Cockle Lane and the courts and yards running at right angles to the east - west alignment of High Street.

It is considered that as part of the masterplan there are opportunities to celebrate these historic alleyways to encourage visitors to use them as part of the wider circulation of the town and to appreciate the town's heritage.

Longer term support of small business units within the courtyards could be considered to reinvigorate these spaces as locations for artisan or craft activities – echoing the past whilst building upon Crediton's current strong independent business environment.

The images opposite show some ways the alleyways and courtyards could be enhanced in the future.



↑ Historic Entranceway to Francis Court



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↑ Map showing some of the remaining historical alleyways and courtyards



↑ Potential enhancement to signpost High Street car park



↑ Example of a statement entrance

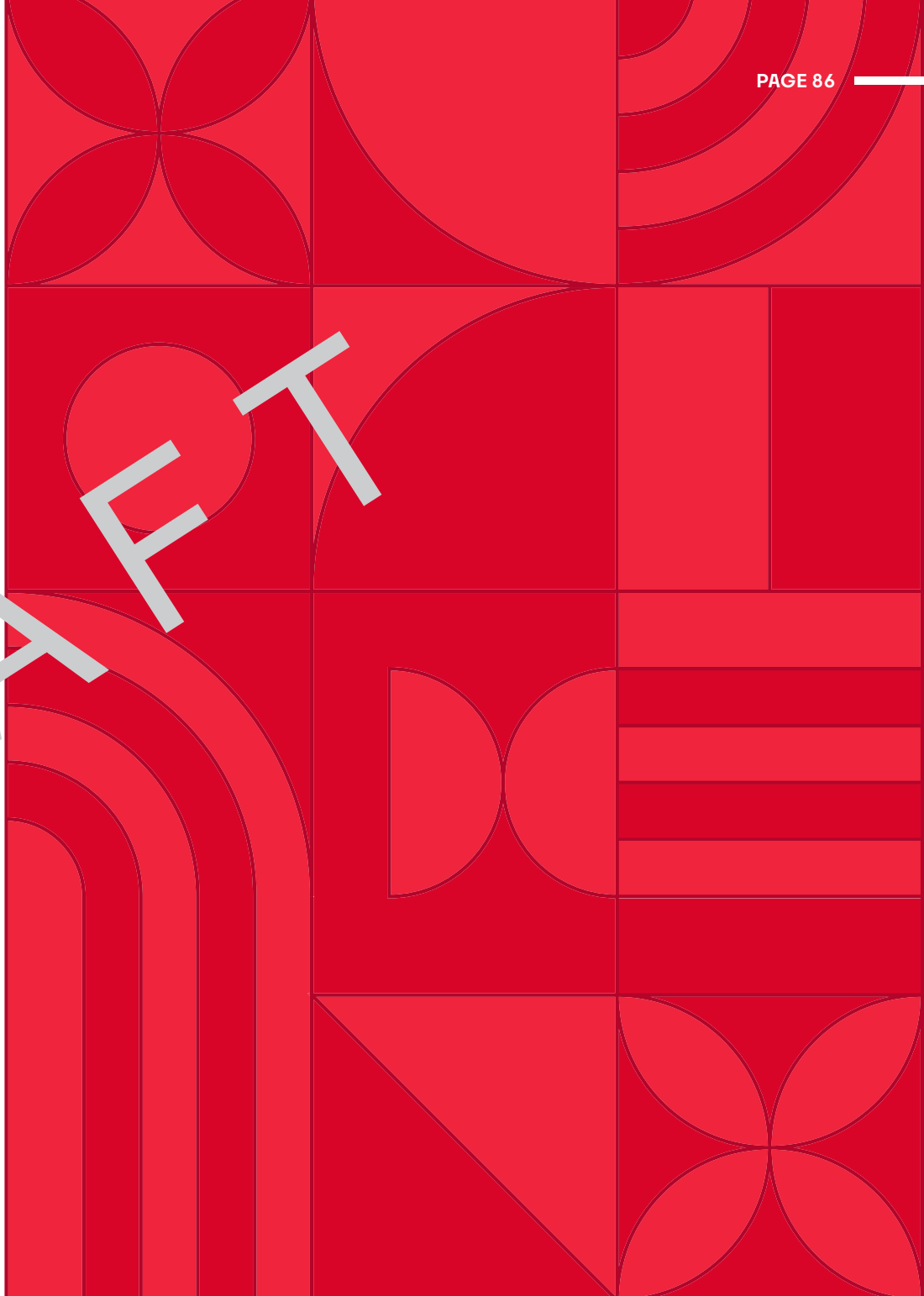


↑ Example of a statement entrance

6.0. Delivery Strategy

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6.1. Delivery Strategy

The Crediton Town Masterplan provides a clear vision and set of objectives to guide the implementation of a set of key opportunity sites and projects which will work together to transform the town centre. The success of those projects will depend on continued partnership working to secure the delivery of high quality and sustainable interventions in a timely manner.

The masterplan also enables decision makers a clear document use to help inform and secure future funding mechanisms.

Monitoring will be an integral part of regeneration plans for the town. This will include monitoring of delivery of masterplan outputs and also tracking progress towards the framework masterplan objectives.

Summary of Projects

This report has identified a number of urban design projects.

Further project development is required to refine project briefs and costings, identify potential funding and assess the viability of individual schemes.

The table opposite offers a summary of the projects identified.

Indicative Costing

Indicative budget guidelines have been provided for each of the separate projects. Further input from a quantity surveyor is recommended to develop cost

estimates should any of the schemes be pursued.

Phasing

It is anticipated that the projects proposed as part of the masterplan will be delivered through a pragmatic and phased approach.

Funding Mechanisms

Various funding mechanisms will need to be sought to deliver projects identified as part of the masterplan. These may draw upon S.106 contributions, central Government funding initiatives, GWR Community Improvement Fund, Active Travel Funds and other sources as they become available.

Theme	Project	Name	Summary Description	Potential Funding/Delivery Mechanism	Budget Guidelines		
					Low (<£100K)	Medium (<£500K)	High (>£500K)
Circulation & Movement	C1	High Street Urban Realm Enhancements	Making adjustments in the High Street to create safer and healthier pedestrian focussed streets that support activity and local businesses. Phased works could include; <ul style="list-style-type: none"> • Introduce safer pedestrian crossing points at key locations • Introduce continuous pedestrian crossing points at side-street junctions. • Introduce new street tree and planting where possible (subject to service constraints) • Extending the width of pedestrian footways and space at key locations • Introduction of new cycle and public transport infrastructure to support sustainable and active travel. • Introduce new and additional street furniture. 				
			Early and lower-cost interventions may be possible to improve connectivity, lift the quality of the public realm and develop momentum for change. These may comprise: <ul style="list-style-type: none"> • Close off selected existing on-street parking bays to enable use of the space by local traders and/or temporary planting and parklets. • Introducing temporary raised planters and street furniture 				
	C2	A More Welcoming and Well Connected Crediton Railway Station	Improvements to enhance the setting and connectivity of Crediton Rail Station, including: <ul style="list-style-type: none"> • Creating a new mobility hub to offer access to different types of transport to support sustainable and active travel. • Improving the public realm setting to develop a high-quality gateway to Crediton town centre. • Potential Highways improvements to provide safer pedestrian and cycle access at the junction with Station Approach, Station Road, and Four Mills Lane. • Improvement of the Park & Ride Facility. 				
	C3	Enhanced Walking & Cycling routes and infrastructure	Enhancements to four key cycle/walking routes that may comprise; <ul style="list-style-type: none"> • Improved Signage • Improved lighting • Enhanced footways or segregated cycle paths • Enhanced pedestrian and cycle crossing points 				
	C4	Enhanced Park & Ride and Public Transport Infrastructure	<ul style="list-style-type: none"> • Improve the Park & Ride facilities at the Station in partnership with Network Rail/Great Western Railway (GWR) • Provide a mobility Hub at the station (refer to project C2) to support a modal shift/active travel modes. • Continue to update bus shelters at key bus stops within the town centre area to include modern bus shelters with seating and real time bus service displays. 				
	C5	Boniface Multi-Use Trail	A new strategic multi-use trail linking Crediton and Exeter				
Green & Blue Infrastructure	G1	Newcombes Meadow Enhancements	The Newcombes Meadow Enhancement project proposes a series of interventions to improve the park. These are shown on the illustrative concept plan below and could comprise: <ul style="list-style-type: none"> •Improved gateways •New and separate pedestrian and cycle routes •New natural play facilities that make the most of the landform •An enhanced setting around the bandstand •Additional seating •New lighting to key routes through the park at night •New wildflower, tree planting and SUDs/wetland features to increase biodiversity 				
			Enhancements to the green space that may comprise: <ul style="list-style-type: none"> •Enhancements to the setting of the existing kiosk •Potential to reinstate railings to the perimeter of the space as identified in the Conservation Area Appraisal objectives. •Additional new seating •Areas new ornamental and wildflower planting •Introduction of a new welcome sign/feature 				
	G2	St. Lawrence Green Enhancements	Enhancements to the green space that may comprise: <ul style="list-style-type: none"> •Enhancements to the setting of the existing kiosk •Potential to reinstate railings to the perimeter of the space as identified in the Conservation Area Appraisal objectives. •Additional new seating •Areas new ornamental and wildflower planting •Introduction of a new welcome sign/feature 				
	G3	High Street Urban Greening	Introduction of additional planting in the High Street and town centre that may comprise: <ul style="list-style-type: none"> •Living Pillars that can be retrofitted to existing lighting columns. •Green Wall Installation •Street Tree Planting •Raised planters and/or Parklets •Rain Gardens 				
G4	Green Routes	Several Green Routes are proposed within the town centre to connect green spaces and improve biodiversity links. These could comprise: <ul style="list-style-type: none"> •New street tree planting (where possible) •Native Hedgerow planting •Wildflower planting to verge areas •New raised planters •Fruiting and pollinating plants •Bird and Bat Boxes •SUDs features 					

Circulation & Movement

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Green & Blue Infrastructure

Theme	Project	Name	Summary Description	Potential Funding/Delivery Mechanism	Budget Guidelines		
					Low (<£100K)	Medium (<£500K)	High (>£500K)
Community Infrastructure	C11	New Community Cafe and Hub at Union Road	A new community café and Hub at Union Road which may comprise: <ul style="list-style-type: none"> • Renovation of the existing disused toilet block into a modern café/hub space • Improved public toilet facilities. • Introduction of a raised table crossing to Union road to make road crossing safer and easier, and to encourage vehicles to slow speeds as they enter the town centre. • E-Bike or additional cycle parking • Improved paving and seating 				
	C12	Supporting Market Activity within Town Square	Enhancements to Town square to support market activity: <ul style="list-style-type: none"> • Introduction of Inground and/or pop-up power supplies • Introduction of a free WIFI zone within the Town Square • Introduction of a potable water supply and drinking fountain • Improved surfacing to the Town Square space better suited for market use 				
Improving Wayfinding & Legibility	W1	Improve Wayfinding	Undertake a wayfinding strategy and improve wayfinding and signage within the town centre				
	W2	Introduce a Public Art Strategy	Undertake a public art strategy and introduce public art within the town centre				
	W3	Celebrate Historic Alleyways and Courtyards	Enhance the historic alleyways and courtyards within the town centre				

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Next Steps

The town centre masterplan identifies a clear vision for the town centre and sets out a spatial framework to guide future development and investment in Crediton.

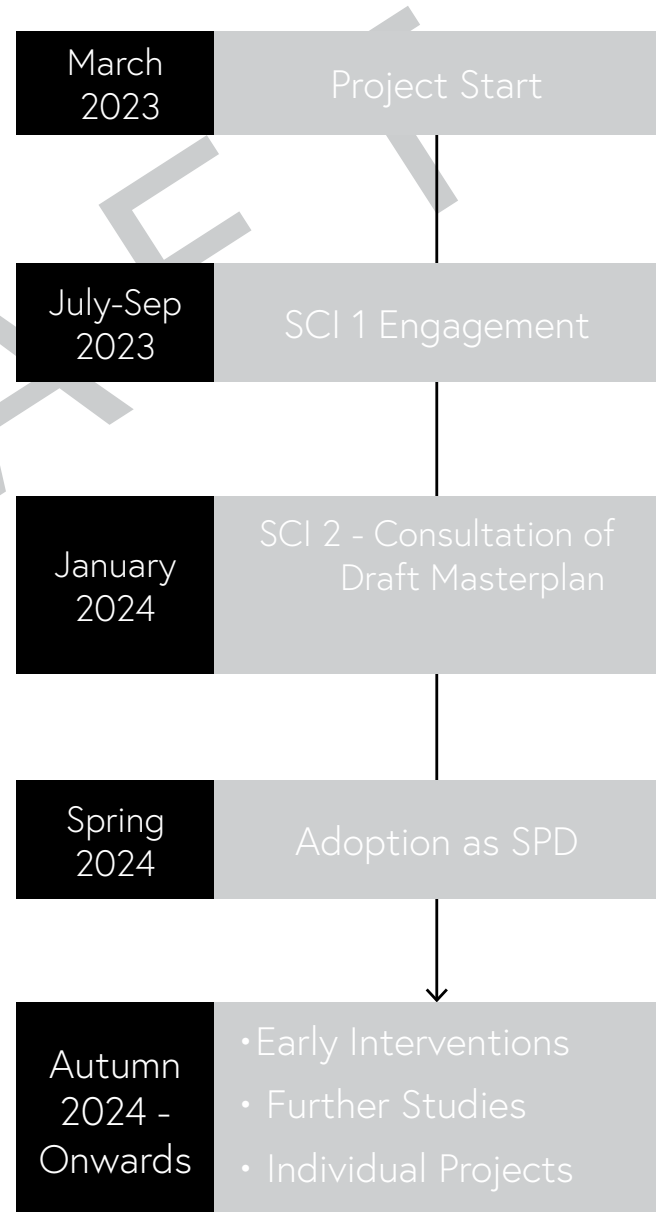
The town centre masterplan will be adopted as a supplementary planning document and it will be a material consideration in determining planning applications.

Further Studies

A number of further studies would be recommended to test the viability and provide more in-depth design guidance to support potential projects as they come forward. Further studies may comprise;

Detailed Highways and Public realm proposals for specific projects

- Wafinding and Public Art Strategy
- Feasibility studies to explore E-Bike and E-Charging points



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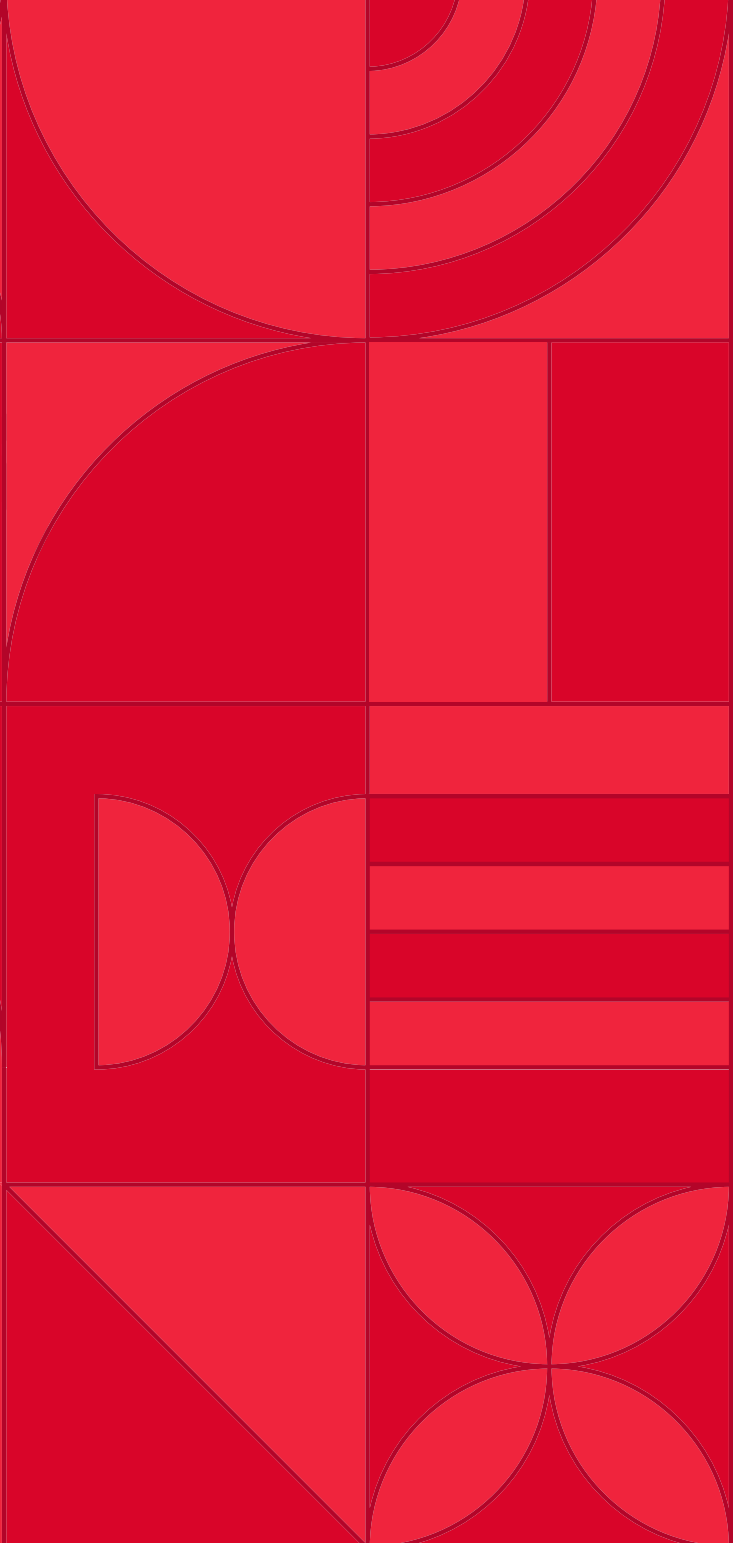
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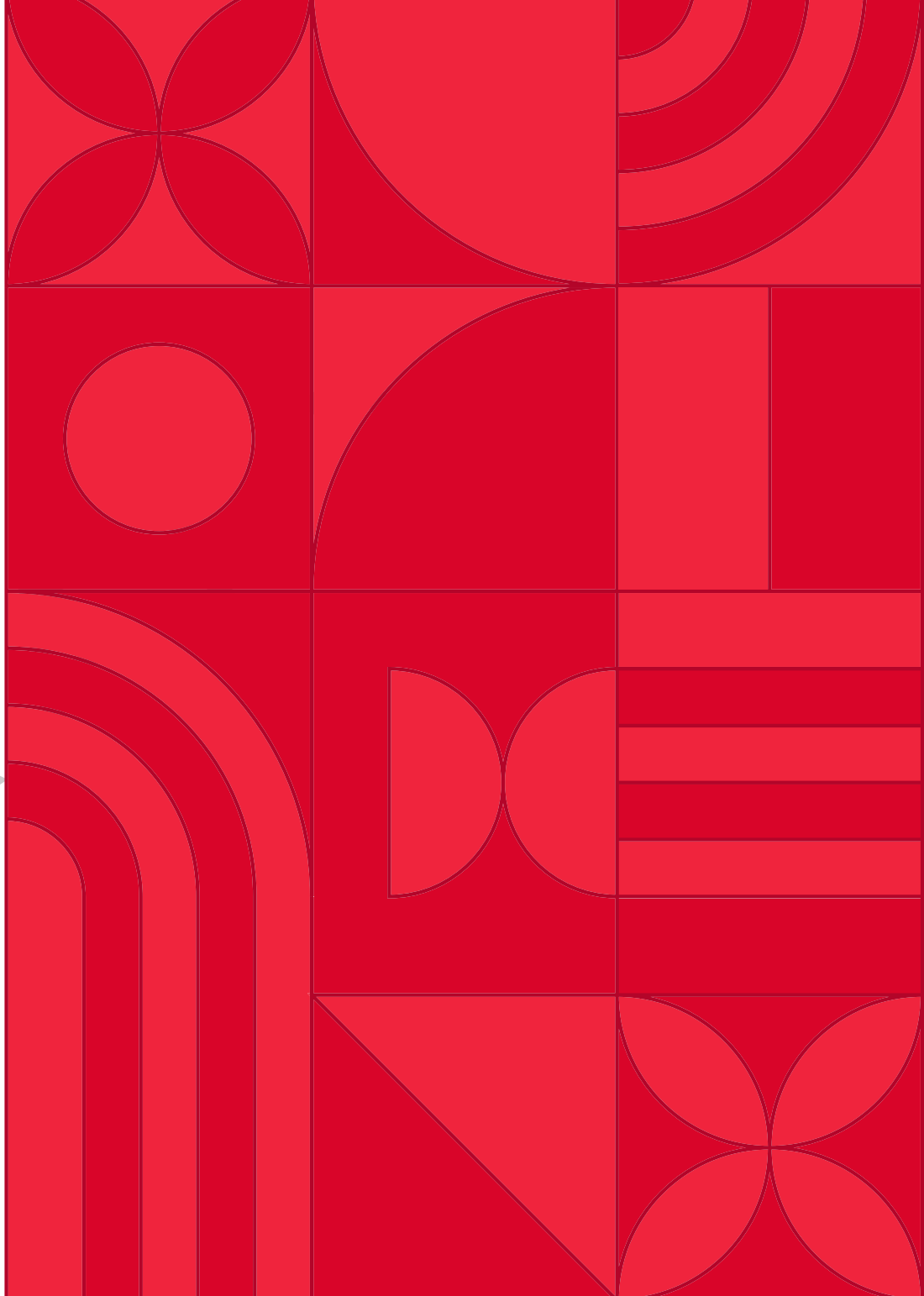
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DR





Draft Mid Devon Crediton Town Centre Masterplan

Habitat Regulations Assessment Screening Report

November 2023

1.0 Crediton Town Centre Masterplan Supplementary Planning Document

Purpose, scope and content

- 1.1 The Crediton Town Centre Masterplan will set out the relationship between Mid Devon District Council (MDDC) planning policy and guidance whilst identifying its purpose as bridging the gap between high level policy aspirations and delivery on the ground. This is to ensure that future investment supports and regenerates Crediton town centre in a co-ordinated manner.
- 1.2 The Draft Crediton Town Centre Masterplan is set out in 6 Chapters. A brief description of each part is provided below:

Introduction:	Sets out the role of the Masterplan, project process and engagement undertaken
Crediton Today:	Sets out the context of the town with a summary of issues and opportunities
Policy Context	Sets out a summary of the existing policy position
Vision & Objectives:	Sets out emerging themes and objectives within a spatial framework
Masterplan:	This part sets out opportunities and proposals under the following headings: <ul style="list-style-type: none">Circulation and Movement StrategyLand Use and Development StrategyGreen and Blue StrategyCommunity Infrastructure StrategySustainability and Climate Resilience StrategyImproving Wayfinding and Legibility
Delivery Strategy	Provides an overview of the delivery and broad assessment of likely costings

Relationship with the National Planning Policy

- 1.3 The National Planning Policy Framework (2023), in Chapter 7 ‘Ensuring the vitality of town centres’ sets out that *“Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”* (paragraph 85, NPPF). Policy S12, Crediton of the Adopted Mid Devon Local Plan 2013-2033 is consistent with the National Planning Policy Framework. It identifies Crediton as a small and vibrant market town, serving a rural hinterland in the western part of the district. The strategy aims to improve access to housing within the town, expand employment opportunities and improve the quantity and quality of the existing retail provision. Policy S12 is consistent with the National Planning Policy Framework; outlining opportunities by existing or planned investment in infrastructure, the town’s economic potential and the scope for net environmental gains. The Crediton Town Centre Masterplan will guide town centre development opportunities to ensure the community has sufficient access to services and employment opportunities as well as setting out clear expectations for the quality of development.

Relationship with the Mid Devon Local Plan

- 1.4 The Mid Devon Local Plan 2013-2033 was adopted July 2020. It was examined by an Inspector appointed by the Planning Inspectorate and was subject to main modifications.
- 1.5 Applications for development must be determined in accordance with the Development Plan unless material considerations indicate otherwise as required by section 38(6) of the Town and Country Planning Act 1990 (as amended).
- 1.6 Local Plan Policy S12, Crediton, provides the policy baseline for the more detailed guidance included in Crediton Town Centre Masterplan:

Policy S12

Crediton

Crediton will continue to develop in its role as a small and vibrant market town, serving a rural hinterland in the western part of the district. The strategy aims to improve access to housing within the town, expand employment opportunities and improve the quantity and quality of the existing retail provision. Proposals will provide for approximately 786 dwellings, of which 220 will be affordable, and 14,700 gross square metres of commercial floorspace over the plan period.

The following development will be supported over the plan period:

- a) Proposals which support the economic regeneration of the town centre, including the provision of new homes, commercial development, cultural facilities and other key town centre uses which support the town centre's viability and vitality. Particular support will be given for proposals which improve the quantity and quality of existing retail provision within the town centre. All proposals within the town centre will need to play a positive role in sustaining and enhancing the significance of the area's heritage;**
- b) Proposals which respect the setting provided by the open areas of hillside and the adjoining historic parklands of Creedy Park, Shobrooke Park and Downes;**
- c) Continuation of measures to support the implementation of the Crediton Air Quality Action Plan, including enhanced walking and cycling opportunities around the town;**
- d) Enhance the tourism facilities and visitor role of the town and surrounding area; and**
- e) Community and education facilities and other infrastructure to support the development proposed, including green infrastructure.**

- 1.7 During the preparation of the Crediton Town Centre Masterplan the Council has also applied the following policies from the Adopted Mid Devon Local Plan 2013-2033 in addition to policy S12:

- S1 - sustainable development priorities
- S2 - amount and distribution of development
- S6 employment
- S7 town centres
- S9 environment
- DM1 high quality design

- DM14 town centre development
- DM15 development outside town centres, and
- DM25 development affecting heritage assets.

1.8 The Adopted Mid Devon Local Plan 2013 – 2033 has been subject to a Sustainability Appraisal (SA), which has incorporated a Strategic Environmental Assessment (SEA). It has also been subject to a Habitat Regulations Assessment. Both the HRA and SEA of the Adopted Mid Devon Local Plan concluded that the policies within the Adopted Mid Devon Local Plan will not have adverse effects on the integrity of European sites (Habitats sites), either alone or in-combination with other plans or projects.

Status of the Crediton Town Centre Masterplan

1.9 The Crediton Town Centre Masterplan will not be part of the development plan and does not introduce new planning policies into the development plan. It will, however, be capable of being a material consideration in determining planning applications.

2.0 Habitat Regulations Assessment

Habitat Regulations Assessment

2.1 A Habitat Regulations Assessment (HRA) refers to one of the several distinct stages of Assessment. These must be undertaken in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended), changes made by the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended) to determine whether a plan or project may affect the protected features of a European site ('habitats site') identified under these regulations before deciding whether to undertake, permit or authorise it.

Screening

2.2 All plans and projects which are not directly connected with, or necessary for, the conservation management of a habitat site, require consideration of whether the plan or project is likely to have significant effects on that site. This consideration is typically referred to as the 'Habitats Regulations Assessment screening' and should take into account the potential effects both of the plan/project itself and in combination with other plans or projects.

2.3 Where the potential for likely significant effects cannot be excluded, an appropriate assessment of the implications of the plan or project for that site, in view of the site's conservation objectives must be undertaken. A plan or project may be agreed but only after having ruled out adverse effects on the integrity of the habitats site. Where an adverse effect on the site's integrity cannot be ruled out, and where there are no alternative solutions, the plan or project can only proceed if there are imperative reasons of over-riding public interest and if the necessary compensatory measures can be secured.

2.4 In April 2018, the Court of Justice of the European Union delivered its judgement in Case C-323/17 People Over Wind & Peter Sweetman v Coillte Teoranta ('People over Wind'). The judgment clarified that making screening decisions as part of the HRA and for the purposes of deciding whether an appropriate assessment is required, mitigation measures cannot be

taken into account. Mitigation measures intended to avoid or reduce the harmful effects of a plan or project, can only be taken into account at the appropriate assessment stage.

- 2.5 The Crediton Town Centre Masterplan has been ‘screened’ for the purposes of the Habitat Regulations Assessment (HRA) to assess whether it may affect the protected features of a ‘habitats site’ identified under the Conservation of Habitats and Species Regulations 2017 as amended and the Conservation of Offshore Marine Habitats and Species Regulations 2017 (as amended).

3.0 Habitats site

- 3.1 A Habitats site refers to any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.
- 3.2 There are no Habitats sites within Mid Devon although there are 11 such sites within 10km (Table 1); the closest being the Culm Grasslands SAC which lies immediately adjacent to the north western boundary of Mid Devon District.

Table 1: Habitats Sites within 10km of Mid Devon District		
Special Areas of Conservation (SACs)	Special Protection Areas (SPAs)	Ramsar Sites
<ul style="list-style-type: none"> • East Devon Pebblebed Heaths • Culm Grasslands • South Dartmoor Woods • Holme Moor and Clean Moore • Dartmoor • Exmoor Heaths • Quants • Exmoor and Quantock Oakwoods 	<ul style="list-style-type: none"> • Exe Estuary • East Devon Heaths 	<ul style="list-style-type: none"> • Exe Estuary

- 3.3 In addition to these 11 sites, Natural England wrote to the Council on 30th March 2021 to advise on matters regarding development in relation to the Somerset Levels and Moors Ramsar Site, which it has pointed out will affect a very small part of Mid Devon district that falls within its catchment area. An indicative map for the catchment includes parts of the parishes of Clayhanger, Hockworthy, Holcombe Rogus and Culmstock and it is understood that Natural England is refining this map. The Somerset Levels and Moors are designated as a Special Protection Area (SPA) under the Habitat Regulations 2017 and listed as a Ramsar Site under the Ramsar Convention. While the SPA is designated for its international waterbird communities, the Ramsar site is designated for its internationally important features including the floristic and invertebrate diversity and species of its ditches, which is shared as a designated feature of the underpinning Sites of Special

Scientific Interest (SSSIs). Natural England has advised that in light of the unfavourable condition of the Somerset Levels and Moors Ramsar site, before determining a planning application that may give rise to additional phosphates within the catchment, competent authorities should undertake a Habitats Regulations Assessment proceeding to an appropriate assessment where a likely significant effect cannot be ruled out, even where the development contains pollution mitigation provisions. The development types affected include: additional residential units and commercial development; infrastructure that supports agricultural intensification; anaerobic digesters; and other developments that result in additional phosphates in the Somerset Levels and Moors catchment.

Potential Impacts on Habitats Site

3.4 There are a number of categories that can affect Habitats Sites which include:

- Physical Loss
- Physical Damage
- Non-physical disturbance
- Water table/availability
- Toxic contamination
- Non-toxic contamination
- Biological disturbance

4.0 Adopted Mid Devon Local Plan 2013 – 2033 HRA

4.1 As the competent authority under The Conservation of Habitats and Species Regulations (2010) (now 2017 as amended) Mid Devon District Council was required to assess the Adopted Mid Devon Local Plan 2013-2033 as part of the HRA process.

4.2 A full HRA Report for the Adopted Mid Devon Local Plan 2013-2033 was undertaken in March 2015 (updated as an HRA Addenda (August 2016), updated again December 2016 and again October 2019). The full HRA Report for the Mid Devon Local Plan 2013-2033 concluded that the Adopted Local Plan is not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites) either alone or in combination with other plans or projects. Main Modification to Policy S12 Crediton during the Mid Devon Local Plan Review was found not to change the HRA findings that were reported as unlikely.

5.0 Crediton Town Centre Masterplan HRA Screening

5.1 When taking into account the Mid Devon Local Plan Review 2013-2033 HRA screening, likely significant effects for the Crediton Town Centre Masterplan on European Sites remain uncertain - relevant policies in the Adopted Mid Devon Local Plan being Policy S12 Crediton, S1 sustainable development priorities, S2 amount and distribution of development, S6 employment, S7 town centres, S9 environment, DM1 high quality design, DM14 town centre development, DM15 development outside town centres, and DM25 development affecting heritage assets. The uncertainty remains even though the HRA for the Adopted Mid Devon Local Plan concluded that it is not likely to have adverse effects on the integrity of a European site (referred to in this report as a Habitat sites). This is also regardless that a number of policies in the Adopted Mid Devon Local Plan mitigate the potential impact of development at Crediton; this is because mitigation cannot be taken into account at the

screening stage in-line with *People Over Wind & Peter Sweetman v Coillte Teoranta C-323/17* Case. Whilst the Crediton Town Centre Masterplan does not introduce new policies or proposals outside the scope of the Adopted Local Plan and Crediton town centre is located some distance from the nearest European sites, the Crediton Town Centre Masterplan in-combination with other allocations identified in the Adopted Local Plan, in and around Crediton, would result in fairly large-scale development which could affect European sites through increased pressure for recreation space and increased vehicle traffic with associated air quality. Non-physical disturbance from development (e.g. noise, vibration and light pollution) would not be expected as a result of development at Crediton, due to the distance from European sites. However for the reason of potential impact identified through recreation pressure and air quality, in-line with the Local Plan Review HRA, it is not entirely possible to rule out with the possibility of some likely significant effects. Therefore an Appropriate Assessment has been undertaken as set out below.

6.0 Appropriate Assessment

- 6.1 The Adoption of the Mid Devon Local Plan 2013- 2033 has been subject to an HRA Appropriate Assessment and concluded that it will not have adverse effects on the integrity of European sites (Habitats sites), either alone or in-combination with other plans or projects.
- 6.2 The Crediton Town Centre Masterplan does not introduce new policies or proposals outside the scope of the Adopted Mid Devon Local Plan 2013-2033. The Crediton Town Centre Masterplan does not result in development itself but seeks to guide development in the masterplan study area. For the above reasons, the findings and results of the HRA for the Adopted Mid Devon Local Plan 2013-2033 are applicable for the Appropriate Assessment of the Crediton Town Centre Masterplan.

Recreation Pressure

- 6.3 In considering the identified possible impact of increased pressure for recreation space, many of the European sites around Mid Devon are vulnerable to the effects of erosion/trampling from recreation (e.g. heathland habitats) and several sites include birds and other qualifying species that could be affected by disturbance, in particular the sites to the south of Mid Devon (Exe Estuary SPA and Ramsar Site, East Devon Pebblebed Heaths SAC and East Devon Heaths SPA).
- 6.4 However, the distance of most European sites around Mid Devon from the District, and in particular the locations that will be the main focus of development (Tiverton, Crediton and Cullompton) means that a significant increase in day-to-day visitor numbers at any of the European sites for activities such as dog walking is not considered likely.
- 6.5 While there may still be some increase in visits to sites such as Dartmoor SAC, South Dartmoor Woods SAC and the East Devon Heaths SAC which are known to be popular visitor destinations, there are a wide range of mitigation measures already in place. These include, for example, the Dartmoor National Park Management Plan and the South East Devon European Site Mitigation Strategy that should help to avoid adverse effects. In addition, policies within the Adopted Mid Devon Local Plan 2013-2033 will help to ensure that green infrastructure is included within development sites.

- 6.6 In October 2019 a HRA Addendum presented an assessment of the proposed Main Modifications raised by the Planning Inspector during the independent examination of the Mid Devon Local Plan (2013-2033). It concluded that the HRA for the Mid Devon Local Plan remain, that the Local Plan (taking into account the Proposed Main Modifications) was not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites), either alone or in-combination with other plans or projects. The Main Modifications included CU12 Crediton of the Adopted Mid Devon Local Plan 2013-2033. The HRA addendum found that the proposed Main Modifications to Policy CU11 did not change the HRA findings.
- 6.7 Therefore, it is concluded that the Crediton Town Centre Masterplan proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites as a result of increased recreation pressure.

Vehicle Traffic

- 6.8 Air pollution from traffic is most likely to affect European sites which have plant, soil and water habitats amongst their qualifying features but some qualifying animal species may also be directly affected, or indirectly affected by deterioration in habitat. Therefore, where European sites do not include species that are vulnerable to these impacts amongst their qualifying features, air pollution-related effects can be ruled out. The qualifying heathland habitats of the Culm Grassland SAC are known to be vulnerable to the effects of air pollution and due to its proximity to a strategic road (A361), it was identified in the HRA for the Adopted Mid Devon Local Plan 2013-2033 as having the potential to be affected by air pollution as a result of proposals in the Adopted Mid Devon Local Plan 2013-2033.
- 6.9 Nitrogen dioxides (NOx) are considered to be the key pollutants from traffic emissions. Deposition of nitrogen compounds may lead to both soil and freshwater acidification, and NOx can cause eutrophication of soils and water.
- 6.10 For the Culm Grasslands SAC, in considering the identified possible impact of increased vehicle traffic, the Adopted Local Plan 2013-2033 Appropriate Assessment included a transport model used to obtain traffic data for assessment year of 2033 i.e. the end of the Adopted Local Plan period, when all of the development in the Local Plan would likely to be completed and occupied, and the traffic impacts will be greatest. The Appropriate Assessment of air pollution effects on the Culm Grasslands SAC found that the combination of Local Plan allocations would increase NOx levels immediately adjacent to the A361, over the plan period. However, the effects would be very localised within the SAC. A negligible increase in nutrient nitrogen and acid nitrogen deposition would occur from the Adopted Mid Devon Local Plan 2013-2033, although critical loads for these are already being exceeded and will continue to do so in 2022, despite expected decreases in background concentrations. The most appropriate mitigation for the effects of air pollution at the Culm Grasslands SAC is to target agricultural sources of nitrogen (which is outside the remit of the Local Plan), although improvements to vehicle emissions nationally, and sustainable transport initiatives, for example those encouraged in the Adopted Local Plan, will also contribute to the mitigation of impacts on the SAC's qualifying features. It was concluded that the Adopted Mid Devon Local Plan 2013-2033 proposals would not have an adverse effect on the integrity of the Culm Grasslands SAC.

- 6.11 In October 2019 a HRA Addendum presented an assessment of the proposed Main Modifications to the Mid Devon Local Plan 2013-2033 raised by the Planning Inspector. It concluded that the HRA for the Mid Devon Local Plan remained, that the Adopted Mid Devon Local Plan 2013-2033 was not likely to have adverse effects on the integrity of European sites (referred to in this report as Habitats sites), either alone or in-combination with other plans or projects. These proposed Main Modifications include the proposed Main Modifications to the Adopted Mid Devon Local Plan 2013-2033 Policy S12 Crediton, S1 sustainable development priorities, S2 amount and distribution of development, S6 employment, S7 town centres, S9 environment, DM1 high quality design, DM14 town centre development, DM15 development outside town centres and DM25 development affecting heritage assets. The HRA addendum found that the proposed Main Modifications to Policy CU11 did not change the HRA findings previously reported.
- 6.12 Therefore, it is concluded that the Crediton Town Centre Masterplan proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites as a result of increased vehicle traffic.

Appropriate Assessment Conclusion

- 6.13 The Appropriate Assessment considered in detail the potential impact identified at the HRA screening stage i.e. recreation pressure and increased vehicle traffic. From these findings it is concluded that the Crediton Town Centre Masterplan proposals, alone or in-combination with other plans and proposals will not have an adverse effect on the integrity of European sites.

7.0 Conclusion

- 7.1 This screening report has identified that the Crediton Town Centre Masterplan is not likely to have significant adverse effects on the integrity of Habitats sites, either alone or in-combination with other plans or projects and further 'Appropriate Assessment' is not required.

8.0 Next steps

- 8.1 This screening opinion will be subject to consultation with the three designated consultation bodies – Historic England, Natural England, and the Environment Agency.
- 8.2 The screening opinion will be published alongside the Draft Crediton Town Centre Masterplan at Stage 2 of the public consultation.

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Draft Mid Devon Crediton Town Centre Masterplan

Strategic Environmental Assessment Screening Report

November 2023

1.0 Crediton Town Centre Masterplan Supplementary Planning Document (SPD)

Purpose, scope and content

- 1.1 The Crediton Town Centre Masterplan SPD will set out the relationship between Mid Devon District Council (MDDC) planning policy and guidance whilst identifying its purpose as bridging the gap between high level policy aspirations and delivery on the ground. This is to ensure that the development achieves high quality design and sense of place in a coordinated manner.
- 1.2 The Draft Crediton Town Centre Masterplan SPD is set out in 6 Chapters. A brief description of each part is provided below:

Introduction:	Sets out the role of the Masterplan, project process and engagement undertaken
Crediton Today:	Sets out the context of the town with a summary of issues and opportunities
Policy Context	Sets out a summary of the existing policy position
Vision & Objectives:	Sets out emerging themes and objectives within a spatial framework
Masterplan:	This part sets out opportunities and proposals under the following headings: Circulation and Movement Strategy Land Use and Development Strategy Green and Blue Strategy Community Infrastructure Strategy Sustainability and Climate Resilience Strategy Improving Wayfinding and Legibility
Delivery Strategy	Provides an overview of the delivery and broad assessment of likely costings

Relationship with the National Planning Policy

- 1.3 The National Planning Policy Framework (2023), in Chapter 7 ‘Ensuring the vitality of town centres’ sets out that *“Planning policies and decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation”* (paragraph 85, NPPF). Policy S12, Crediton of the Adopted Mid Devon Local Plan 2013-2033 is consistent with the National Planning Policy Framework. It identifies Crediton as a small and vibrant market town, serving a rural hinterland in the western part of the district. The strategy aims to improve access to housing within the town, expand employment opportunities and improve the quantity and quality of the existing retail provision. Policy S12 is consistent with the National Planning Policy Framework; outlining opportunities by existing or planned investment in infrastructure, the town’s economic potential and the scope for net environmental gains. The Crediton Town Centre Masterplan will guide town centre development opportunities to ensure the community has sufficient access to services and employment opportunities as well as setting out clear expectations for the quality of development.

Relationship with the Mid Devon Local Plan

- 1.4 The Mid Devon Local Plan 2013-2033 was adopted July 2020. It was examined by an Inspector appointed by the Planning Inspectorate and was subject to main modifications.
- 1.5 Applications for development must be determined in accordance with the Development Plan unless material considerations indicate otherwise as required by section 38(6) of the Town and Country Planning Act 1990 (as amended).
- 1.6 Local Plan Policy S12, Crediton, will provide the policy baseline for the more detailed guidance included in Crediton Town Centre Masterplan SPD:

Policy S12
Crediton

Crediton will continue to develop in its role as a small and vibrant market town, serving a rural hinterland in the western part of the district. The strategy aims to improve access to housing within the town, expand employment opportunities and improve the quantity and quality of the existing retail provision. Proposals will provide for approximately 786 dwellings, of which 220 will be affordable, and 14,700 gross square metres of commercial floorspace over the plan period.

The following development will be supported over the plan period:

- a) Proposals which support the economic regeneration of the town centre, including the provision of new homes, commercial development, cultural facilities and other key town centre uses which support the town centre's viability and vitality. Particular support will be given for proposals which improve the quantity and quality of existing retail provision within the town centre. All proposals within the town centre will need to play a positive role in sustaining and enhancing the significance of the area's heritage;**
- b) Proposals which respect the setting provided by the open areas of hillside and the adjoining historic parklands of Creedy Park, Shobrooke Park and Downes;**
- c) Continuation of measures to support the implementation of the Crediton Air Quality Action Plan, including enhanced walking and cycling opportunities around the town;**
- d) Enhance the tourism facilities and visitor role of the town and surrounding area; and**
- e) Community and education facilities and other infrastructure to support the development proposed, including green infrastructure.**

- 1.7 During the preparation of the Crediton Town Centre Masterplan the Council has also applied the following policies from the Adopted Mid Devon Local Plan 2013-2033 in addition to policy S12:

- S1 - sustainable development priorities
- S2 - amount and distribution of development
- S6 employment
- S7 town centres
- S9 environment
- DM1 high quality design

- DM14 town centre development
- DM15 development outside town centres, and
- DM25 development affecting heritage assets.

1.8 The Adopted Mid Devon Local Plan 2013 – 2033 has been subject to a Sustainability Appraisal (SA), which has incorporated a Strategic Environmental Assessment (SEA). The Local Plan Review has also been subject to a Habitat Regulations Assessment.

Status of the Crediton Town Centre Masterplan SPD

1.8 The Crediton Town Centre Masterplan SPD will be adopted by the Council as a Supplementary Planning Document. The SPD will not be part of the development plan and does not introduce new planning policies into the development plan. However, it will be capable of being a material consideration in determining planning applications.

2.0 SEA and SEA Screening

Strategic Environmental Assessment

2.1 The requirement for a Strategic Environmental Assessment (SEA) arises from the European Directive 2001/42/EC “on the assessment of the effects of certain plans and programmes on the environment” (hereafter referred to as the SEA Directive). This has been transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004 as updated (referred to as the ‘SEA Regulations’). This legislation places an obligation on local authorities to undertake SEA on any plan or programme prepared for town and country planning or land use purposes and which sets the framework for future development consent of certain projects.

Screening

2.2 The 2008 Planning Act has removed the requirement to undertake a Sustainability Appraisal (SA) for an SPD. However, this has not replaced the requirement to establish whether an SPD requires Strategic Environmental Assessment (SEA). SEA is required in some limited situations where a Supplementary Planning Document (SPD) could have significant environmental effects.

2.3 In order to establish whether SEA is required the fundamental consideration is whether the document is likely to have ‘significant environmental effects’. This is done through a screening assessment. If the screening assessment indicates that there could be significant effects, an SEA is needed.

2.4 A Practical Guide to the SEA Directive was published by the Department of the Environment, Office of the Deputy Prime Minister (2005). This sets out practical guidance on applying the SEA Directive on the assessment of the effects of certain plans and programmes on the environment. The practical guidance includes a flow chart (figure 2) which illustrates the process for screening a planning document to establish whether a full SEA is needed.

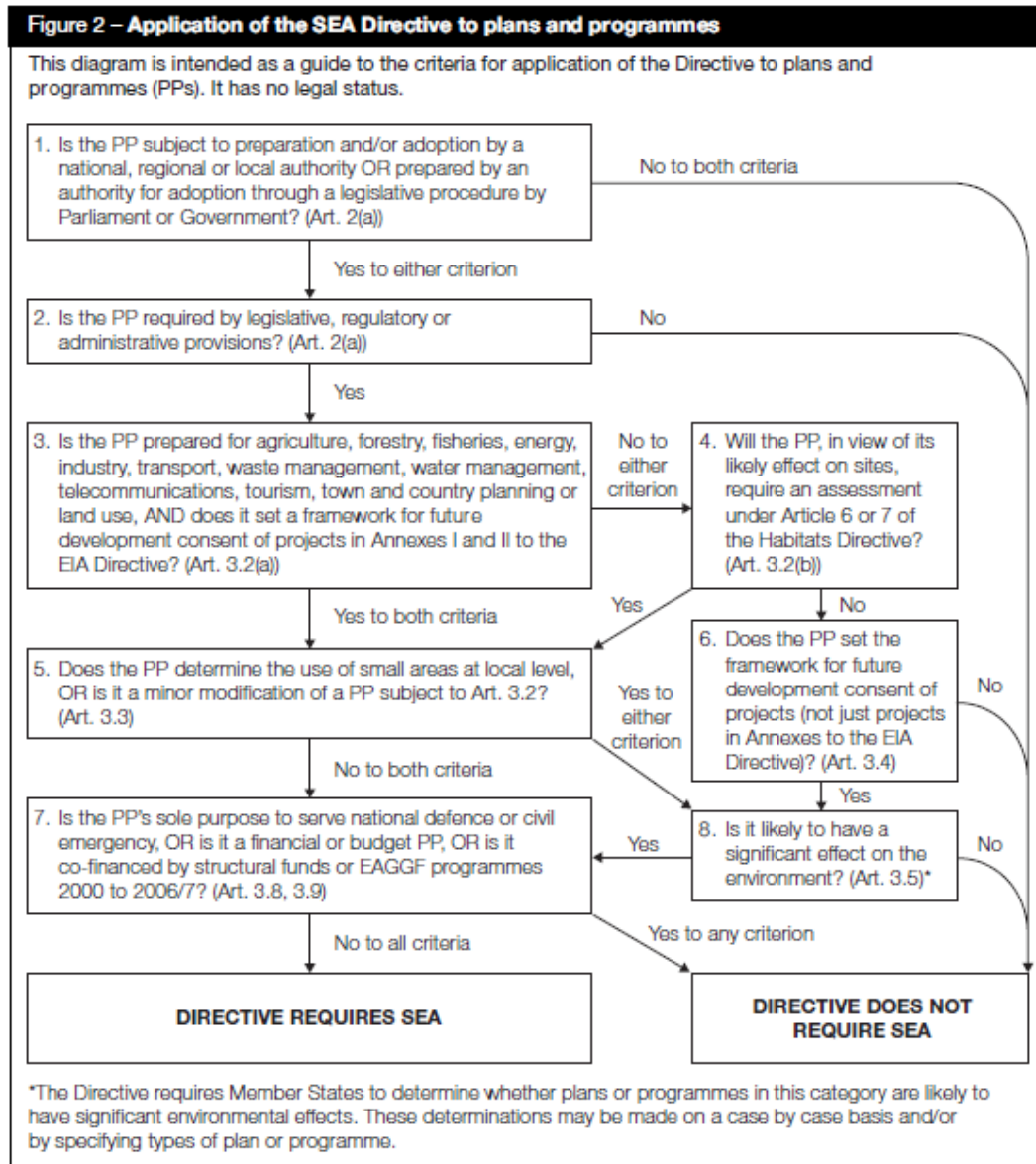


Diagram 1: Application of the SEA Direct to plans and programmes (Figure 2 extracted from ‘A practical guide to the Strategic Environmental Assessment Directive’)

- 2.5 Table 1 below sets out the Council’s response to the above questions in order to clearly assess whether there is a requirement for the Crediton Town Centre Masterplan SPD to be subject a full SEA.
- 2.6 Table 2 provides the Council’s assessment of likely significant effects of the Crediton Town Centre Masterplan SPD on the environment, in accordance with the screening report process in Table 1.

Table 1: Screening of the Crediton Town Centre Masterplan SPD

Stage	Y/N	Reason
1. Is the SPD subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art.2(a))	Y	The preparation and adoption of the SPD is allowed under the Town and Country Planning Act 1990. The process in preparing the SPD is in accordance with the Town and Country Planning (Local Planning) Regulations 2012. Go to STAGE 2
2. Is the SPD required by legislative, regulatory or administrative provisions? (Art.2(a))	Y	Although the SPD is not a requirement under the provisions of the Town and Country Planning Act 1990, if adopted it will add further detail to the policies in the Local Plan and will be a material consideration in planning decisions. It is therefore important that the screening process is precautionary and considers whether it is likely to have significant environment effects and hence whether SEA is required under the Directive. Go to STAGE 3.
3. Is the SPD prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art. 3.2(a))	Y	The SPD has been prepared for the purposes of town and country planning. It supplements policies in the Adopted Mid Devon Local Plan 2013-2033 by providing detailed guidance as to how these policies are interpreted. The area covered is more than 5 hectares and the masterplan will be used in the development of dwellings, employment and other major developments. Although the Crediton Town Centre Masterplan and Delivery Plan does not create new policy or identify specific sites for development. Go to STAGE 5
4. Will the SPD, in view of this likely effect on sites require an assessment under Article 6 or 7 of the Habitats Directive? (Art.3.2(b))	Not Applicable The SPD has been subject to a separate Habitat Regulations Assessment screening which has concluded the SPD is not likely to have significant adverse effects on the integrity of Habitats sites, either alone or in-combination with other plans or projects and further 'Appropriate Assessment' is not required.	
5. Does the SPD determine the use of small areas at local level, OR is it a	Y	'The SPD will be a material consideration in planning applications for new developments. It

minor modification of a plan or programme subject to Art 3.2? (Art.3.3)		provides detailed guidance to adopted Local Plan policy (minor modification).' Go to STAGE 8
6. Does the SPD set the framework for future development consent of projects (not just projects in Annexes to the EIA Directive)? (Art. 3.4)	Not applicable	
7. Is the SPD's sole purpose to serve national defence or civil emergency, OR is it a financial or budget plan or programme, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art. 3.8, 3.9)	Not applicable	
8. Is it likely to have a significant effect on the environment? (Art. 3.4)	N	See Part 2, assessment of the likely significant effects on the environment. This concludes that the SPD is unlikely to have a significant effect on the Environment. DIRECTIVE DOES NOT REQUIRE SEA of the SPD

Table 2: Determining the likely significance of effects of the Crediton Town Centre Masterplan SPD on the environment

Criteria specified schedule 1 SEA Regulations	Likely significant environmental effect (Y/N)	Reason
1. The characteristics of plans and programmes, having regard, in particular, to -		
a) The degree to which the SPD sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;	N	The SPD, if adopted will help implement Policy S12 Crediton of the Adopted Mid Devon Local Plan 2013-2033 and contribute to the framework for future development consent. The Local Plan has been subject to Sustainability Appraisal (SA) and therefore SEA.
b) The degree to which the SPD influences other plans and programmes including those in a hierarchy;	N	The SPD is in conformity with the National Planning Policy Framework and Adopted Mid Devon Local Plan 2013-2033 policies. The SPD will not significantly influence other plans and programmes, it supplements the Local Plan which has been subject to SA and therefore SEA.
c) The relevance of the SPD for the integration of environmental considerations in particular with	N	The SPD will help the integration of environmental considerations with a view to promoting sustainable

a view to promoting sustainable development;		development as part of the development proposals. This includes enhancement of the Newcombes Meadow area, retaining and enhancing existing habitats whilst strengthening links to the town centre and public rights of way beyond the town.
d) Environmental problems relevant to the SPD; and	N	The environmental problems are consistent with those typically found in Mid Devon, these include air quality, flood risk, noise and biodiversity. Planning policy in relation to these environmental problems is principally established through the National Planning Policy Framework and the Adopted Mid Devon Local Plan 2013-2033. However, it is expected that the SPD will provide specific guidance on how net gains can be achieved through long term management and maintenance and the creation of new 'green spaces'.
e) The relevance of the SPD for the implementation of Community legislation on the environment (for example, plans and programmes linked to waste management or water protection)	N	The SPD is not directly relevant to the implementation of European legislation including the Water Framework Directive.
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to -		
a) The probability, duration, frequency and reversibility of the effects;	N	The SPD seeks to ensure development is of an appropriate scale, suitably designed with consideration of the impact on amenity, character of area and environmental impact. Therefore positive social and environmental impacts are predicted. Long-term significant adverse effects are not anticipated.
b) The cumulative nature of the effects;	N	The SPD is in conformity with the strategic policies of the Adopted Mid Devon Local Plan 2013-2033. It is intended that the effects will have a positive cumulative effect in the area

		enhancing biodiversity, achieving ecological net gain and sense of well-being for future residents.
c) The transboundary nature of the effects	N	There are not expected to be any significant trans-boundary effects. The SPD seeks to provide good practice in ensuring Crediton can realise its full potential as a sustainable commercial hub for an expanding town.
d) The risks to human health or the environment (for example, due to accidents);	N	The SPD is likely to have a positive impact on human health by encouraging high quality public realm enhancements, improving pedestrian and cycling safety and delivering air quality measures. There are no significant risks to human health.
e) The magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	N	The SPD applies to the Crediton Town Centre with the impacts likely to be felt by those residing in Crediton and the rural hinterland of which the town centre serves.
f) The value and vulnerability of the area likely to be affected due to – (i) Special nature characteristics or cultural heritage; (ii) Exceeded environmental quality standards or limit values; or (iii) Intensive land-use	N	Crediton Town Centre has a number of heritage assets. These are covered by other policies in the Local Plan and specific legislation. The SPD seeks a positive approach to maintain, improve and enhance the distinctive historic buildings and landscape setting of these assets through careful consideration of landscape and settlement form. The SPD seeks to guide development in keeping with the principles of national, regional and local strategic policy and seek to prevent over intensive development.
g) The effects on areas or landscapes which have a recognised natural, Community or international protection status.	N	The SPD seeks to retain and enhance those areas of community and local priority importance.

3.0 Conclusions

- 3.1 This SEA screening has identified that the Draft Crediton Town Centre Masterplan SPD is unlikely to have significant effects on the environment.
- 3.2 The SEA screening has also found that there is no requirement for the Crediton Town Centre Masterplan SPD to be subject to a full SEA.

4.0 Next steps

- 4.1 This screening opinion will be subject to consultation with the three designated consultation bodies – Historic England, Natural England, and the Environment Agency.
- 4.2 The screening opinion will be published alongside the Draft Crediton Town Centre Masterplan SPD and will be subject to a stage 2 public consultation.

Report for: Cabinet

Date of Meeting:	12 December 2023
Subject:	2024/25 – 2028/29 Medium Term Financial Plan Update
Cabinet Member:	James Buczkowski – Cabinet Member for Finance
Responsible Officer:	Andrew Jarrett – Deputy Chief Executive (S151)
Exempt:	N/a
Wards Affected:	All
Enclosures:	Appendix 1 – Budget Options Round 1 Update Appendix 2 – Budget Options Round 2 for consideration Appendix 3 – Budget Summary by Service Appendix 4 – Movement in Earmarked Reserves Appendix 5 – HRA Summary Position Appendix 6 – Capital Programme

Section 1 – Summary and Recommendation(s)

To present to Member's the updated Medium Term Financial Plan (MTFP) which covers the period 2024/25 to 2028/29 and potential savings options for consideration / approval.

Recommendation(s):

That Cabinet Members:

- 1. Note the updated MTFP's for the General Fund, Housing Revenue Account and Capital Programme covering the years 2024/25 to 2028/29**
- 2. Consider and agree the revisions to the savings options within Appendix 1.**
- 3. Consider and agree the savings options within Appendix 2.**
- 4. Consider any additional suggestions to balance the remaining shortfall and request that the Policy Development Groups identify further savings option and recommend back to Cabinet for approval.**

Section 2 – Report

1.0 Introduction and purpose of the Medium Term Financial Plan

1.1 The main purpose of the MTFP is to show how the Council will strategically manage its finances in order to support the delivery of the priorities detailed in the Corporate Plan 2020 – 2024 and future years beyond that plan. This will importantly need to take account of the new council administration in their emerging corporate plan ambitions

1.2 The Council has a legal requirement to set a balance budget and needs to ensure its overall costs are affordable i.e. they can be funded through income and planned short-term use of reserves. Members therefore need to take the necessary decisions and actions to manage net spending within affordable limits.

2.0 2024/25 – 2028/29 Budget – Updated Forecast

2.1 General Fund

- On 19 September, the first draft MTFP covering the period 2024/25 to 2028/29 for the General Fund was presented to Cabinet. This estimated a funding shortfall of £2,103k in 2024/25 rising to £5,206k by 2028/29. This is largely driven by inflation and assumptions around further cuts in grant funding based upon a number of assumptions and the most up to date information available at this time.
- On 17 October, the forecast position was updated and savings options totalling £1,337k were presented for approval. If all the savings options were implemented, this gave a reduced forecast shortfall for 2024/25 of £765k, with the full 5-year shortfall reduced to £3,868k. Since then, work has continued to review and refine the savings to ensure that they are deliverable and the impacts are mitigated as far as possible.
- This report provides the update on that review and introduces new savings options that further reduce the outstanding shortfall. These new / revised savings options will be considered by the various Policy Development Groups (PDG's) and Scrutiny Committee during the January suite of meetings. In addition the PDG's will be asked to identify further options to resolve the immediate budget gap for 2024/25 and future years.
- The updated position reported to October Cabinet has improved through the further detailed review and challenge of budgets based upon the Qtr 2 in-year monitoring forecast, which indicates some substantial savings in some service areas. These savings not only help offset the 2023/24 savings target of £1,025k, but helps going forwards where the variation is on-going.

2.2 Housing Revenue Account

- The HRA forecast position for 2024/25 presented to the Homes PDG in September indicates a more manageable position with a projected shortfall of £205k rising to £3,081k by 2028/29, largely due to inflation, the financing cost of the development programme and the regulatory pressures upon the service.
- Once again, further work has been undertaken to review and refine that forecast. An update on the latest housing development plans, and the likely level of rent required will be reviewed and finalised at the January Homes PDG and recommended to Cabinet.

2.3 Capital Programme

- The initial draft Capital Programme is introduced through this report. It will undergo further review and challenge over the period before the next Cabinet meeting in January, therefore this should be considered as draft and will be subject to appropriate business cases and funding available
- The Council's priority areas for investment can be summarised as:
 - **Asset replacement and/or enhancement:** The services delivered by the Council depend upon a variety of assets such as computers, equipment or vehicles. These need to be updated/upgraded on a regular basis to ensure service delivery is maintained or enhanced. Asset maintenance is a revenue cost; the purchase or enhancement is a capital cost.
 - **Income Generation:** The Council is looking to identify investments that generate an income to replace the lost grant funding and ease the pressure on the Revenue Budget. Specific projects / investment opportunities will be brought forward for approval by the Cabinet as they are identified.
 - **Economic Regeneration:** The Council is committed to investing in the District's future through regeneration projects. Any schemes will need to be self-financing so that borrowing costs are covered by either Grant, investment income or capital receipts, so that there is no impact on the Council's revenue budget.
 - **Invest to save:** The Council is always looking for opportunities to deliver future efficiencies in service provision, known as 'Invest to Save'. This could include investment in technology or processes. The "green" investments are a good example of this, where investment in more efficient heating systems reduces the ongoing cost of energy consumption.
 - **Health and Wellbeing:** The Council's receives the Disabled Facilities scheme, which pays for essential housing adaptations to help disabled people stay in their own homes. In the current climate, it is also important that the Council plays wider role in the health and wellbeing of its local community.

Therefore the draft Capital Programme is a very concentrated programme, mainly focusing on the development of additional social housing.

3.0 2024/25 General Fund Budget – Revised Position

3.1 As previously highlighted, the value of the reduction in the outstanding shortfall will depend on members’ appetite for the specific proposals. For the October cabinet, savings options were presented with the officer’s view on the risk level using Red, Amber, Green (RAG) as follows:

Red – indicates the saving could be taken, but there are higher risks/ implications associated with it and therefore officers would not recommend it;
Amber – indicates the saving could be taken, but there are risks and implications associated that members need to be aware of / accept;
Green – indicates a saving that is recommended by officers.

3.2 Following the review of these savings, a number of options have been removed and a number have been updated to reflect new information resulting in a different financial value attached. The updated position of each saving is shown in **Appendix 1**. The overall value of these savings is now as follows:

Round 1	(£269,380)	(£535,566)	(£532,731)	(£1,337,677)
Revisions to Round 1 options	(£603,829)	(£182,311)	£479,417	(£306,723)
Revised Round 1 Total	(£873,209)	(£717,877)	(£53,314)	(£1,644,400)

3.3 It is important to remember, the Leader of the Council made a powerful public statement at Cabinet on 19 September about the value of the officers and their commitment as an administration to avoiding the need for any staff redundancies. **Therefore any staffing saving will only be taken if a post becomes vacant.**

3.4 In addition, following further detailed challenge and review of each service area through a Star Chamber process by the Deputy Chief Exec (S151), Corporate Manager for Finance, Property and Climate Change, and the HR Operations Manager, a number of new Service Pressures and Savings options have been identified. These again have been given a “R.A.G. status” and are included within **Appendix 2**. The overall value of these savings is now as follows:

New Pressures / Savings identified	(£61,400)	£383,000	£0	£321,600
Revised MTFP Assumptions for Services	(£100,000)	£266,700	£	£166,700
Revised MTFP Assumptions for Non-Service	£132,000	(£661,000)	£0	(£529,000)
Total	(£29,400)	(£11,700)	£0	(£40,700)

3.5 Therefore, options totalling £1,685k are presented to members for decision.

Round 1 – Revised	(£873,209)	(£717,877)	(£53,314)	(£1,644,400)
New Pressures / Savings / Revised Assumptions	(£29,400)	(£11,700)	£0	(£40,700)
Total	(£902,609)	(£729,577)	(£53,314)	(£1,685,100)

3.6 Members will appreciate that all budget options will require political support and therefore if some suggestions are deemed to be unacceptable then other savings will need to be proposed. Members should indicate where these alternatives should be sought.

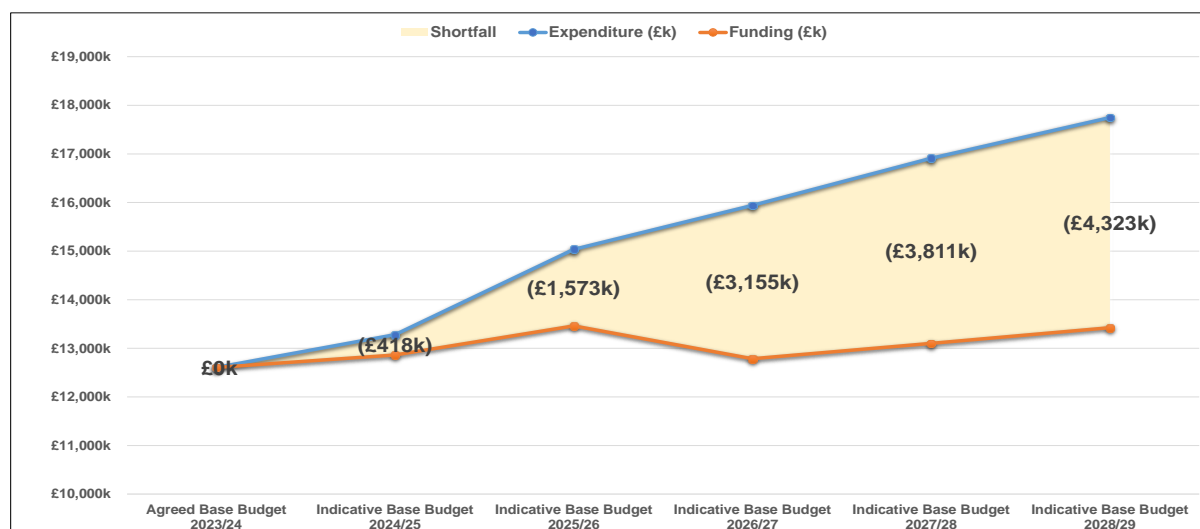
3.7 If fully approved, the revised overall position for 2024/25 is a shortfall of £418k as shown in Table 1 below and the associated graph. **Appendix 3** shows the Service movement at a granular service level. Assumed movements in Reserves for 2024/25 are included within **Appendix 4**.

3.8 The future years projected shortfalls have been updated to reflect the budget amendments included in Appendices 1 and 2, plus any alterations in assumptions or known changes.

Table 1 – MTFP General Fund Summary

2023/24		2024/25	2025/26	2026/27	2027/28	2028/29
£000		£000	£000	£000	£000	£000
0	September Annual Shortfall	2,103	1,631	658	357	457
0	Savings Options	(1,338)	0	0	0	0
0	Round 1 Revisions	(307)	146	53	(114)	(76)
0	Round 1 New Savings	322	250	0	0	0
0	Round 1 Assumptions	167	(1,199)	392	163	(7)
0	Round 1 Non-Service	(529)	327	478	250	138
0	December Annual Shortfall	418	1,155	1,581	656	512
0	December Cumulative Shortfall	418	1,573	3,155	3,811	4,323

Graph 1 – MTFP General Fund Cumulative Budget Gap 2023/24 to 2028/29



3.9 The main movement within the future years forecast is the following amendment to these key assumptions:

- The reduction in grant funding and retained Business Rates is slipped from 2025/26 to 2026/27 following little progress or updated communications from Government. Given a general election is likely to take place in 2024, it is unlikely that any new Government will be clear on its funding policy in time for 2025/26.
- The assumed reduction in that grant is halved as it is clear that the sector is struggling and it is difficult to see how significant further funding cuts are sustainable.
- Forecast interest receivable is reduced due to lower cash balances available for investment and an assumed reduction in interest rates.

4.0 Housing Revenue Account

4.1 The HRA is a ring-fenced account within Mid Devon’s financial accounting system. This means that a balanced budget must be set each year including all income and expenditure pertinent to the Council’s landlord function and excluding all other income and expenditure (since this would be captured as part of the General Fund budget).

4.2 The Council continues to undertake valuable benchmarking work in conjunction with Housemark. These findings are then used to inform the budget setting process. In doing so, MDDC are able to better identify their position in relation to other authorities in the sector and identify areas for improved efficiency.

4.3 The overall HRA budget has been constructed on a detailed line-by-line examination of expenditure and income, having regard to last year’s outturn, this year’s forecast position and the on-going improvement of the housing service.

4.4 Some items of expenditure can be defined quite accurately whilst others require managers to exercise business judgement based upon their experience, particularly in the case of new commitments. Where such judgement has been applied, the proposals before Members are based upon realistic assumptions.

4.5 The main changes for the 2024/25 budget can be summarised as follows:

Expenditure:

- An assumed pay award for 2024/25 equivalent to 4%;
- Pension Contribution rate remaining at 19.0%;
- Forecast increase in contractor and materials spend against the current year budget;
- Provision for Fire Safety and additional mould/damp revenue budget, £300k.
- Net increase in the establishment to support the ambitious development programme.

Income

- An estimate of below inflation (based on September CPI) increase of 6% is proposed on existing rents, this will be subject to direction from Government in the coming weeks;
- Garage rents and Garage plot ground rents to be reviewed and proposals brought to a future Cabinet, at present the budget assumes no change to the weekly charge;
- Increased interest yields on balances held.

4.6 The overall rental income was materially affected by the Governments previous policy to reduce Rents by 1% each year for four consecutive years. Although the current policy is to enable rents to be increased by 1% above inflation, for 2023/24 the government capped this to 7% due to the prevailing inflation rate. Presently officers have assumed a notional 6% rise in tenant rents for 2024/25, however as stated previously, once government direction is provided, further details will be provided.

4.7 Current legislation on Right to Buy means that we're likely to sell several properties in future years. We estimate, based on historic data that 16 will be sold next year.

4.8 Similarly, we forecast that we will have a number of void properties during the year. We have a prudent forecast of 84 voids across the year this is based on an assessment of current void numbers in line with previous years to reflect the financial implications on tenants of the Cost of Living Crisis (this was previously increased to reflect the move to Universal Credit and Covid-19).

4.9 Budget continues to be included to address legislation post Grenfell and to undertake further Fire Risk remedial action. However, significant further

investment will be required to further contribute to the decarbonisation of the Housing Estate and achieve Net Zero by 2030.

- 4.10 It has been deemed as prudent to maintain the HRA reserve balance at £2,000k and it is expected to remain so throughout 2023/24. At the start of 2023/24, other HRA reserves totalled £22,190k. This included £15,775k in the Housing Maintenance Fund (HMF); £653k in the Renewable Energy Fund (REF) and £189k for future decarbonisation works. It is intended that any expenditure funded from the REF monies be used on renewable energy schemes.
- 4.11 The budget summary for the 2024/25 HRA is shown in **Appendix 5**. It will continue to provide for an enhanced housing service which will allow for more capital investment and additions to our existing stock.
- 4.12 The ambition to build a significant number of new properties continues across the 5-year Medium Term Financial Plan. The prospect of building new social housing raises the issue of significant future capital financing requirements. Budget at assumed interest rates of circa 5% is included within the future years of the MTFP to finance the build of a number of new highly efficient (zero carbon) modular buildings, subject to securing sufficient funding. Members are reminded that the constraint on increasing stock is still an issue of affordability, not the access to borrowing.

5.0 Capital Programme

- 5.1 A summary of the Capital Programme expenditure and funding is included in **Appendix 6**.
- 5.2 In line with the Q2 monitoring report, a total of £28,661k of slippage is included, split £14,967k General Fund projects, £13,694k HRA. The main areas of slippage relate to HRA developments where the overall programme of works is regularly reviewed. The Cullompton Relief Road still awaits funding via a successful bid against the Government's Levelling-Up Scheme.
- 5.3 Significant capital approval is no longer required following the decision to soft close 3Rivers Developments Limited. Planned future developments will no longer proceed. Similarly, Cabinet decided to not progress with the Post Hill development. As such, the projected borrowing requirement over the lifetime of the MTFP will significantly reduce, lowering the financing costs assumed in the Revenue budget. This also removes the forecast income gains from the treasury lending and any development profit.
- 5.4 The overall sum for new projects commencing in 2024/25 is provisionally forecast at £17,467k, split £7,807k General Fund and £9,660k within the HRA. The forecast timing of the spend when combined with slippage gives a total Deliverable Budget of £36,087k for the year. The level of borrowing required in

2024/25 stands at £14,447k, split £6,670k for the General Fund, much of which relates to projects outside of the Council's control and therefore may not start in year (Cullompton Town Centre Review Road and the design and build of a new Waste and Recycling Depot where land needs to be identified and purchased), and £7,777k for the HRA related to the ambitious Housing Development programme, which also continues to include assumptions of significant Homes England grant funding.

- 5.5 The overall indicative Capital Programme spanning the full 5-year MTFP timeframe totals £125,390k broken down into £49,136k General Fund and £76,254k for the HRA. The significant elements of this are the Cullompton Town Centre Review Road where we continue to search for suitable funding solutions, and the HRA Development Programme, an ambitious programme of building 500 new social houses. The delivery of housing development will continue to be refined following further work and the latest survey assessments, as will all projects.
- 5.6 The programme is funded from a variety of sources included S106 / Reserves (£16,145k), Capital Grant (£58,664k), Capital Receipts (£5,291k, including 1-4-1 receipts) and borrowing (£45,290k). Where possible, any borrowing will be undertaken internally and if it is necessary to seek external debt funding, it is likely this will be taken on a short-term basis as interest rates are expected to slacken over the next few years and inflation is brought back down. Lease financing is being finalised and will be included within the next update to January Cabinet.

6.0 Next Steps

- 6.1 The Autumn Statement delivered by the Chancellor of the Exchequer on 22 November, gave some headline indications that might affect Local Government. For example, increased planning fees, new/increased funding for homelessness prevention, freezing the small business multiplier for Business Rates, and an extension to the Homes for Ukraine Scheme. At present, little or no clarity is available on these headline announcements, therefore over the coming weeks it is expected that this will become available and enable officers to project their implications.
- 6.2 Furthermore, Michael Gove (Secretary of State for Levelling Up, Housing and Communities) is expected to publish the Local Government Funding Settlement in late December (prior to Parliament breaking up for Christmas). This will clarify the main grant support received from Government for 2024/25. An update will be given to January Cabinet (potentially verbally if the announcement is too late for publication of the Cabinet reports).
- 6.3 However as outlined above, there is still further savings required to balance the 2024/25 budget. Both Cabinet and the PDG's are asked for their views on

service prioritisation, ideally identifying which services are critical in their opinion and which they believe reductions will be acceptable. This can help inform officers to enable the identification of additional budget saving options required to balance the 2024/25 budget.

- 6.4 Should members reject some savings, or not indicate where else they would look to identify savings options, the use of Reserves would be required to deliver the legal obligation to balance the budget.

7.0 Conclusion

- 7.1 Moving forward, Members and Officers need to look to reduce the pressures over the next few years reflected in our MTFP and will need to identify ongoing savings to prevent the reliance upon reserves.

- 7.2 In order to conclude the statutory budget setting process, updates to the draft budget position will go through the PDG's and cabinet meetings before being agreed at Full Council on the 21 February 2024. During this period Officers will continue to identify and examine further savings possibilities that can reduce the longer term budget gap.

Financial Implications

The current budget for the General Fund shows a potential deficit of £418k, with an increasing funding deficit projected in future years. This highlights the need to take steps to plan for further reductions to our ongoing expenditure levels.

Legal Implications

None directly arising from this report, although 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

The MTFP continues to make a number of financial assumptions based on a sensible/prudent approach, taking account of the most up to date professional advice that is available. Management must ensure that any proposed savings required to balance the budget are robust and achievable.

Impact on Climate Change

The allocation of resources will impact upon the Council's ability to implement/fund new activities linked to climate change, as the MTFP sets the broad budgetary framework for the Council over the coming years. However, some provision has already been included in the base budget and further evaluation/consideration will be made as the draft budget passes through the PDGs over the next few months. Significant investment is currently forecast within the Capital Programme, however this will be dependent upon full options appraisals and levels of Grant funding available.

Equalities Impact Assessment

No implications arising from this report.

Relationship to Corporate Plan

The Medium Term Financial Plan (MTFP) sets out the financial resources available to deliver the Council's ongoing Corporate Plan priorities.

Section 3 – Statutory Officer sign-off/mandatory checks

Statutory Officer: Andrew Jarrett

Agreed by or on behalf of the Section 151

Date: 28/11/2023

Statutory Officer: Maria De Leiburne

Agreed on behalf of the Monitoring Officer

Date: 04/12/2023

Chief Officer: Stephen Walford

Agreed by or on behalf of the Chief Executive/Corporate Director

Date: 28/11/2023

Performance and risk: Steve Carr

Agreed on behalf of the Corporate Performance & Improvement Manager

Date: 23/11/2023

Cabinet member notified: Yes

Section 4 - Contact Details and Background Papers

Contact: Andrew Jarrett – Deputy Chief Executive (S151)

Email: ajarrett@middevon.gov.uk

Telephone: 01884 234242

Contact: Paul Deal – Corporate Manager for Finance, Property and Climate Change

Email: pdeal@middevon.gov.uk

Telephone: 01884 234254

Background papers:

- 2024/25 – 2028/29 Medium Term Financial Plan update (September Cabinet)
- 2024/25 – 2028/29 Medium Term Financial Plan update (October Cabinet)

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2024/25 Headline Savings options - Round 1 - REVISED VALUES / RISK

Appendix 1

Saving Ref	Cabinet / PDG	Service	Budget Holder	Cost Centre	BRIEF Saving Description (including risks of delivery)	Low Risk	Medium Risk	High Risk	Movement Reduction / (Increase)	Revised Value / Risk	Explanation of Key Movements
						(£)	(£)	(£)	(£)	(£)	
1	Net Interest Costs	Financial Services	Paul Deal	IE290	More proactive treasury management investment – i.e. longer term investments, alternative investment vehicles (money market funds, bonds etc), reduce available cash balances to increase investment. Key risk is cash flow – should any unknown significant payments arise, this may lead to a cash shortfall for a period of time until the investment can be returned. This can be covered through short term borrowing (overnight etc) at low rates.		(£30,000)		£84,000	£54,000	Reduce interest receivable budget due to lower cash balances available for investment
3	Cabinet	Property Services	Paul Deal	PS various (2121 Code)	Update in Planned Maintenance Budgets - Currently planned to be same level as in 2023/24, but a fuller review of requirements is needed to more accurately understand the requirements. Savings / Pressure to be known by end of November. Implications: only high risk matters are dealt with so if something outside of this breaks there are risks.		?		(£193,000)	(£193,000)	Reduce planned maintenance scheduled for 2024/25
4	Cabinet	Property Services	Paul Deal	PS Commercial Income	A review of leases leads to updates and an increase in income. Figure based on c 5% increase Key risk is that rental does increase - current economic climate may not lead to an increase in rental, therefore the lease will not be updated unless necessary. Note this excludes potential rental of Phoenix House (as the Police rental is already included).		(£25,000)		£27,000	£2,000	Initial over estimate
6	Cabinet	Property Services	Paul Deal	PS Service Income	Service income - cemeteries, bus departures. Figure based on c 5% increase Potential risk of decreasing demand	(£10,000)			(£3,000)	(£13,000)	
8	Cabinet	Property Services	Paul Deal	Phoenix House rental to tenants	Currently negotiating with Devon County Council for them to take space in Phoenix House Risks should be minimal.		?		(£7,000)	(£7,000)	
9	Cabinet	Legal and Democratic Services	Maria De Labume	LD600	Review iKEN (CMS) to see if continue - would need to terminate the contract so may be some initial costs	(£7,000)			£0	(£7,000)	
10	Cabinet	Corporate Performance and Improvement	Steve Carr / Matthew Page	CM300	SPAR maintenance contract (£3,230 p.a.) - end support agreement. Risks relate no longer being able to access support for the platform, but there has been limited need for this over the past 12 months +. Agreement runs until 31 August 2024	(£1,615)			£0	(£1,615)	
11	Cabinet	Corporate Performance and Improvement	Steve Carr / Matthew Page	CM300	LG Inform Plus. Do not renew access to this data platform which is used for benchmarking. Alternative sources of benchmarking information will be required. Subscription can be restarted at any time.	(£1,200)			£0	(£1,200)	
13	Cabinet	Human Resources	Matthew Page / James Hamblin	HR100	Income generation following implementation of new structure To be balanced against the needs of the services at MDDC		(£10,000)		£0	(£10,000)	
14	Cabinet	ICT	Brian Trebilcock	IT500	Removal of OpenText RKYV software for Electronic Document Management and migration onto Sharepoint Online Implications: -Reduction in cost of software. -Organisational wide project with a significant lead time and high service impact. -Every service would need to manually check files, data cleanse and redefine filing structures -Fundamental shift in asset tagging of information and changes to data security and data flows -Capacity issues within ICT, Information Management team and services Risks: -Every service impacted and capacity within teams would need to be increased/staff seconded to project -Inadequate planning and governance controls could mean loss of data which may have operational/legal impact if ill-defined -Additional resource in ICT/Info Management required to manage project OR consultancy required for programme and governance -Additional/alternative data storage costs			(£18,700)	£18,700	£0	No longer considered deliverable
15	Community	Public Health	Simon Newcombe	PH600	Remove Pest Control contract – The use of the service has been declining year on year, and budget had been reduced to £1000. This only covers those on qualifying benefits in the private sector for the treatment of rats and mice. All other forms of pest are not covered and signposted to the preferred contractor. The current contract with Pestokill has been extended to June 2024 but it is proposed that we do not renew this contract going forward. Implications: - Low-income households have to pay for rats and mice infestations previously provided FOC - Increase in more complex pest control cases requiring EH regulatory intervention due to failure of householders to take early treatments at cost (low risk) - Mitigation: availability of healthy homes grants and regulatory tools to deal with major infestations means that the risk of not providing the service is lower. Risks: - Equality Impact Assessment would show disproportionate impact on vulnerable, low-income residents although take up of the service has reduced significantly over the years / Will require a policy decision via CPDG and Cabinet - Increased public health impacts but potentially mitigated by the introduction of the Healthy Homes Grant - Reputational damage / less community resilience	(£1,000)			£0	(£1,000)	
16	Community	Public Health	Simon Newcombe	PH250	No longer provide GF budget for community safety partnership activity in Mid Devon but maintain contribution to DHR (domestic homicide reviews) as this is mandatory. Changes in funding for CSP work have already been introduced via adoption of a direct commissioning approach by PCC. Limited separate CSP new burdens funding is currently in place for new Serious Violence Duty responsibilities therefore the remaining residual budget is too limited to be utilised effectively. Implications: - With reduced external funding there will be less funding available for specific projects locally, but there continues to be specific funding from the OPPC for targeted action on Devon wide priorities. - Use of this funding has been adhoc over the years resulting in an EMR for underspend which would indicate that this funding is no longer required. There is a duty to undertake DHRs so part of the budget is being withheld to cover the contribution to DCC to coordinate these reviews (accounted for in projected). Risks:	(£3,870)			£0	(£3,870)	

Saving Ref	Cabinet / PDG	Service	Budget Holder	Cost Centre	BRIEF Saving Description (including risks of delivery)	Low Risk	Medium Risk	High Risk	Movement Reduction / (Increase)	Revised Value / Risk	Explanation of Key Movements
						(£)	(£)	(£)	(£)	(£)	
					Unable to contribute to any specific projects on community safety locally but these have been reduced over the years due to local capacity and changing need, PCC commissioning approach where the CSP support direct Community Grant bids by VCSE providers and more strategic working across partners						
17	Community	Public Health	Simon Newcombe	PH660	Remove continuous air quality monitors (AQ Mesh). The current AQ mesh pods (x4) in place under statutory LAQM requirements but have reached the end of their life and need to be replaced. The cost per new pod is approx. £7280 as detailed below, with an annual cost of £2680 (not including any repairs or officer time to check the install). To replace all 4 would be £29,120 to come out of 23/24. The ongoing cost for 4 would be £10720. £10,000 could be a saving if we did not replace the pods. Alternatively there would be a smaller saving if some pods remained. Spec from Ricardo • SCS Cube spec to measure PM10, PM2.5 and NO2 is £3,000/unit (with 2-year manufacturer warranty) • Extended warranty to cover years 3 and 4 and maintenance service during the start of year 3 is £850/unit • Data sim is £180/unit/year, if paid for in advance • QA/QC and data correction to near reference, monthly update reports, and website £2,500/year • Installation £750. Assuming done in a day (2-sensors) • Note the Cube units are mains powered and so need commando sockets for lamp column installation 13 amp rated feed via a standard commando socket rated at IP68 (waterproof) Implications: The pods monitor PM10 and PM2.5 therefore we would no longer be able to measure these pollutants. These would continue to be desk-assessed under LAQM. TG22 guidance but district would not have capability to directly monitor including investigating any new potential exceedance areas, however previous x5 annual assessment reports have identified no new hotspots/risks. Risks: Reliance on reduced NOx tube monitoring only and minimum baseline compliance with statutory guidance under LAQM regime and AQ duties on Council Low - Medium Risk due to minimum statutory baseline compliance. This would generate the full saving of £11,500 via reduction in budget. Sufficient budget would be retained within relevant cost-centre for reduced NOx monitoring (see below) and calibration of noise monitors	(£11,500)			£0	(£11,500)	
18	Community	Public Health	Simon Newcombe	PH660	Reduce number of NOx tube monitoring sites from 20 to 10. There have been no exceedances and DEFRA are recommending that the AQMAs are no longer needed. This is an opportunity to review the monitoring sites and reduce the number Implications: There would be less coverage of the district for monitoring but it would be more tactically focussed on ongoing at risk, exceedances or adjacent proposed major development areas only Would need to be kept under review should significant changes to traffic flow arise in areas not covered and monitoring sites introduced as necessary - statutory requirement under LAQM (see below) and annual screening assessment reporting into Defra Risks: Less comprehensive set of data for DEFRA return - represents minimum monitoring requirements to satisfy Local Air Quality Management (LAQM) requirements under stat. guidance (LAQM TG22) Changes to air quality slower to be identified but trend position retained at remaining longer-term sites	(£420)			£0	(£420)	
19	Community	Public Health	Simon Newcombe	PH660	Stop provision of planning advice relating to all areas of public health. We have contracted to provide this expertise as we do not have the full specialist expertise or resources in house to provide this service. However this is not a statutory function. Implications This is not a statutory service and is only advisory. There would be no provision of comments on planning applications from Public Health once this contract has ended. Currently planning utilise Janet for advice and support more than Public Health and with the new air quality spd planning may wish to fund Janet directly to advise them on this area. Risks Public health comments are preventative and good practice to avoid future nuisance complaints. There is a risk that nuisance issues will increase. However public health has a duty to investigate regardless		(£6,000)		£0	(£6,000)	
20	Community	Public Health	Simon Newcombe	PH733	End the following subscriptions: EMAQ plus training - provides 6 detailed training courses per year on environmental protection including an exam for competency Implications: Access to the reduced rate in specialist training would be lost. However the current Team leader for community has undertaken most of the available competencies. This could be re-instated in future should it become necessary but there are other courses available. Risk Low risk but does mean that only one person in Public health has the competencies		(£1,376)		£0	(£1,376)	
21	Community	Public Health	Simon Newcombe	PH733	Public health RIAMs premium subscription - provides access to templates documents, community chats and forums for advice on all aspects of EH Implications The service would no longer be able to access the various templates and documents, the EH community for support and advice or the reduced rate training Risk A piece of work is needed to fully identify how much the service is used by the team. If it is rarely utilised then the risk is low however if the team, especially less experienced team members, rely on the service for day to day delivery of the statutory service then the risk is higher.		(£3,850)		£0	(£3,850)	
22	Community	Public Health	Simon Newcombe	PH733	ABC food law - provides bespoke training courses on specialist food safety matters including specific approved premises Implications The team currently rely on this tool for training, templates and guidance. However going forward it may be possible to stop this subscription once internal processes and officers are up to speed. At present as this is not the case it would be high risk to remove this. Risk			(£225)	£0	(£225)	

2024/25 Headline Savings options - Round 1 - REVISED VALUES / RISK

Appendix 1

Saving Ref	Cabinet / PDG	Service	Budget Holder	Cost Centre	BRIEF Saving Description (including risks of delivery)	Low Risk	Medium Risk	High Risk	Movement Reduction / (Increase)	Revised Value / Risk	Explanation of Key Movements
						(£)	(£)	(£)	(£)	(£)	
					The team need to be up to speed before this is no longer available. The current risk is that the FSA do not believe we can meet our statutory functions or comply with the FSA plan so it is important that we get on top of this before considering a reduction in our resources						
23	Community	Public Health	Simon Newcombe	PH354	Empty Homes Network - advice and access to webinars Implications Dealing with empty homes is not a statutory function the network provides advice and guidance on tools for empty homes officers and we do not have this resource at present Risk Risk is low as we do not need the membership and it can be re-instated in the future if required	(£95)				(£95)	
24	Environment	Street Scene	Matthew Page / Darren Beer	FM580	Removal of pool cars Implications: None	(£13,000)			£4,861	(£8,139)	
25	Environment	Waste	Matthew Page / Darren Beer	WS725	Impact of Shared Saving Scheme - Forecast in April and actual amount will be sent in September 2024. Budget £150K forecast £290K but could be more.	(£140,000)			(£110,000)	(£250,000)	Based on the increased income received for 2022/23, based on only a part year of the movement to Bin it-123, it is expected that increased recycling will yield an increase payment from Devon CC.
26	Environment	Waste	Matthew Page / Darren Beer	WS700	Increase Garden Waste Fees in line or above inflation (includes extra forecast above budget for 2023-24) Implications: May result in reduction in residents subscribing to scheme		(£15,000)		(£165,000)	(£180,000)	Based on Qtr 2 income receipts and subscription levels, it is expected that our income will increase year-on-year.
27	Environment	Waste	Matthew Page / Darren Beer	WS710	Increase trade waste charges above 3% base (Increase of further 1%) Implications: Potential for customers to change provider	(£9,000)			(£117,460)	(£126,460)	Based on Qtr 2 income receipts and subscription levels, it is expected that our income will increase year-on-year.
28	Economy	Car Parks	Matthew Page / Darren Beer	CP520 / 530 / 540	Increase in Income from parking charges raised above 3% (includes extra forecast above budget for 2023-24) Implications: Users seeking alternative parking		(£40,000)		(£45,590)	(£85,590)	Based on Qtr 2 income receipts, it is expected that our income will increase year-on-year.
29	Community	Community Grants	Adrian Welsh	CD200	There is an opportunity to review the wider Community Grants. These grants currently total £138k with currently seven beneficiaries. These are due for review. This will provide a political challenge as reductions to these organisations will be controversial. This review would need to form part of a corporate wide assessment. The current breakdown is as follows: Churches Housing Action Team (CHAT) £12,500 Citizens Advice £15,500 Involve – Voluntary Action in Mid Devon £12,000 Mid Devon Mobility £22,000 Grand Western Canal £45,000 Tiverton Museum of Mid Devon Life £27,500 Tourist Information Service £4,000 Total Grants £138,500 A saving target of £18,500 is proposed, with Community PDG to decide how to make this saving.		(£18,500)		£0	(£18,500)	
30	All	ALL	ALL	All Services	Potential savings could be made in certain areas linked to de-scoping or downsizing activity, should turnover allow for a natural wastage approach in these identified areas. Organisation-wide turnover should allow for a realisation of some of these savings over the coming months and years. However, they are categorised as amber/red to denote that these are not immediately realisable (amber) or would not be recommended due to the severe negative impact on service delivery (red). This aligns with the early steer from the administration around prioritising and protecting service delivery to customers alongside a desire to ensure no redundancies are required given the opportunities to manage workforce resource effectively through targeted vacancy and turnover management.	(£40,680)	(£370,840)	(£363,806)	£447,726	(£327,600)	A number of savings options have been removed following further detailed review.
31	All	ALL	ALL	All Services	Reduction in agency spend Implications: Will require services to scrutinise need and develop greater relationships with agency providers, negotiating where required Could result in services offering a lesser service at a lower rate should it be decided agency spend is not favourable				(£19,390)	(£19,390)	Based on revised staffing levels, it is believed that the requirement for agency cover will reduce.
33	All	ALL	ALL	All Services	Business Rates - possible reduction arising from appeals				£4,500	£4,500	
34	All	ALL	ALL	All Services	Energy costs - possible movement depending on new unit price. Need to reduce usage.				(£368,810)	(£368,810)	Based on the new price information from Laser (our energy supplier) for the year Oct 2023 - Sept 2024, it is expected that our costs will reduce from those previously forecast. This is in part also helped by the Salix investment in the heating systems of Exe Valley and Lords Meadow leisure centres.
35	All	ALL	ALL	All Services	Fuel Costs - Possible movement depending on how prices move	(£30,000)			(£29,260)	(£59,260)	Based on Qtr 2 forecasts, it is expected that our costs will reduce from those previously forecast.
TOTAL						(£269,380)	(£520,566)	(£382,731)	(£471,723)	(£1,644,400)	
						Original Value		(£1,172,677)	(£471,723)	(£1,644,400)	

2024/25 Headline Savings options - Round 1 - STILL BE REFINED (CURRENTLY EXCLUDED)

Appendix 1

Saving Ref	Cabinet / PDG	Service	Budget Holder	Cost Centre	BRIEF Saving Description (including risks of delivery)	Low Risk	Medium Risk	High Risk	Movement Reduction / (Increase)	Revised Value / Risk	
						(£k)	(£k)	(£k)	(£k)	(£k)	
2	Cabinet	Financial Services	Paul Deal	FP200	A reduction in our purchase of internal audit support, after any increase in charges. This needs to be agreed with DAP and should they need to make any redundancies, or incur costs, we will be liable for all or a share of the costs. The risk is relatively minimal as we have received a "Reasonable Assurance" opinion for the last few years, with few audits given limited or no assurance. However, we do weaken our governance mechanism and have less resource to draw open if an issue is identified and a critical friend is required.		(£10,000)		£10,000	£0	
5	Cabinet	Property Services	Paul Deal	Transfer of Assets / Financial Contribution	An assumption that either a financial contribution or transfer of assets is secured with some or all of the major Town Councils. Current negotiations are not overly encouraging. Therefore, as indicated previously, some services will cease. Reputational risks are likely.			(£150,000)	£150,000	£0	Discussions with Town and Parish Councils continue.
7	Cabinet	Property Services	Paul Deal	Corporate Invest to Save Projects	Increased Solar Income add adding further solar panels to Phoenix House and the Multi-storey car park. This should cover all usage by PH and offer substantial energy to be sold to local neighbours. This can also reduce anti-social behaviour and fire escape risks. Risks should be minimal - but vandalism and lack of interest in purchasing the energy created.	?			?	£0	
12	Cabinet	Human Resources	Matthew Page / James Hamblin	HR200	Reduction in Corporate Development Training Implications: Reduced development opportunities for employees Could impact upon a 'strength' at the Council in terms of retention and recruitment of staff Will reduce offering to employees		(£5,000)		£5,000	£0	
32	All	ALL	ALL	All Services	Reduction in cost of sickness Implications: Would require us to take a less risk adverse attitude to managing sickness which could result in claims Will require consistency across the whole organisation			?		£0	

TOTAL	£0	(£15,000)	(£150,000)	£165,000	£0	
	Original Value			(£165,000)	£165,000	£0
ORIGINAL TOTAL	(£269,380)	(£535,566)	(£532,731)	(£306,723)	(£1,644,400)	
REVISED TOTAL	(£873,209)	(£717,877)	(£53,314)		(£1,644,400)	

Saving Ref	Cabinet / PDG	Service	Budget Holder	Cost Centre	BRIEF Saving Description (including risks of delivery)	Low Risk	Medium Risk	High Risk
						(£)	(£)	(£)
36	Environment	Waste	Matthew Page / Darren Beer	WS700, WS725	Operational Staffing increase from 114% to 122% to offset spend on Agency, Sickness and Holidays. Plus additional collection round required that will remove pressure on agency.		£293,000	
37	Cabinet	Building Control	Richard March	PR100	Revised Building Control fee income - based on reduction in volume of applications		£45,000	
38	Community	Planning	Dean Emery	PR200	Increase Pre-App Planning fee income - Based on Qtr 2 income receipts, it is not expected that our income will increase year-on-year.		(£20,000)	
39	Cabinet	Garden Village Project	Richard March	PR225	Continued staffing costs to deliver the garden village project		£65,000	
40	Cabinet	Revenues & Benefits	Dean Emery	RB200	Additional costs recovered through Court Fees and Grant Allocation	(£44,000)		
41	Environment	Property	Paul Deal	PS160	Remove costs of system upgrade / replacement - to be funded from EMR	(£50,000)		
42	ALL	ALL	ALL	All Services	Net sum of minor Pressures / (Savings)	£32,600		

TOTAL **(£61,400)** **£383,000** **£0**

Round 2 Pressures / (Savings) **£321,600**

2024/25 Revised MTFP Assumptions for Services

Saving Ref	Cabinet / PDG	Service	Budget Holder	Cost Centre	BRIEF Saving Description (including risks of delivery)	Low Risk	Medium Risk	High Risk	Movement Reduction / (Increase)	Revised Value / Risk	Explanation of Key Movements
						(£)	(£)	(£)	(£)	(£)	
43	Environment	Waste	Matthew Page / Darren Beer	WS700, WS725	Reduced recycle income as the material prices have fallen		(£50,000)		£316,700	£266,700	Material prices have dramatically reduced, for example plastic has dropped from £130 per tonne in Oct to £20 per tonne in November.
44	Cabinet	Corporate Fees	Paul Deal	CM300	External Audit fee	£100,000		£0	(£100,000)	£0	Reduce forecast External Audit fee Increase based on latest indication from Public Sector Audit Appointments
45	Homes	Private Sector Housing	Simon Newcombe	HG350	Piper Lifeline forecast Income		(£50,000)	£0	£50,000	£0	Reduce Piper Lifeline forecast Income based on Qtr 2 income receipts, it is not expected that our income will increase year-on-year.
46	Community	Leisure	Dean Emery	RS140, RS150, RS160	Income target for Leisure		(£388,000)	£0	(£100,000)	(£488,000)	Additional income target for Leisure following the external review and Cabinet approval of the 2024 Leisure Pricing Strategy

TOTAL **£100,000** **(£488,000)** **£0** **£166,700** **(£221,300)**

Original Value **(£388,000)** **£166,700** **(£221,300)**

TOTAL Round 2 Pressures / (Savings) plus movement in corporate assumptions **£488,300**

TOTAL Round 1 Savings - REVISED **(£1,644,400)**

Total Service Pressures / (Savings) in Round 1 **(£1,156,100)**

2024/25 Revised MTFP Assumptions for NON-Service Areas. To be finalised.

Saving Ref	Cabinet / PDG	Service	Budget Holder	Cost Centre	BRIEF Saving Description (including risks of delivery)	Low Risk	Medium Risk	High Risk	Movement Reduction / (Increase)	Revised Value / Risk	Explanation of Key Movements
						(£)	(£)	(£)	(£)	(£)	
47	Non-Service Costs	HRA Recharge	Simon Newcombe	ALL	Recharge to HRA	(£75,000)		£0	£14,000	(£61,000)	Recharges reduced due to reduced service cost following Round 1 Savings and Fee Income. To be finalised.
48	Non-Service Costs	Capital Financing	Paul Deal	IE800	Capital Financing Cost - Minimum Revenue Provision (MRP) in line with 2023/24 Capital Financing Requirement		£195,000	£0	(£85,000)	£110,000	Reduced Minimum Revenue Provision (MRP) in line with reduced Capital Financing Requirement based on Qtr 2 forecast. To be finalised.
49	Non-Service Costs	Net Interest	Paul Deal	IE260, IE290	Net Interest (interest receivable less interest payable)		£22,000		£122,000	£144,000	Reduce interest receivable budget due to lower cash balances available for investment (+£70k), plus increase in Finance Lease Interest (+£70k) as more vehicles are replaced with leased vehicles. To be finalised.
49	Non-Service Costs	Transfers to Reserves	Paul Deal	ALL	Transfers to Reserves	(£223,000)		£0	(£214,000)	(£437,000)	Revised forecast of contributions to reserves following review. To be finalised.
50	Non-Service Costs	Transfers from Reserves	Paul Deal	ALL	Transfers from Reserves	£1,710,000		£0	(£498,000)	(£498,000)	Revised draw from reserves following review. To be finalised.
51	Non-Service Costs	Council Tax	Dean Emery	All	Council Tax income	(£258,000)		£0	£132,000	(£126,000)	Amended Council Tax income following Cabinet approval of the 2024/25 Taxbase. To be refined when referendum limit is announced.

TOTAL **£1,154,000** **£217,000** **£0** **(£529,000)** **(£868,000)**

Original Value **£1,371,000** **(£529,000)** **(£868,000)**

TOTAL Round 1 movement in Non-Service areas **(£529,000)**

TOTAL Round 1 Movements **(£1,685,100)**

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Service Unit	Direct Costs Detail	2023/24		Net	Provisional	Increase / (Decrease) £	Increase / (Decrease) %
		Annual Budget £	Net MTFP Adjustment £	Pressures / (Savings) Identified £	2024/25 Budget £		
Cabinet							
SCM01	Leadership Team	591,373	634,880	(742,993)	483,260	(108,113)	-18.3%
SCM02	Corporate Functions	96,659	10	(20,749)	75,920	(20,739)	-21.5%
SCM03	Corporate Fees	178,668	400,040	(320,768)	257,940	79,272	44.4%
SCM06	Pension Backfunding	646,574	23,126	(9,490)	660,210	13,636	2.1%
SES01	Emergency Planning	7,500	-	44,510	52,010	44,510	593.5%
SFP01	Accountancy Services	528,592	7,540	16,078	552,210	23,618	4.5%
SFP02	Internal Audit	94,760	-	3,790	98,550	3,790	4.0%
SFP03	Procurement	110,324	1,910	40,096	152,330	42,006	38.1%
SFP04	Purchase Ledger	55,444	440	3,781	59,665	4,221	7.6%
SFP05	Sales Ledger	54,369	10	4,631	59,010	4,641	8.5%
SHR01	Human Resources	456,594	6,260	70,806	533,660	77,066	16.9%
SHR02	MDDC Staff Training	20,000	(5,000)	-	15,000	(5,000)	-25.0%
SHR03	Payroll	44,133	-	18,577	62,710	18,577	42.1%
SHR04	Learning And Development	62,188	1,950	(64,138)	-	(62,188)	-100.0%
SIT01	IT Gazetteer Management	83,146	630	5,494	89,270	6,124	7.4%
SIT03	IT Information Technology	1,216,407	15,140	(55,667)	1,175,880	(40,527)	-3.3%
SLD01	Electoral Registration	352,932	(157,500)	5,018	200,450	(152,482)	-43.2%
SLD02	Democratic Rep And Management	555,911	5,290	1,274	562,475	6,564	1.2%
SLD04	Legal Services	418,847	1,210	20,183	440,240	21,393	5.1%
SPR01	Building Regulations	8,925	980	61,725	71,630	62,705	702.6%
SPR04	Local Land Charges	(42,506)	240	3,386	(38,880)	3,626	8.5%
SRB01	Collection Of Council Tax	553,617	(12,980)	20,033	560,670	7,053	1.3%
SRB02	Collection Of Business Rates	(87,210)	4,090	120	(83,000)	4,210	4.8%
SRB03	Housing Benefit Admin & Fraud	221,029	9,060	(13,059)	217,030	(3,999)	-1.8%
SRB04	Housing Benefit Subsidy	65,000	-	(2,000)	63,000	(2,000)	-3.1%
SRB06	Debt Recovery	96,717	20	18,013	114,750	18,033	18.6%
TOTAL CABINET PDG		6,389,993	937,346	(891,349)	6,435,990	45,997	0.7%
Community PDG							
SCD01	Community Development	138,500	-	(28,500)	110,000	(28,500)	-20.6%
SCS20	Customer Services Admin	18,230	(10,000)	12,470	20,700	2,470	13.5%
SCS22	Customer First	771,413	2,160	20,847	794,420	23,007	3.0%
SES03	Community Safety - C.C.T.V.	57,785	-	(15,055)	42,730	(15,055)	-26.1%
SES04	Public Health	3,490	-	260	3,750	260	7.4%
SES11	Pool Cars	619	180	(799)	-	(619)	-100.0%
SES16	ES Staff Units/Recharges	831,874	(18,310)	64,455	878,019	46,145	5.5%
SES17	Community Safety	6,070	-	(3,570)	2,500	(3,570)	-58.8%
SES18	Food Safety	(17,034)	-	(1,000)	(18,034)	(1,000)	-5.9%
SES21	Licensing	27,142	2,950	18,668	48,760	21,618	79.6%
SES22	Pest Control	1,000	-	(1,000)	-	(1,000)	-100.0%
SES23	Pollution Reduction	13,270	-	(11,920)	1,350	(11,920)	-89.8%
SPR02	Enforcement	102,820	20	2,771	105,611	2,791	2.7%
SPR03	Development Control	479,545	(77,572)	(118,843)	283,130	(196,415)	-41.0%
SPR09	Forward Planning	320,462	290	(20,082)	300,670	(19,792)	-6.2%
SPR11	Regional Planning	269,500	(25,800)	(63,700)	180,000	(89,500)	-33.2%
SRS01	Recreation And Sport	1,401,716	(84,560)	(333,853)	983,303	(418,413)	-29.9%
TOTAL COMMUNITY PDG		4,426,402	(210,642)	(478,851)	3,736,909	(689,493)	-15.6%
Economy PDG							
SCD02	Economic Development	79,261	11,630	(20,478)	70,413	(8,848)	-11.2%
SCP01	Parking Services	(545,510)	32,300	(219,217)	(732,427)	(186,917)	-34.3%
SPR06	Economic Development	851,637	(424,594)	(48,013)	379,030	(472,607)	-55.5%
SPS12	Gf Properties Shops/Flats	(191,950)	4,490	(116,160)	(303,620)	(111,670)	-58.2%
TOTAL ECONOMY PDG		193,438	(376,174)	(403,868)	(586,604)	(780,042)	-403.3%

Service Unit	Direct Costs Detail	2023/24 Annual Budget £	Net MTFP Adjustment £	Net Pressures / (Savings) Identified £	Provisional 2024/25 Budget £	Increase / (Decrease) £	Increase / (Decrease) %
	Environment PDG						
SES02	Cemeteries	(32,239)	1,550	(95,859)	(126,548)	(94,309)	-292.5%
SES05	Open Spaces	340,379	2,430	(82,478)	260,331	(80,048)	-23.5%
SGM01	Grounds Maintenance	545,276	(77,580)	96,493	564,189	18,913	3.5%
SPS01	Asset Management	199,063	57,800	453,477	710,340	511,277	256.8%
SPS03	Flood Defence And Land Drain	26,032	-	-	26,032	0	0.0%
SPS04	Street Naming & Numbering	6,723	-	247	6,970	247	3.7%
SPS05	Administration Buildings	653,405	38,610	(378,185)	313,830	(339,575)	-52.0%
SPS06	MDDC Depots	491,102	34,620	(14,244)	511,478	20,376	4.1%
SPS07	Public Transport	(23,429)	-	(1,830)	(25,259)	(1,830)	-7.8%
SPS09	Property Services Staff Unit	781,313	880	50,307	832,500	51,187	6.6%
SPS11	Public Conveniences	33,950	5,820	(19,850)	19,920	(14,030)	-41.3%
SWS01	Street Cleansing	545,263	(47,230)	78,599	576,632	31,369	5.8%
SWS02	Waste Collection	684,044	(59,280)	(314,664)	310,100	(373,944)	-54.7%
SWS03	Recycling	855,169	(39,230)	751,841	1,567,780	712,611	83.3%
SWS04	Waste Management	390,236	1,000	(13,226)	378,010	(12,226)	-3.1%
	TOTAL ENVIRONMENT PDG	5,496,287	(80,610)	510,628	5,926,305	430,018	7.8%
	Homes PDG						
SES15	Private Sector Housing Grants	(3,160)	110	12,275	9,225	12,385	391.9%
SHG03	Homelessness Accommodation	342,405	(35,040)	95,060	402,425	60,020	17.5%
	TOTAL HOMES PDG	339,245	(34,930)	107,335	411,650	72,405	21.3%
	Net Direct Services Costs	16,845,365	234,990	(1,156,105)	15,924,250	(921,115)	-5.5%
	Net Recharge to HRA	(1,883,810)	(75,350)	14,490	(1,944,670)	(60,860)	-3.2%
	Capital Financing	703,264	194,545	(85,109)	812,700	109,436	15.6%
	Net Service Costs	15,664,819	354,185	(1,226,724)	14,792,280	(872,539)	-5.6%
SIE06	Interest Receivable	(1,112,647)	1,847	52,026	(1,058,774)	53,873	4.8%
SIE03	Interest Costs	261,160	20,040	70,310	351,510	90,350	34.6%
IE995	Transfers TO / (FROM) General Reserves	(625,000)	625,000	-	-	625,000	100.0%
SIE24	Transfers TO / (FROM) Earmarked Reserves	(1,725,097)	1,489,695	(712,045)	(947,447)	777,650	45.1%
	Net Budget Requirement	12,463,235	2,490,767	(1,816,433)	13,137,569	674,334	5.4%
SIE11	Business Rates	(4,175,875)	(129,600)	-	(4,305,475)	(129,600)	-3.1%
SIE08	Council Tax	(6,749,030)	(258,310)	131,597	(6,875,743)	(126,713)	-1.9%
SIE10	Un-Ringfenced Grant Funding	(1,538,330)	-	-	(1,538,330)	0	0.0%
	Total Funding	(12,463,235)	(387,910)	131,597	(12,719,548)	(256,313)	-2.1%
	Annual Shortfall	0	2,102,857	(1,684,836)	418,021	418,021	

Category	2023/24 Annual Budget £	Net MTFP Adjustment £	Net Pressures / (Savings) Identified £	Provisional 2024/25 Budget £	Increase / (Decrease) £	Increase / (Decrease) %
Employees	16,810,548	765,363	(67,369)	17,508,542	697,994	4.2%
Premises	4,241,574	356,350	(466,276)	4,131,648	(109,926)	(2.6%)
Transport	1,318,950	30,640	(53,899)	1,295,691	(23,259)	(1.8%)
Supplies & Services	21,698,204	(1,023,612)	(186,811)	20,487,781	(1,210,423)	(5.6%)
Recharges	(1,883,810)	(75,350)	14,490	(1,944,670)	(60,860)	(3.2%)
Capital	703,264	194,545	(85,109)	812,700	109,436	15.6%
Income	(42,888,730)	1,854,921	(839,862)	(41,873,671)	1,015,059	2.4%
	0	2,102,857	(1,684,836)	418,021	418,021	

Category	2023/24 Annual Budget £	Net MTFP Adjustment £	Net Pressures / (Savings) Identified £	Provisional 2024/25 Budget £	Increase / (Decrease) £	Increase / (Decrease) %
Basic Pay	12,213,371	496,650	186,855	12,896,876	683,505	5.6%
National Insurance	1,147,026	(6,610)	110,305	1,250,721	103,695	9.0%
Pension Costs	2,876,422	8,256	111,504	2,996,182	119,760	4.2%
Overtime	303,470	-	17,470	320,940	17,470	5.8%
Agency	129,660	-	(19,390)	110,270	(19,390)	(15.0%)
Training + Apprenticeship Levy	181,183	(6,950)	(12,840)	161,393	(19,790)	(10.9%)
Other Employee Costs	(40,584)	274,017	(461,273)	(227,840)	(187,256)	(461.4%)
	16,810,548	765,363	(67,369)	17,508,542	697,994	

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Transfers To Earmarked Reserves

SERVICE	EMR		Total
PS990	EQ685	FORE STREET MAINT S.FUND	5,000
PS992	EQ685	MARKET WALK MAINT S.FUND	20,000
CP540	EQ686	PAYING CAR PARKS (MACHINE REPLACEMENT SINKING FUND)	3,000
LD201	EQ720	ELECTION COSTS - DISTRICT	25,000
PR810	EQ728	STATUTORY DEVELOPMENT PLAN	120,000
EQ756	EQ756	FLEET CONTRACT FUND	654,600
GM/WS	EQ760	STREET SCENE SMALL PLANT	22,420
EQ761	EQ761	RECYCLING PLANT SFUND	30,000
EQ763	EQ763	RECYCLING MAINT 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
PS980	EQ837	PROPERTY MAINTENANCE	100,000
IT200	EQ749	BUSINESS SYSTEMS MIGRATION	50,000
TOTAL			1,162,720

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 CREDITON	(3,080)
EQ756	EQ756	FLEET CONTRACT FUND	(773,920)
PH733	EQ712	ROUGE LANDLORD - SALARY COST OF N MADGWICK	(43,027)
PH733	EQ711	PRIVATE SECTOR HOUSING - SALARY COST OF N MADGWICK	(3,830)
PR600	EQ821	NEIGHBOURHOOD PLANNING	(10,000)
PH378	EQ742	HOMELESSNESS PREVENTION	(50,000)
Various	EQ837	2121 SPECIFIC MAINTENANCE PROJECTS	(772,000)
PR810	EQ728	STATUTORY DEVELOPMENT PLAN	(180,000)
PR400	EQ722	BUSINESS DEVELOPMENT	(135,750)
RB100/RB600	EQ787	NNDR NEW BURDENS	(74,540)
TOTAL			(2,110,167)

Net Transfer To / (From) Earmarked Reserves

(947,447)

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Housing Revenue Account - by service

Code	Service Unit	Base Budget 2023/2024	Movement	Draft Budget 2024/2025
		£	£	£
Income				
SHO01	Dwelling Rents Income	(13,556,440)	(890,460)	(14,446,900)
SHO04	Non Dwelling Rents Income	(487,570)	(19,370)	(506,940)
SHO07	Leaseholders' Charges For Services	(29,000)	0	(29,000)
SHO08	Contributions Towards Expenditure	(190,500)	(26,000)	(216,500)
SHO10	H.R.A. Investment Income	(400,000)	(173,830)	(573,830)
SHO11	Miscellaneous Income	(6,000)	0	(6,000)
Services				
SHO13A	Repairs & Maintenance	4,190,330	1,119,980	5,310,310
SHO17A	Housing & Tenancy Services	2,089,960	62,290	2,152,250
Accounting entries 'below the line'				
SHO29	Bad Debt Provision	300,000	(100,000)	200,000
SHO30	Share Of Corp And Dem	161,170	5,700	166,870
SHO32	H.R.A. Interest Payable	1,232,280	(9,970)	1,222,310
SHO34	H.R.A. Trf To/From Emr	1,447,630	(152,680)	1,294,950
SHO37	Capital Receipts Reserve Adjustment	(20,800)	0	(20,800)
SHO38	Major Repairs Allowance	2,535,000	(170,000)	2,365,000
SHO45	Renewable Energy Transactions	(160,000)	7,500	(152,500)
Total		(2,893,940)	(346,840)	(3,240,780)

Subjective analysis

Code	Best Value Unit	Base Budget 2023/2024	Movement	Draft Budget 2024/2025
1000	Employees	3,706,370	462,790	4,169,160
2000	Premises	447,340	35,760	483,100
3000	Transport	263,770	28,160	291,930
4000	Cost Of Goods And Services	7,559,490	275,010	7,834,500
7000	Income	(14,870,910)	(1,148,560)	(16,019,470)
TOTAL		(2,893,940)	(346,840)	(3,240,780)

Code	Best Value Unit	Base Budget 2023/2024	Movement	Draft Budget 2024/2025
5000	Internal Recharges	1,883,810	(14,490)	1,869,320
6000	Capital Charges	1,010,130	76,270	1,086,400
TOTAL		2,893,940	61,780	2,955,720

GRAND TOTAL		0	(285,060)	(285,060)
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Notes:

SHO01 Income assumption is a 6% increase, at present this is an officer based estimate, this number may change with subsequent government guidance. The increase is not 6% in real terms as the assumed Void and RTBs impact this, this budget may be adjusted slightly to reflect the latest stock position when the final budget is produced.

Housing Revenue Account - by service

SHO04	No assumed increase to the weekly charge for garage rents or garage ground rents, this budget increase is based on an improved uptake on available garage units.
SHO08	The forecast level of rechargeable works is likely to remain broadly similar to the current year, however the budget for debt write off has been reduced to reflect historic levels, this improves the budget by £20k.
SHO10	<p>Pooled cash balances with the General Fund are estimated to return an improved return on current year forecasts.</p> <p>Salary inflation assumed at 4% for 2024/25, additionally the service have increased their establishment by just over 3FTEs, this, in part, is to provide support to the existing team with the future development programme, this will increase the salary base by £336k</p> <p>Contractor and materials spend is still forecast to be higher than current estimates, therefore an additional £233k will be required next year</p>
SHO13A	<p>Damp and Mould/Fire Risk Assessment works-provision of £300k added to the revenue budget for these works, detailed analysis will be done to firm up this estimate before the final budget is set</p> <p>Vehicle costs-slight increase on vehicle insurance in addition to a provision for £12k for ad-hoc vehicle repairs. The maintenance contract has increased by £8k year on year</p> <p>DLO works- this is estimated to be lower for 2024/25 (8.6% reduction, £195k), this is determined largely by the maintenance programme which is planned in advance, this will be offset, within the budget by a reduction in the contribution to the Major Repairs Reserve.</p> <p>Salary inflation assumed at 4% for 2024/25. The establishment is estimated to increase by net 1FTE for 24/25 this post will be subject to a applicable business case. The budget increase year on year is £79k, part of the budget provision in 2023/24 will be utilised by Building Services for 2024/25. There may be subsequent changes to the establishment makeup of Tenancy Services prior to the final budget being set</p> <p>Utilities and Council Tax/Rates- a slight increase of £11k to the budget for 2023/24.</p>
SHO17A	
SHO29	This budget relates to bad/doubtful debts. The provision was increased during Covid and at the height of the cost of living crisis, the expectation is that this budget can be slowly reduced (£100k reduction next year), however should there be a change in the data that informs this budget then adjustments will be made as and when necessary.
SHO32	Forecast interest paid by the HRA on any internal or external borrowing, this mainly relates to the Self Financing loan and forecast spend relating to the development programme.
SHO34	<p>Contributions to reserves: £50k towards vehicle cost sinking fund, £907k to the Loan deficit reserve, £152k to the Renewables reserve, £186k to the Affordable Rent Surplus reserve</p> <p>Based on the current budget forecast, a contribution to the Housing Maintenance reserve of £285k would be allowable</p>
SHO38	This expenditure is budgeted in line with the planned Works Programme for the next year, due to timings this number will be updated for the final budget position
SHO45	This budget has been adjusted slightly to reflect any relevant expenditure, however the net position at year end is simply a contribution to the Renewables reserve.

Appendix 6

Area	Sub Area	Project Title	To be rolled f/wd from 2023/24 Capital Programme		Total Project Costs for Approval							Spend Profile					
			Forecast Slippage from 2023/24 to be C/fwd to 2024/25 £000's	Forecast Budget from 2023/24 to be spent over life of MTFP £000's	2024/25	2025/26	2026/27	2027/28	2028/29	Total	Grand Total	2024/25	2025/26	2026/27	2027/28	2028/29	Total
					£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's
General Fund																	
Leisure	Lords Meadow Leisure Centre	Reception infrastructure	160	-	-	-	-	-	-	-	160	160	-	-	-	-	160
Leisure	Culm Valley Sports Centre	CVSC - Remodelling of Ground Floor	25	174	-	-	-	-	-	-	199	25	174	-	-	-	199
		All leisure sites replacement management/site access system (Hardware Element)	200	-	-	-	-	-	-	-	200	200	-	-	-	-	200
Other MDDC Buildings	MDDC Depots	Land acquisition for operational needs	1,000	-	500	-	-	-	-	500	1,500	1,500	-	-	-	-	1,500
Other MDDC Buildings	MDDC Depots	Depot Design & Build - Waste & Recycling	-	3,750	-	-	-	-	-	-	3,750	250	3,500	-	-	-	3,750
Other MDDC Buildings	MDDC Shops/Industrial Units	Market Walk Unit 17 - remodelling options	70	430	3,000	-	-	-	-	3,000	3,500	70	2,500	930	-	-	3,500
		36 & 38 Fore Street including Flat above structure & cosmetic works	197	-	-	-	-	-	-	-	197	197	-	-	-	-	197
Other MDDC Buildings	MDDC Shops/Industrial Units	CA719 Cullompton Town Centre Relief Road (HIF)	13,138	16,541	-	-	-	-	-	-	29,679	13,138	16,541	-	-	-	29,679
HIF	Schemes																
Other	General Car Parks	West Exe South - Remodelling - additional parking	90	-	-	-	-	-	-	-	90	90	-	-	-	-	90
		Land drainage flood defence schemes - St Marys Hemyock	-	50	-	-	-	-	-	-	50	50	-	-	-	-	50
Other	Other Projects	Land drainage flood defence schemes - Ashleigh Park Bampton	87	-	-	-	-	-	-	-	87	87	-	-	-	-	87
Other	Other Projects	Cemetery Lodge - Structural solution for damp	-	62	-	-	-	-	-	-	62	62	-	-	-	-	62
Leisure	Exe Valley Leisure Centre	ATP replacement (50% share with DCC)	-	-	220	-	-	-	-	220	220	220	-	-	-	-	220
Leisure	Exe Valley Leisure Centre	CHP -Replacement future energy saving project	-	-	30	-	-	-	-	30	30	30	-	-	-	-	30
Leisure	Culm Valley Sports Centre	ATP replacement (50% share with DCC)	-	-	210	-	-	-	-	210	210	210	-	-	-	-	210
Leisure	Culm Valley Sports Centre	Fitness Studio renewal of equipment	-	-	150	-	-	-	-	150	150	150	-	-	-	-	150
Other MDDC Buildings	Other - Climate Change/Net Zero	All Fleet - Vehicle live monitoring for CO2 emissions	-	-	115	-	-	-	-	115	115	115	-	-	-	-	115
Other MDDC Buildings	Other - Climate Change/Net Zero	Phoenix House - Air Source Heat pumps & ducting	-	-	450	-	-	-	-	450	450	450	-	-	-	-	450
Other MDDC Buildings	Other - Climate Change/Net Zero	MSCP - Solar carport and additional security	-	-	170	-	-	-	-	170	170	170	-	-	-	-	170
Other MDDC Buildings	Other - Climate Change/Net Zero	MSCP Additional electric car charging points	-	-	80	-	-	-	-	80	80	80	-	-	-	-	80
Other MDDC Buildings	Other - Climate Change/Net Zero	Market Walk - Solar Panels	-	-	100	-	-	-	-	100	100	100	-	-	-	-	100
		Phoenix Lane Toilets - new construction in fresh position - funding options to be pursued	-	-	125	-	-	-	-	125	125	50	75	-	-	-	125
Other MDDC Buildings	Public Conveniences	Westexx Rec Toilets - Replacement	-	-	160	-	-	-	-	160	160	50	110	-	-	-	160
Private Sector Housing	Private Sector Housing	DFG and other private sector grants	-	-	550	575	600	625	650	3,000	3,000	550	575	600	625	650	3,000
Other	ICT Projects	Laptop/Desktop Refresh	-	-	80	100	120	100	100	500	500	80	100	120	100	100	500
Other	Other Projects	Tiverton Market Paving - Permanent Solution	-	-	200	-	-	-	-	200	200	200	-	-	-	-	200
Other	Other Projects	Baler	-	-	480	-	-	-	-	480	480	480	-	-	-	-	480
Other	Other Projects	PDA's for cabs	-	-	150	-	-	-	-	150	150	150	-	-	-	-	150
Other	Other Projects	Fire Safety Measures	-	-	200	-	-	-	-	200	200	200	-	-	-	-	200
Other	Other Projects	Shared Prosperity Fund - Year 3	-	-	224	-	-	-	-	224	224	224	-	-	-	-	224
Other	Other Projects	Rural England Prosperity Fund - Year 2	-	-	613	-	-	-	-	613	613	613	-	-	-	-	613
Leisure	Leisure - Climate Change/Net Zero	EVLC - Building Fabric - Insulation improvements	-	-	-	260	-	-	-	260	260	-	260	-	-	-	260
Other MDDC Buildings	Phoenix House	Cooling options Air Handling Unit	-	-	-	150	-	-	-	150	150	-	150	-	-	-	150
Other	ICT Projects	UPS Replacements	-	-	-	30	-	35	-	65	65	-	30	-	35	-	65
Leisure	Lords Meadow Leisure Centre	ATP replacement (no dual use)	-	-	-	200	-	-	-	200	200	-	-	200	-	-	200
Leisure	Leisure - Climate Change/Net Zero	LMLC -Building Fabric -Insulation improvements	-	-	-	200	-	-	-	200	200	-	-	200	-	-	200
Leisure	Leisure - Climate Change/Net Zero	CVSC-Building Fabric -Insulation improvements	-	-	-	200	-	-	-	200	200	-	-	200	-	-	200
Other MDDC Buildings	Other - Climate Change/Net Zero	MDDC commercial property building fabric improvements	-	-	-	240	-	-	-	240	240	-	-	240	-	-	240
Leisure	Exe Valley Leisure Centre	Exe Valley Capital Works	-	-	-	-	100	100	-	200	200	-	-	-	100	100	200
Leisure	Lords Meadow Leisure Centre	Lords Meadow Capital Works	-	-	-	-	100	100	-	200	200	-	-	-	100	100	200
Leisure	Culm Valley Sports Centre	Culm Valley Capital Works	-	-	-	-	100	100	-	200	200	-	-	-	100	100	200
Other	ICT Projects	Server hardware/software Citrix Replacement	-	-	-	-	220	-	-	220	220	-	-	-	220	-	220
Other	ICT Projects	VM/Storage Area Network	-	-	-	-	140	-	-	140	140	-	-	-	140	-	140
Other	ICT Projects	Audio/Video replacement for Phoenix House	-	-	-	-	-	140	-	140	140	-	-	-	-	140	140
Other	ICT Projects	Hybrid Screen replacements	-	-	-	-	70	-	-	70	70	-	-	-	70	-	70
General Fund Subtotals			14,967	21,007	7,807	1,115	1,560	1,490	1,190	13,162	49,136	19,951	24,015	2,490	1,490	1,190	49,136

Area	Sub Area	Project Title	To be rolled f/wd from 2023/24 Capital Programme							Grand Total £000's								
			Forecast Slippage from 2023/24 to be C/fwd to 2024/25 £000's	Forecast Budget from 2023/24 to be spent over life of MTFP £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	2027/28 £000's	2028/29 £000's		Total £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	2027/28 £000's	2028/29 £000's	Total £000's	
HRA																		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 4	210	-	-	-	-	-	-	210	210	-	-	-	-	-	-	210
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 1	41	-	-	-	-	-	-	41	41	-	-	-	-	-	-	41
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 51	38	360	-	-	-	-	-	398	38	360	-	-	-	-	-	398
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 52	15	198	-	-	-	-	-	213	15	198	-	-	-	-	-	213
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 53	23	207	-	-	-	-	-	230	23	207	-	-	-	-	-	230
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 5	22	198	-	-	-	-	-	220	22	198	-	-	-	-	-	220
HRA Projects	Housing Development Schemes (HE)	Project 15	4,702	-	-	-	-	-	-	4,702	3,000	1,702	-	-	-	-	-	4,702
HRA Projects	Housing Development Schemes (HE)	Project 18	1,047	-	-	-	-	-	-	1,047	1,047	-	-	-	-	-	-	1,047
HRA Projects	Housing Development Schemes (HE)	Project 10	1,501	-	500	-	-	-	-	2,001	1,501	500	-	-	-	-	-	2,001
HRA Projects	Housing Development Schemes (HE)	Project 14	898	-	-	-	-	-	-	898	898	-	-	-	-	-	-	898
HRA Projects	Housing Development Schemes (HE)	Project 9	1,145	-	-	-	-	-	-	1,145	1,145	-	-	-	-	-	-	1,145
HRA Projects	Housing Development Schemes (HE)	Project 11	1,714	-	-	-	-	-	-	1,714	1,714	-	-	-	-	-	-	1,714
HRA Projects	Housing Development Schemes (HE)	Project 3	1,498	-	-	-	-	-	-	1,498	1,498	-	-	-	-	-	-	1,498
HRA Projects	Housing Development Schemes (HE)	Project 25	100	2,340	-	-	-	-	-	2,440	100	2,340	-	-	-	-	-	2,440
HRA Projects	Housing Development Schemes (HE)	Project 8	-	2,229	-	-	-	-	-	2,229	-	223	2,006	-	-	-	-	2,229
HRA Projects	Housing Development Schemes (HE)	Project 29	48	990	-	-	-	-	-	1,038	48	990	-	-	-	-	-	1,038
HRA Projects	Housing Development Schemes (HE)	Project 28	110	990	-	-	-	-	-	1,100	110	990	-	-	-	-	-	1,100
HRA Projects	Housing Development Schemes (HE)	Project 37	-	1,530	-	-	-	-	-	1,530	153	1,377	-	-	-	-	-	1,530
HRA Projects	Housing Development Schemes (HE)	Project 33	-	1,138	-	-	-	-	-	1,138	1,138	-	-	-	-	-	-	1,138
HRA Projects	Housing Development Schemes (HE)	Project 36	170	1,530	-	-	-	-	-	1,700	-	170	1,530	-	-	-	-	1,700
HRA Projects	Housing Development Schemes (HE)	Project 20	337	16,160	-	-	-	-	-	16,497	-	337	8,080	8,080	-	-	-	16,497
HRA Projects	Other HRA Projects	Old Road Depot remodelling options - forecast expenditure to maintain operations	50	-	-	-	-	-	-	50	50	-	-	-	-	-	-	50
HRA Projects	Other HRA Projects	Sewerage Treatment Works - Washfield	25	-	-	-	-	-	-	25	25	-	-	-	-	-	-	25
HRA Projects	Existing Housing Stock	Garage Mods	-	-	150	150	150	-	-	450	450	150	150	150	-	-	-	450
HRA Projects	Existing Housing Stock	Roofing	-	-	600	600	600	600	600	3,000	3,000	600	600	600	600	600	600	3,000
HRA Projects	Existing Housing Stock	Decent Homes	-	-	395	195	195	200	200	1,185	1,185	395	195	195	200	200	200	1,185
HRA Projects	Existing Housing Stock	Fire Safety	-	-	40	30	20	20	20	130	130	40	30	20	20	20	20	130
HRA Projects	Existing Housing Stock	Window/Doors	-	-	400	400	400	400	400	2,000	2,000	400	400	400	400	400	400	2,000
HRA Projects	Existing Housing Stock	Heating	-	-	405	410	415	420	425	2,075	2,075	405	410	415	420	425	425	2,075
HRA Projects	Existing Housing Stock	Renewables	-	-	250	250	250	250	250	1,250	1,250	250	250	250	250	250	250	1,250
HRA Projects	Existing Housing Stock	Adaptations	-	-	310	315	320	325	330	1,600	1,600	310	315	320	325	330	330	1,600
HRA Projects	Existing Housing Stock	Void Capital Works	-	-	140	145	150	155	160	750	750	140	145	150	155	160	160	750
HRA Projects	Existing Housing Stock	Double Glazed Unit Replacement	-	-	20	20	20	20	20	100	100	20	20	20	20	20	20	100
HRA Projects	Existing Housing Stock	Structural	-	-	250	260	270	280	290	1,350	1,350	250	260	270	280	290	290	1,350
HRA Projects	Existing Housing Stock	Responsive capital works	-	-	100	110	120	130	140	600	600	100	110	120	130	140	140	600
HRA Projects	Housing Development Schemes (HE)	Project 26	-	-	1,200	-	-	-	-	1,200	1,200	-	120	1,080	-	-	-	1,200
HRA Projects	Housing Development Schemes (HE)	Project 22	-	-	2,800	-	-	-	-	2,800	2,800	280	2,520	-	-	-	-	2,800
HRA Projects	Housing Development Schemes (HE)	Project 27	-	-	1,700	-	-	-	-	1,700	1,700	-	170	1,530	-	-	-	1,700
HRA Projects	Housing Development Schemes (HE)	Project 54	-	-	200	-	-	-	-	200	200	20	180	-	-	-	-	200
HRA Projects	Housing Development Schemes (HE)	Project 55	-	-	200	-	-	-	-	200	200	-	20	180	-	-	-	200
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 56	-	-	-	200	-	-	-	200	200	-	20	180	-	-	-	200
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 57	-	-	-	200	-	-	-	200	200	-	20	180	-	-	-	200
HRA Projects	Housing Development Schemes (HE)	Project 16	-	-	-	1,000	-	-	-	1,000	1,000	-	100	900	-	-	-	1,000
HRA Projects	Housing Development Schemes (HE)	Project 23	-	-	-	4,100	-	-	-	4,100	4,100	-	410	3,690	-	-	-	4,100
HRA Projects	Housing Development Schemes (HE)	Project 12	-	-	-	1,600	-	-	-	1,600	1,600	-	160	1,440	-	-	-	1,600
HRA Projects	Housing Development Schemes (HE)	Project 30	-	-	-	1,100	-	-	-	1,100	1,100	-	110	990	-	-	-	1,100
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 58	-	-	-	-	200	-	-	200	200	-	-	20	180	-	-	200
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 59	-	-	-	-	200	-	-	200	200	-	-	20	180	-	-	200
HRA Projects	Housing Development Schemes (HE)	Project 24	-	-	-	-	1,100	-	-	1,100	1,100	-	-	110	990	-	-	1,100
HRA Projects	Housing Development Schemes (HE)	Project 35	-	-	-	-	1,700	-	-	1,700	1,700	-	-	170	1,530	-	-	1,700
HRA Projects	Housing Development Schemes (HE)	Project 31	-	-	-	-	1,100	-	-	1,100	1,100	-	-	110	990	-	-	1,100
HRA Projects	Housing Development Schemes (HE)	Project 13	-	-	-	-	1,100	-	-	1,100	1,100	-	-	110	990	-	-	1,100
HRA Subtotals			13,694	27,870	9,660	11,085	8,310	2,800	2,835	34,690	76,254	16,136	16,307	25,236	15,740	2,835	76,254	
Grand Totals			28,661	48,877	17,467	12,200	9,870	4,290	4,025	47,852	125,390	36,087	40,322	27,726	17,230	4,025	125,390	

Area	Sub Area	Project Title	Funding Description	To be rolled f/wd from 2023/24 Capital Programme		Total Project Costs for Approval							Spend Profile						
				Forecast Slippage from 2023/24 to 2024/25	Forecast Budget spent over life of MTFP	2024/25	2025/26	2026/27	2027/28	2028/29	Total	Grand Total	2024/25	2025/26	2026/27	2027/28	2028/29	Beyond 2028/29	Total
				£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's
General Fund																			
Leisure	Lords Meadow Leisure Centre	Reception infrastructure	Borrowing 10 Yrs	48	-	-	-	-	-	-	-	48	48	-	-	-	-	48	
Leisure	Lords Meadow Leisure Centre	Reception infrastructure	Usable Capital Receipts	70	-	-	-	-	-	-	-	70	70	-	-	-	-	70	
Leisure	Lords Meadow Leisure Centre	Reception infrastructure	RCCO - From Revenue EMR's - Capital	42	-	-	-	-	-	-	-	42	42	-	-	-	-	42	
Leisure	Culm Valley Sports Centre	CVSC - Remodelling of Ground Floor	Borrowing 10 Yrs	25	174	-	-	-	-	-	-	199	25	174	-	-	-	199	
Leisure	Leisure - Other	All leisure sites replacement management/site access system (Hardware Element)	Borrowing 10 Yrs	200	-	-	-	-	-	-	-	200	200	-	-	-	-	200	
Other MDDC Buildings	MDDC Depots	Land acquisition for operational needs	Borrowing 50 Yrs	1,000	-	500	-	-	-	-	500	1,500	1,500	-	-	-	-	1,500	
Other MDDC Buildings	MDDC Depots	Depot Design & Build - Waste & Recycling	RCCO - From Revenue EMR's - Waste Infrastructure EMR	-	250	-	-	-	-	-	-	250	250	-	-	-	-	250	
Other MDDC Buildings	MDDC Depots	Depot Design & Build - Waste & Recycling	Borrowing 50 Yrs	-	3,500	-	-	-	-	-	-	3,500	-	3,500	-	-	-	3,500	
Other MDDC Buildings	MDDC Shops/Industrial Units	Market Walk Unit 17 - remodelling options	Borrowing 25 Yrs	70	430	3,000	-	-	-	-	3,000	3,500	70	2,500	930	-	-	3,500	
Other MDDC Buildings	MDDC Shops/Industrial Units	36 & 38 Fore Street including Flat above structure & cosmetic works	Borrowing 25 Yrs	197	-	-	-	-	-	-	-	197	197	-	-	-	-	197	
HIF	HIF Schemes	CA719 Cullompton Town Centre Relief Road (HIF)	Govt Grants - Levelling - up Funding	6,436	11,539	-	-	-	-	-	-	17,975	6,436	11,539	-	-	-	17,975	
HIF	HIF Schemes	CA719 Cullompton Town Centre Relief Road (HIF)	DCC Funding - HIF Project	153	1,347	-	-	-	-	-	-	1,500	153	1,347	-	-	-	1,500	
HIF	HIF Schemes	CA719 Cullompton Town Centre Relief Road (HIF)	HIF Funding	3,234	3,655	-	-	-	-	-	-	6,889	3,234	3,655	-	-	-	6,889	
HIF	HIF Schemes	CA719 Cullompton Town Centre Relief Road (HIF)	Borrowing 10 Yrs	3,315	-	-	-	-	-	-	-	3,315	3,315	-	-	-	-	3,315	
Other	General Car Parks	West Eye South - Remodelling - additional parking spaces	Borrowing 10 Yrs	90	-	-	-	-	-	-	-	90	90	-	-	-	-	90	
Other	Other Projects	Land drainage flood defence schemes - St Marys Hemyock	RCCO - From Revenue EMR's - Other	-	50	-	-	-	-	-	-	50	50	-	-	-	-	50	
Other	Other Projects	Land drainage flood defence schemes - Ashleigh Park Bampton	Capital Grants Unapplied - DCC	-	20	-	-	-	-	-	-	20	20	-	-	-	-	20	
Other	Other Projects	Land drainage flood defence schemes - Ashleigh Park Bampton	RCCO - From Revenue EMR's - Other	-	67	-	-	-	-	-	-	67	67	-	-	-	-	67	
Other	Other Projects	Cemetery Lodge - Structural solution for damp	RCCO - From Revenue EMR's - Other	9	-	-	-	-	-	-	-	9	9	-	-	-	-	9	
Other	Other Projects	Cemetery Lodge - Structural solution for damp	Usable Capital Receipts	5	-	-	-	-	-	-	-	5	5	-	-	-	-	5	
Other	Other Projects	Cemetery Lodge - Structural solution for damp	RCCO - From Revenue EMR's - Capital	48	-	-	-	-	-	-	-	48	48	-	-	-	-	48	
Leisure	Exe Valley Leisure Centre	ATP replacement (50% share with DCC)	Capital Grants Unapplied - DCC	-	110	-	-	-	-	-	-	110	110	-	-	-	-	110	
Leisure	Exe Valley Leisure Centre	ATP replacement (50% share with DCC)	Borrowing 10 Yrs	-	110	-	-	-	-	-	-	110	110	-	-	-	-	110	
Leisure	Exe Valley Leisure Centre	CHP -Replacement future energy saving project	RCCO - From Revenue EMR's - Capital	-	30	-	-	-	-	-	-	30	30	-	-	-	-	30	
Leisure	Culm Valley Sports Centre	ATP replacement (50% share with DCC)	Capital Grants Unapplied - DCC	-	105	-	-	-	-	-	-	105	105	-	-	-	-	105	
Leisure	Culm Valley Sports Centre	ATP replacement (50% share with DCC)	Borrowing 10 Yrs	-	105	-	-	-	-	-	-	105	105	-	-	-	-	105	
Leisure	Culm Valley Sports Centre	Fitness Studio renewal of equipment	Usable Capital Receipts	-	150	-	-	-	-	-	-	150	150	-	-	-	-	150	
Other MDDC Buildings	Other - Climate Change/Net Zero	All Fleet - Vehicle live monitoring for CO2 emissions	Salix Funding or Equivalent - to be identified	-	115	-	-	-	-	-	-	115	115	-	-	-	-	115	
Other MDDC Buildings	Other - Climate Change/Net Zero	Phoenix House - Air Source Heat pumps & ducting	Salix Funding or Equivalent - to be identified	-	450	-	-	-	-	-	-	450	450	-	-	-	-	450	
Other MDDC Buildings	Other - Climate Change/Net Zero	MSCP -Solar carport and additional security	Salix Funding or Equivalent - to be identified	-	170	-	-	-	-	-	-	170	170	-	-	-	-	170	
Other MDDC Buildings	Other - Climate Change/Net Zero	MSCP Additional electric car charging points	Salix Funding or Equivalent - to be identified	-	80	-	-	-	-	-	-	80	80	-	-	-	-	80	
Other MDDC Buildings	Other - Climate Change/Net Zero	Market Walk - Solar Panels	Salix Funding or Equivalent - to be identified	-	100	-	-	-	-	-	-	100	100	-	-	-	-	100	
Other MDDC Buildings	Public Conveniences	Phoenix Lane Toilets - new construction in fresh position - funding options to be pursued	Borrowing 50 Yrs	-	125	-	-	-	-	-	-	125	125	50	75	-	-	125	
Other MDDC Buildings	Public Conveniences	Westaxe Rec Toilets - Replacement	Borrowing 50 Yrs	-	160	-	-	-	-	-	-	160	160	50	110	-	-	160	
Private Sector Housing	Private Sector Housing	DFG and other private sector grants	Govt Grant (DCLG passported from DCC)	-	550	575	600	625	650	3,000	3,000	550	575	600	625	650	-	3,000	
Other	ICT Projects	Laptop/Desktop Refresh	Borrowing 3 Yrs	-	80	100	120	100	100	500	500	80	100	120	100	100	-	500	
Other	Other Projects	Tiverton Market Paving - Permanent Solution	Borrowing 10 Yrs	-	200	-	-	-	-	200	200	200	200	-	-	-	-	200	
Other	Other Projects	Baler	Borrowing 10 Yrs	-	480	-	-	-	-	480	480	480	-	-	-	-	-	480	
Other	Other Projects	PDA's for cabs	Borrowing 3 Yrs	-	150	-	-	-	-	150	150	150	-	-	-	-	-	150	
Other	Other Projects	Fire Safety Measures	RCCO - From Revenue EMR's - Other	-	200	-	-	-	-	200	200	200	-	-	-	-	-	200	
Other	Other Projects	Shared Prosperity Fund - Year 3	SPF Funding (DLUHC)	-	224	-	-	-	-	224	224	224	-	-	-	-	-	224	
Other	Other Projects	Rural England Prosperity Fund - Year 2	REPF Funding (DLUHC)	-	613	-	-	-	-	613	613	613	-	-	-	-	-	613	
Leisure	Leisure - Climate Change/Net Zero	EVLIC - Building Fabric - Insulation improvements	Salix Funding or Equivalent - to be identified	-	260	-	-	-	-	260	260	-	260	-	-	-	-	260	
Other MDDC Buildings	Phoenix House	Cooling options Air Handling Unit	Borrowing 5 Yrs	-	150	-	-	-	-	150	150	-	150	-	-	-	-	150	
Other	ICT Projects	UPS Replacements	RCCO - From Revenue EMR's - ICT	-	30	-	-	35	-	65	65	-	30	-	35	-	-	65	
Leisure	Lords Meadow Leisure Centre	ATP replacement (no dual use)	Usable Capital Receipts	-	72	-	72	-	-	72	72	-	-	72	-	-	-	72	
Leisure	Lords Meadow Leisure Centre	ATP replacement (no dual use)	Borrowing 10 Yrs	-	128	-	-	-	-	128	128	-	-	128	-	-	-	128	
Leisure	Leisure - Climate Change/Net Zero	LMLC -Building Fabric -Insulation improvements	Salix Funding or Equivalent - to be identified	-	200	-	-	-	-	200	200	-	-	200	-	-	-	200	
Leisure	Leisure - Climate Change/Net Zero	CVSC-Building Fabric -Insulation improvements	Salix Funding or Equivalent - to be identified	-	200	-	-	-	-	200	200	-	-	200	-	-	-	200	
Other MDDC Buildings	Other - Climate Change/Net Zero	MDDC commercial property building fabric improvements	Salix Funding or Equivalent - to be identified	-	240	-	-	-	-	240	240	-	-	240	-	-	-	240	
Leisure	Exe Valley Leisure Centre	Exe Valley Capital Works	RCCO - From Revenue EMR's - Leisure	-	-	-	-	100	100	200	200	-	-	-	100	100	-	200	
Leisure	Lords Meadow Leisure Centre	Lords Meadow Capital Works	RCCO - From Revenue EMR's - Leisure	-	-	-	-	100	100	200	200	-	-	-	100	100	-	200	
Leisure	Culm Valley Sports Centre	Culm Valley Capital Works	RCCO - From Revenue EMR's - Leisure	-	-	-	-	100	100	200	200	-	-	-	100	100	-	200	
Other	ICT Projects	Server hardware/software Citrix Replacement	Borrowing 3 Yrs	-	-	-	-	220	-	220	220	-	-	-	220	-	-	220	
Other	ICT Projects	VM/Storage Area Network	Borrowing 3 Yrs	-	-	-	-	140	-	140	140	-	-	-	140	-	-	140	
Other	ICT Projects	Audio/Video replacement for Phoenix House	Borrowing 3 Yrs	-	-	-	-	-	-	140	140	-	-	-	-	140	-	140	
Other	ICT Projects	Hybrid Screen replacements	RCCO - From Revenue EMR's - ICT	-	-	-	-	70	-	70	70	-	-	-	70	-	-	70	
General Fund Subtotals				14,880	21,094	7,807	1,115	1,560	1,490	1,190	13,162	49,136	19,951	24,015	2,490	1,490	1,190	-	49,136

Area	Sub Area	Project Title	Funding Description	To be rolled f/wd from 2023/24 Capital Programme		Total Project Costs for Approval						Spend Profile							
				Forecast Slippage from 2023/24 to be C/wd to 2024/25	Forecast Budget spent over life of MTFP	2024/25	2025/26	2026/27	2027/28	2028/29	Total	Grand Total	2024/25	2025/26	2026/27	2027/28	2028/29	Beyond	Total
				£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's	£000's
HRA				87	87							84	84						84
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 4	UCR 1:4:1 Replacement Homes	84								84	84						84
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 4	Borrowing 50 Yrs	126								126	126						126
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 1	UCR 1:4:1 Replacement Homes	16								16	16						16
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 1	Borrowing 50 Yrs	25								25	25						25
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 51	UCR 1:4:1 Replacement Homes	15	144							159	15	144					159
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 51	Borrowing 50 Yrs	23	116							139	23	116					139
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 51	S106 (Revenue) Contributions	-	100							100	-	100					100
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 52	UCR 1:4:1 Replacement Homes	6	79							85	6	79					85
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 52	Borrowing 50 Yrs	9	69							78	9	69					78
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 52	S106 (Revenue) Contributions	-	50							50	-	50					50
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 53	UCR 1:4:1 Replacement Homes	9	83							92	9	83					92
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 53	Borrowing 50 Yrs	14	74							88	14	74					88
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 53	S106 (Revenue) Contributions	-	50							50	-	50					50
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 5	UCR 1:4:1 Replacement Homes	9	79							88	9	79					88
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 5	Borrowing 50 Yrs	13	69							82	13	69					82
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 5	S106 (Revenue) Contributions	-	50							50	-	50					50
HRA Projects	Housing Development Schemes (HE)	Project 15	Government Grants - Homes England Funding	940								940	600	340					940
HRA Projects	Housing Development Schemes (HE)	Project 15	Borrowing 50 Yrs	3,537								3,537	2,257	1,280					3,537
HRA Projects	Housing Development Schemes (HE)	Project 15	RCCO - From HRA Revenue EMR's - Afford Rents Surplus	225								225	144	81					225
HRA Projects	Housing Development Schemes (HE)	Project 18	Government Grants - Homes England Funding	471								471	471						471
HRA Projects	Housing Development Schemes (HE)	Project 18	Borrowing 50 Yrs	501								501	501						501
HRA Projects	Housing Development Schemes (HE)	Project 18	One Public Estate Funding	75								75	75						75
HRA Projects	Housing Development Schemes (HE)	Project 10	Government Grants - Homes England Funding	474		157						157	631	474	157				631
HRA Projects	Housing Development Schemes (HE)	Project 10	Borrowing 50 Yrs	1,027		343						343	1,027	343					1,370
HRA Projects	Housing Development Schemes (HE)	Project 14	Government Grants - Homes England Funding	402								402	402						402
HRA Projects	Housing Development Schemes (HE)	Project 14	Borrowing 50 Yrs	421								421	421						421
HRA Projects	Housing Development Schemes (HE)	Project 14	One Public Estate Funding	75								75	75						75
HRA Projects	Housing Development Schemes (HE)	Project 9	Government Grants - Homes England Funding	244								244	244						244
HRA Projects	Housing Development Schemes (HE)	Project 9	Borrowing 50 Yrs	901								901	901						901
HRA Projects	Housing Development Schemes (HE)	Project 11	Government Grants - Homes England Funding	699								699	699						699
HRA Projects	Housing Development Schemes (HE)	Project 11	Borrowing 50 Yrs	915								915	915						915
HRA Projects	Housing Development Schemes (HE)	Project 11	One Public Estate Funding	100								100	100						100
HRA Projects	Housing Development Schemes (HE)	Project 3	Borrowing 50 Yrs	724								724	724						724
HRA Projects	Housing Development Schemes (HE)	Project 3	S106 (Revenue) Contributions	100								100	100						100
HRA Projects	Housing Development Schemes (HE)	Project 3	Government Grants - Homes England Funding	674								674	674						674
HRA Projects	Housing Development Schemes (HE)	Project 25	Government Grants - Homes England Funding	23	557							580	23	557					580
HRA Projects	Housing Development Schemes (HE)	Project 25	Borrowing 50 Yrs	45	1,033							1,078	45	1,033					1,078
HRA Projects	Housing Development Schemes (HE)	Project 25	Usable Capital Receipts	27	629							656	27	629					656
HRA Projects	Housing Development Schemes (HE)	Project 25	One Public Estate Funding	5	121							126	5	121					126
HRA Projects	Housing Development Schemes (HE)	Project 8	Government Grants - Homes England Funding	-	1,005							1,005	-	1,005					1,005
HRA Projects	Housing Development Schemes (HE)	Project 8	Borrowing 50 Yrs	-	1,039							1,039	-	1,039					1,039
HRA Projects	Housing Development Schemes (HE)	Project 8	One Public Estate Funding	-	185							185	-	185					185
HRA Projects	Housing Development Schemes (HE)	Project 29	Borrowing 50 Yrs	27	210							237	27	210					237
HRA Projects	Housing Development Schemes (HE)	Project 29	S106 (Revenue) Contributions	-	300							300	-	300					300
HRA Projects	Housing Development Schemes (HE)	Project 29	One Public Estate Funding	-	90							90	-	90					90
HRA Projects	Housing Development Schemes (HE)	Project 29	Government Grants - Homes England Funding	21	390							411	21	390					411
HRA Projects	Housing Development Schemes (HE)	Project 28	Borrowing 50 Yrs	66	665							731	66	665					731
HRA Projects	Housing Development Schemes (HE)	Project 28	S106 (Revenue) Contributions	-	250							250	-	250					250
HRA Projects	Housing Development Schemes (HE)	Project 28	One Public Estate Funding	-	75							75	-	75					75
HRA Projects	Housing Development Schemes (HE)	Project 28	Government Grants - Homes England Funding	44								44	44						44
HRA Projects	Housing Development Schemes (HE)	Project 37	Government Grants - Homes England Funding	-	688							688	69	619					688
HRA Projects	Housing Development Schemes (HE)	Project 37	Borrowing 50 Yrs	-	740							740	74	666					740
HRA Projects	Housing Development Schemes (HE)	Project 37	One Public Estate Funding	-	102							102	10	92					102
HRA Projects	Housing Development Schemes (HE)	Project 33	Government Grants - Homes England Funding	-	512							512	512						512
HRA Projects	Housing Development Schemes (HE)	Project 33	Borrowing 50 Yrs	-	548							548	-	548					548
HRA Projects	Housing Development Schemes (HE)	Project 33	One Public Estate Funding	-	78							78	-	78					78
HRA Projects	Housing Development Schemes (HE)	Project 36	Government Grants - Homes England Funding	76	689							765	-	76	689				765
HRA Projects	Housing Development Schemes (HE)	Project 36	Borrowing 50 Yrs	94	691							785	-	94	691				785
HRA Projects	Housing Development Schemes (HE)	Project 36	One Public Estate Funding	-	150							150	-	150					150
HRA Projects	Housing Development Schemes (HE)	Project 20	Government Grants - Homes England Funding	152	7,272							7,424	-	152	3,636	3,635			7,423
HRA Projects	Housing Development Schemes (HE)	Project 20	Borrowing 50 Yrs	156	7,479							7,635	-	156	3,740	3,740			7,636
HRA Projects	Housing Development Schemes (HE)	Project 20	One Public Estate Funding	29	1,409							1,438	-	29	704	705			1,438
HRA Projects	Other HRA Projects	Old Road Depot remodelling options - forecast expenditure to maintain operations	Borrowing 25 Yrs	50								50	50						50
HRA Projects	Other HRA Projects	Sewerage Treatment Works - Washfield	RCCO - From HRA Revenue EMR's - Other	25								25	25						25
HRA Projects	Existing Housing Stock	Garage Mods	MRA Reserve	-	150	150						450	150	150					450
HRA Projects	Existing Housing Stock	Roofing	MRA Reserve	-	600	600	600	600	600	600	3,000	3,000	600	600	600	600	600		3,000
HRA Projects	Existing Housing Stock	Decent Homes	MRA Reserve	-	395	195	195	200	200	200	1,185	1,185	395	195	195	200	200		1,185
HRA Projects	Existing Housing Stock	Fire Safety	MRA Reserve	-	40	30	20	20	20	130	130	40	30	20	20	20	20		130
HRA Projects	Existing Housing Stock	Window/Doors	MRA Reserve	-	400	400	400	400	400	2,000	2,000	400	400	400	400	400	400		2,000
HRA Projects	Existing Housing Stock	Heating	MRA Reserve	-	405	410	415	420	425	2,075	2,075	405	410	415	420	425	425		2,075
HRA Projects	Existing Housing Stock	Renewables	RCCO - From HRA Revenue EMR's - Renewable Energy	-	250	250	250	250	250	1,250	1,250	250	250	250	250	250	250		1,250
HRA Projects	Existing Housing Stock	Adaptations	Usable Capital Receipts	-	310	315	320	325	330	1,600	1,600	310	315	320	325	330			1,600
HRA Projects	Existing Housing Stock	Void Capital Works	MRA Reserve	-	140	145	150	155	160	750	750	140	145	150	155	160			750
HRA Projects	Existing Housing Stock	Double Glazed Unit Replacement	MRA Reserve	-	20	20	20	20	20	100	100	20	20	20	20	20			100
HRA Projects	Existing Housing Stock	Structural	MRA Reserve	-	250	260	270	280	290	1,350	1,350	250	260	270	280	290			1,350
HRA Projects	Existing Housing Stock	Responsive capital works	MRA Reserve	-	100	110	120	130	140	600	600	100	110	120	130	140			600
HRA Projects	Housing Development Schemes (HE)	Project 26	Government Grants - Homes England Funding	-	270							270		270					270
HRA Projects	Housing Development Schemes (HE)	Project 26	Borrowing 50 Yrs	-	705							705		705					705
HRA Projects	Housing Development Schemes (HE)	Project 26	RCCO - From HRA Revenue EMR's - Afford Rents Surplus	-	225							225		225					225
HRA Projects	Housing Development Schemes (HE)	Project 22	Government Grants - Homes England Funding	-	630							630	63	567					630
HRA Projects	Housing Development Schemes (HE)	Project 22	Borrowing 50 Yrs	-	1,471							1,471	-	1,471					1,471
HRA Projects	Housing Development Schemes (HE)	Project 22	Usable Capital Receipts	-	699							699	699	217	482				699
HRA Projects	Housing Development Schemes (HE)	Project 27	Government Grants - Homes England Funding	-	765							765		68	697				765
HRA Projects	Housing Development Schemes (HE)	Project 27	Borrowing 50 Yrs	-	755							755		102	653				755

Area	Sub Area	Project Title	Funding Description	To be rolled f/wd from 2023/24 Capital Programme		Total Project Costs for Approval							Grand Total £000's	Spend Profile						
				Forecast Slippage from 2023/24 to be C/fwd to 2024/25 £000's	Forecast Budget from 2023/24 to be spent over life of MTFP £000's	2024/25 £000's	2025/26 £000's	2026/27 £000's	2027/28 £000's	2028/29 £000's	Total £000's	2024/25 £000's		2025/26 £000's	2026/27 £000's	2027/28 £000's	2028/29 £000's	Beyond 2028/29 £000's	Total £000's	
HRA Projects	Housing Development Schemes (HE)	Project 27	One Public Estate Funding	-	-	180	-	-	-	-	180	180	-	-	180	-	-	-	180	
HRA Projects	Housing Development Schemes (HE)	Project 54	Government Grants - Homes England Funding	-	-	90	-	-	-	-	90	90	9	81	-	-	-	90		
HRA Projects	Housing Development Schemes (HE)	Project 54	Borrowing 50 Yrs	-	-	110	-	-	-	-	110	110	11	99	-	-	-	110		
HRA Projects	Housing Development Schemes (HE)	Project 55	Government Grants - Homes England Funding	-	-	90	-	-	-	-	90	-	-	9	81	-	-	90		
HRA Projects	Housing Development Schemes (HE)	Project 55	Borrowing 50 Yrs	-	-	110	-	-	-	-	110	110	-	-	11	99	-	110		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 56	UCR 1:4:1 Replacement Homes	-	-	-	80	-	-	-	80	80	-	-	80	-	-	80		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 56	Borrowing 50 Yrs	-	-	-	120	-	-	-	120	120	-	20	100	-	-	120		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 57	UCR 1:4:1 Replacement Homes	-	-	-	80	-	-	-	80	80	-	-	80	-	-	80		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 57	Borrowing 50 Yrs	-	-	-	120	-	-	-	120	120	-	20	100	-	-	120		
HRA Projects	Housing Development Schemes (HE)	Project 16	Government Grants - Homes England Funding	-	-	-	450	-	-	-	450	450	-	40	410	-	-	450		
HRA Projects	Housing Development Schemes (HE)	Project 16	Borrowing 50 Yrs	-	-	-	460	-	-	-	460	460	-	60	400	-	-	460		
HRA Projects	Housing Development Schemes (HE)	Project 16	One Public Estate Funding	-	-	-	90	-	-	-	90	90	-	-	90	-	-	90		
HRA Projects	Housing Development Schemes (HE)	Project 23	Government Grants - Homes England Funding	-	-	-	1,845	-	-	-	1,845	1,845	-	185	1,660	-	-	1,845		
HRA Projects	Housing Development Schemes (HE)	Project 23	Borrowing 50 Yrs	-	-	-	1,670	-	-	-	1,670	1,670	-	-	1,670	-	-	1,670		
HRA Projects	Housing Development Schemes (HE)	Project 23	RCCO - From HRA Revenue EMR's - Afford Rents Surplus	-	-	-	225	-	-	-	225	225	-	225	-	-	-	225		
HRA Projects	Housing Development Schemes (HE)	Project 23	One Public Estate Funding	-	-	-	360	-	-	-	360	360	-	-	360	-	-	360		
HRA Projects	Housing Development Schemes (HE)	Project 12	Government Grants - Homes England Funding	-	-	-	720	-	-	-	720	720	-	72	648	-	-	720		
HRA Projects	Housing Development Schemes (HE)	Project 12	Borrowing 50 Yrs	-	-	-	760	-	-	-	760	760	-	88	672	-	-	760		
HRA Projects	Housing Development Schemes (HE)	Project 12	One Public Estate Funding	-	-	-	120	-	-	-	120	120	-	-	120	-	-	120		
HRA Projects	Housing Development Schemes (HE)	Project 30	UCR 1:4:1 Replacement Homes	-	-	-	495	-	-	-	495	495	-	44	451	-	-	495		
HRA Projects	Housing Development Schemes (HE)	Project 30	Borrowing 50 Yrs	-	-	-	515	-	-	-	515	515	-	66	449	-	-	515		
HRA Projects	Housing Development Schemes (HE)	Project 30	One Public Estate Funding	-	-	-	90	-	-	-	90	90	-	-	90	-	-	90		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 58	UCR 1:4:1 Replacement Homes	-	-	-	80	-	-	-	80	80	-	-	80	-	-	80		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 58	Borrowing 50 Yrs	-	-	-	8	-	-	-	8	8	-	-	8	-	-	8		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 58	RCCO - From HRA Revenue EMR's - Afford Rents Surplus	-	-	-	112	-	-	-	112	112	-	-	12	100	-	112		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 59	UCR 1:4:1 Replacement Homes	-	-	-	80	-	-	-	80	80	-	-	80	-	-	80		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 59	Borrowing 50 Yrs	-	-	-	8	-	-	-	8	8	-	-	8	-	-	8		
HRA Projects	Housing Schemes (1:4:1 Projects)	Project 59	RCCO - From HRA Revenue EMR's - Afford Rents Surplus	-	-	-	112	-	-	-	112	112	-	-	12	100	-	112		
HRA Projects	Housing Development Schemes (HE)	Project 24	Government Grants - Homes England Funding	-	-	-	495	-	-	-	495	495	-	-	50	445	-	495		
HRA Projects	Housing Development Schemes (HE)	Project 24	Borrowing 50 Yrs	-	-	-	515	-	-	-	515	515	-	-	60	455	-	515		
HRA Projects	Housing Development Schemes (HE)	Project 24	One Public Estate Funding	-	-	-	90	-	-	-	90	90	-	-	90	-	-	90		
HRA Projects	Housing Development Schemes (HE)	Project 35	Government Grants - Homes England Funding	-	-	-	765	-	-	-	765	765	-	-	76	689	-	765		
HRA Projects	Housing Development Schemes (HE)	Project 35	Borrowing 50 Yrs	-	-	-	25	-	-	-	25	25	-	-	25	-	-	25		
HRA Projects	Housing Development Schemes (HE)	Project 35	Usable Capital Receipts	-	-	-	700	-	-	-	700	700	-	-	94	606	-	700		
HRA Projects	Housing Development Schemes (HE)	Project 35	One Public Estate Funding	-	-	-	210	-	-	-	210	210	-	-	210	-	-	210		
HRA Projects	Housing Development Schemes (HE)	Project 31	Government Grants - Homes England Funding	-	-	-	495	-	-	-	495	495	-	-	50	445	-	495		
HRA Projects	Housing Development Schemes (HE)	Project 31	Borrowing 50 Yrs	-	-	-	515	-	-	-	515	515	-	-	60	455	-	515		
HRA Projects	Housing Development Schemes (HE)	Project 31	One Public Estate Funding	-	-	-	90	-	-	-	90	90	-	-	90	-	-	90		
HRA Projects	Housing Development Schemes (HE)	Project 13	Government Grants - Homes England Funding	-	-	-	495	-	-	-	495	495	-	-	50	445	-	495		
HRA Projects	Housing Development Schemes (HE)	Project 13	Borrowing 50 Yrs	-	-	-	515	-	-	-	515	515	-	-	60	455	-	515		
HRA Projects	Housing Development Schemes (HE)	Project 13	One Public Estate Funding	-	-	-	90	-	-	-	90	90	-	-	90	-	-	90		
HRA Subtotals				13,694	27,870	9,660	11,085	8,310	2,800	2,835	34,690	76,254	16,136	16,307	25,236	15,740	2,835	-	76,254	
Grand Totals				28,574	48,964	17,467	12,200	9,870	4,290	4,025	47,852	125,390	36,087	40,322	27,726	17,230	4,025	-	125,390	

Capital Expenditure Summary		To be rolled f/wd from 2023/24		Total Project Costs for Approval							Spend Profile					
Area	Sub Area	Forecast	Forecast Budget	2024/25	2025/26	2026/27	2027/28	2028/29	Total	Grand Total	2024/25	2025/26	2026/27	2027/28	2028/29	Total
		Slippage from 2023/24 to be spent over C/fwd to 2024/25 £000's	from 2023/24 to be spent over life of MTFP £000's													
Leisure	Exe Valley Leisure Centre	-	-	250	-	-	100	100	450	450	250	-	-	100	100	450
Leisure	Lords Meadow Leisure Centre	160	-	-	-	200	100	100	400	560	160	-	200	100	100	560
Leisure	Culm Valley Sports Centre	25	174	360	-	-	100	100	560	759	385	174	-	100	100	759
Leisure	Leisure - Other	200	-	-	-	-	-	-	200	200	200	-	-	-	-	200
Leisure	Leisure - Climate Change/Net Zero	-	-	-	260	400	-	-	660	660	-	260	400	-	-	660
Other MDDC Buildings	Other - Climate Change/Net Zero	-	-	915	-	240	-	-	1,155	1,155	915	-	240	-	-	1,155
Other MDDC Buildings	Phoenix House	-	-	-	150	-	-	-	150	150	-	150	-	-	-	150
Other MDDC Buildings	MDDC Depots	1,000	3,750	500	-	-	-	-	500	5,250	1,750	3,500	-	-	-	5,250
Other MDDC Buildings	MDDC Shops/Industrial Units	267	430	3,000	-	-	-	-	3,000	3,697	267	2,500	930	-	-	3,697
Other MDDC Buildings	Public Conveniences	-	-	285	-	-	-	-	285	285	100	185	-	-	-	285
HIF	HIF Schemes	13,138	16,541	-	-	-	-	-	-	29,679	13,138	16,541	-	-	-	29,679
Private Sector Housing	Private Sector Housing	-	-	550	575	600	625	650	3,000	3,000	550	575	600	625	650	3,000
Other	General Car Parks	90	-	-	-	-	-	-	90	90	90	-	-	-	-	90
Other	ICT Projects	-	-	80	130	120	565	240	1,135	1,135	80	130	120	565	240	1,135
Other	Other Projects	87	112	1,867	-	-	-	-	1,867	2,066	2,066	-	-	-	-	2,066
General Fund Subtotals		14,967	21,007	7,807	1,115	1,560	1,490	1,190	13,162	49,136	19,951	24,015	2,490	1,490	1,190	49,136
HRA Projects	Existing Housing Stock	-	-	3,060	2,885	2,910	2,800	2,835	14,490	14,490	3,060	2,885	2,910	2,800	2,835	14,490
HRA Projects	Housing Schemes (1:4:1 Projects)	349	963	-	400	400	-	-	800	2,112	349	1,003	400	360	-	2,112
HRA Projects	Housing Development Schemes (HE)	13,270	26,907	6,600	7,800	5,000	-	-	19,400	59,577	12,652	12,419	21,926	12,580	-	59,577
HRA Projects	Other HRA Projects	75	-	-	-	-	-	-	-	75	75	-	-	-	-	75
HRA Subtotals		13,694	27,870	9,660	11,085	8,310	2,800	2,835	34,690	76,254	16,136	16,307	25,236	15,740	2,835	76,254
Grand Totals		28,661	48,877	17,467	12,200	9,870	4,290	4,025	47,852	125,390	36,087	40,322	27,726	17,230	4,025	125,390

Capital Funding Summary		To be rolled f/wd from 2023/24		Total Project Costs for Approval							Spend Profile					
Funding Type	Funding Description	Forecast	Forecast Budget	2024/25	2025/26	2026/27	2027/28	2028/29	Total	Grand Total	2024/25	2025/26	2026/27	2027/28	2028/29	Total
		Slippage from 2023/24 to be spent over C/fwd to 2024/25 £000's	from 2023/24 to be spent over life of MTFP £000's													
Revenue	RCCO - From Revenue EMR's - Other	-	126	200	-	-	-	-	200	326	326	-	-	-	-	326
Revenue	RCCO - From Revenue EMR's - Leisure	-	-	-	-	-	300	300	600	600	-	-	-	300	300	600
Revenue	RCCO - From Revenue EMR's - ICT	-	-	-	30	-	105	-	135	135	-	30	-	105	-	135
Revenue	RCCO - From Revenue EMR's - Capital	42	48	30	-	-	-	-	30	120	120	-	-	-	-	120
Revenue	RCCO - From Revenue EMR's - Waste Infrastructure EMR	-	250	-	-	-	-	-	250	250	-	-	-	-	-	250
Capital Grants	Capital Grants Unapplied - DCC	-	20	215	-	-	-	-	215	235	235	-	-	-	-	235
Capital Grants	Govt Grant (DCLG passported from DCC)	-	-	550	575	600	625	650	3,000	3,000	550	575	600	625	650	3,000
Capital Grants	DCC Funding - HIF Project	153	1,347	-	-	-	-	-	-	1,500	153	1,347	-	-	-	1,500
Capital Grants	HIF Funding	3,234	3,655	-	-	-	-	-	-	6,889	3,234	3,655	-	-	-	6,889
Capital Grants	Govt Grants - Levelling - up Funding	6,436	11,539	-	-	-	-	-	-	17,975	6,436	11,539	-	-	-	17,975
Capital Grants	Salix Funding or Equivalent - to be identified	-	-	915	260	640	-	-	1,815	1,815	915	260	640	-	-	1,815
Capital Receipts	Usable Capital Receipts	70	5	150	-	72	-	-	222	297	225	-	72	-	-	297
Borrowing	Borrowing 3 Yrs	-	-	230	100	120	460	240	1,150	1,150	230	100	120	460	240	1,150
Borrowing	Borrowing 5 Yrs	-	-	-	150	-	-	-	150	150	-	150	-	-	-	150
Borrowing	Borrowing 10 Yrs	3,678	174	895	-	128	-	-	1,023	4,875	4,573	174	128	-	-	4,875
Borrowing	Borrowing 25 Yrs	267	430	3,000	-	-	-	-	3,000	3,697	267	2,500	930	-	-	3,697
Borrowing	Borrowing 50 Yrs	1,000	3,500	785	-	-	-	-	785	5,285	1,600	3,685	-	-	-	5,285
Borrowing	HRA - Lease Finance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Borrowing	GF - Lease Finance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Grants	SPF Funding (DLUHC)	-	-	224	-	-	-	-	224	224	224	-	-	-	-	224
Capital Grants	REPF Funding (DLUHC)	-	-	613	-	-	-	-	613	613	613	-	-	-	-	613
General Fund Subtotals		14,880	21,094	7,807	1,115	1,560	1,490	1,190	13,162	49,136	19,951	24,015	2,490	1,490	1,190	49,136
Revenue	S106 (Revenue) Contributions	100	800	-	-	-	-	-	900	900	100	800	-	-	-	900
Revenue	MRA Reserve	-	-	2,500	2,320	2,340	2,225	2,255	11,640	11,640	2,500	2,320	2,340	2,225	2,255	11,640
Revenue	RCCO - From HRA Revenue EMR's - Other	25	-	-	-	-	-	-	25	25	25	-	-	-	-	25
Revenue	RCCO - From HRA Revenue EMR's - Renewable Energy	-	-	250	250	250	250	250	1,250	1,250	250	250	250	250	250	1,250
Revenue	RCCO - From HRA Revenue EMR's - Afford Rents Surplus	225	-	225	225	224	-	-	674	899	144	399	156	200	-	899
Capital Grants	Government Grants - Homes England Funding	4,220	11,113	2,002	3,015	2,250	-	-	7,267	22,600	4,305	3,441	9,194	5,659	-	22,599
Capital Grants	One Public Estate Funding	284	2,210	180	660	480	-	-	1,320	3,814	343	426	1,860	1,185	-	3,814
Capital Receipts	Usable Capital Receipts	27	629	1,009	315	1,020	325	330	2,999	3,655	554	1,426	414	931	330	3,655
Capital Receipts	UCR 1:4:1 Replacement Homes	139	385	-	655	160	-	-	815	1,339	139	429	611	160	-	1,339
Borrowing	Borrowing 25 Yrs	50	-	-	-	-	-	-	50	50	50	-	-	-	-	50
Borrowing	Borrowing 50 Yrs	8,624	12,733	3,494	3,645	1,586	-	-	8,725	30,082	7,727	6,815	10,411	5,130	-	30,082
Borrowing	HRA - Lease Finance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HRA Subtotals		13,694	27,870	9,660	11,085	8,310	2,800	2,835	34,690	76,254	16,136	16,307	25,236	15,740	2,835	76,254
Grand Totals		28,574	48,964	17,467	12,200	9,870	4,290	4,025	47,852	125,390	36,087	40,322	27,726	17,230	4,025	125,390



Report for: CABINET

Date of Meeting: 12 December 2023

Subject: **POST HILL AFFORDABLE HOUSING SITE**

Cabinet Member: Councillor Simon Clist, Cabinet Member for Housing and Property Services and Councillor James Buczkowski, Cabinet Member for Finance

Responsible Officer: Andrew Jarett, S151 Officer and Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing

Exempt: Annex A – Part II

Exempt from publication under paragraph 3, Part 1 of Schedule 12A to the Local Government Act 1972 (as amended) as it contains information relating to the financial or business affairs of any particular person (including the authority holding that information)

Wards Affected: Directly – Tiverton Lowman
Other wards indirectly through the provision of new social housing

Enclosures: Annex A - Part II

Section 1 – Summary and Recommendations

On the 29 August 2023 Cabinet resolved that the Council's Housing Revenue Account (HRA) would not progress its proposed development and tender for Post Hill, Tiverton for the provision of 70 affordable homes. This decision was informed by a detailed options analysis that determined the site was not viable and did not represent a strong value for money business case for the HRA.

Cabinet further resolved to grant delegated authority to the S151 Officer and the Corporate Manager for Public Health, Regulation and Housing to explore alternative options for the delivery of affordable housing at Post Hill including potential sale or

transfer of the site in order to complete the development of 70 units. This was to be brought back to Cabinet for future consideration.

The purpose of this report is to advise members on options that have now been explored with third-party registered housing providers including a bidding process and confirm the sale of the Post Hill site.

Recommendations:

- 1. That Cabinet approve the sale of Post Hill for affordable housing development to Bidder 1 as set out in Annex A (Part II).**

- 2. Delegated authority be granted to the S151 Officer and the Corporate Manager for Public Health, Regulation and Housing (in consultation with the Cabinet Members for Finance and Housing & Property Services) to complete the contract of sale.**

Section 2 – Report

1 Introduction

- 1.1 The Post Hill site is within the ownership of the Council HRA. Planning permission 22/01255/MFUL was granted by Planning Committee in June 2022 conditional on delivery of 70 affordable homes. Full information on the site, its acquisition/planning history and the assessment of the site for affordable housing by the HRA is contained in the 29 August 2023 Cabinet HRA Large Sites Options Report (see background papers).
- 1.2 Following the decision of Cabinet on 29 August 2023, relevant officers entered into informal discussions with a number of regional and national registered housing providers to gauge interest in their acquisition of the Post Hill site for subsequent development of 70 affordable homes.
- 1.3 These discussions led to direct meetings with three registered providers who expressed an interest in bringing forward more detailed proposals.
- 1.4 On the 13 November 2023, the Council formally wrote to each of these registered providers and identified build partners asking if each organisation or partnership was willing to submit a best and final offer by 12 noon on Wednesday 29 November.
- 1.5 Potential bidders were informed that the Council intends to consider any bids received and agree which it would like to progress with at its Cabinet meeting on 12 December 2023.
- 1.6 A template was provided ensure a standardised approach was achieved. Providers were nonetheless also invited to supply as much additional information as necessary in support of their offer.
- 1.7 During initial discussions we received requests to have designs and plans made available to assist with due diligence. Consequently, a link was provided

giving access the relevant non-sensitive files from the Council public tender exercise. Additional technical support was also signposted.

1.8 For clarity, the bid template requested the following information:

- Name of Registered Provider(s)
- Name of developer/build partner(s)
- Best and final offer (£)
- Development proposal (including intention to continue with the current planning consent or wish to submit a new application. Any further relevant information in support of the bids, for example method of construction, energy sources and rating of the units or tenure mix)
- Any conditions attached to offer
- Timeframe for purchase and for delivery (build)
- Authorised signatories

1.9 The bid responses were received on confidential basis due to the commercial sensitivity of some information.

2 Acquisition, costs and capital receipt

2.1 As set out in the August Cabinet paper, the land at Post Hill was acquired at a discounted, affordable housing land value of £410k in December 2017. Under the relevant terms, in addition to the purchase price, s106 obligations paid or due to the Council equate to a further circa £1.2m. The HRA has born further planning and tender costs in securing full planning permission and undertaking the procurement exercise.

2.2 These costs were highlighted as necessary to secure the land and move it forward for delivery of the maximum level of affordable housing possible within Braid Park in order to meet our strategic affordable housing objectives. As such, whilst the Council is seeking a fair capital receipt to recover some of these costs, the wider strategic benefits are critical as the key driver for this bid process.

2.3 The Council is therefore not in a position to make full cost recovery on the recommended sale of the site. In any case, should a profit position be possible it may act as a barrier to third-party registered providers needing to lever core strategic grant funding (for example Homes England Affordable Housing Programme monies) in order to deliver a scheme.

2.4 Consequently, no specific provision has been made for a capital receipt from the sale of Post Hill in the current or draft future HRA Medium-Term Financial Plan (MTFP). As such there are no negative financial implications for the HRA going forward through the Council securing the proposed sale that will enable this strategically important affordable housing scheme.

3 Bid outcomes and evaluation

3.1 One bid was received in total.

3.2 No specific formal evaluation criteria was set out under the bid process. Nonetheless, the bid received has been considered against the following objective measures:

- Delivery confidence – track record, level of conditions and funding assurance
- Delivery timeframe – how quickly can the affordable housing be provided
- Capital receipt – amount and any viability considerations
- Tenure mix (if available) – meeting local housing needs

4 Conclusion

4.1 The bid received is considered viable and high-quality. This is a partnership bid from a major regional registered provider and their build partner (Bidder 1), details of which are provided in Annex A (Part II).

4.2 The Registered Provider and has a strong track record of housing delivery within the south-west including in Mid Devon. The delivery timeframe is particularly attractive given the intention to utilise the existing planning consent, notwithstanding any non-material amendment application on design or performance requirements necessary to meet specific provider requirements.

4.3 There are no conditions attached to the offer and it is subject to contract only.

4.4 The capital receipt is considered to be fair and is positioned at the upper end of a viable bid. This view is based on our detailed knowledge of core affordable housing funding and costs to bring forward a development of 70 units on this specific site.

4.5 The tenure mix is subject to further confirmation however informally the provider has indicated an intention to provide a mix of general needs and shared-ownership affordable accommodation which is compatible with local housing needs.

5 Recommendations

5.1 In the context of the above, the following recommendations are made:

1. That Cabinet approve the sale of Post Hill for affordable housing development to Bidder 1 as set out in Annex A (Part II).
2. Delegated authority be granted to the S151 Officer and the Corporate Manager for Public Health, Regulation and Housing (in consultation with the Cabinet Members for Finance and Housing & Property Services) to complete the contract of sale.

Financial Implications

The HRA is ring fenced and subject to specific financial controls. The specific financial implications of this bid are set out above.

Legal Implications

Any registered provider bringing forward a scheme of affordable housing on this site must meet a core legal definition of this type of accommodation.

Affordable housing includes homes for sale or rent and is for people whose needs are not met by the private market. The Government's National Planning Policy Framework (NPPF) defines the types of affordable housing as Affordable Housing for Rent and Affordable Housing for Sale.

Risk Assessment

See Section 3 and 4 above.

Additionally, should the Council not take forward a formal bid at this stage it will have a continued liability for site security/management. It would also miss a timely opportunity to bring forward a high-level of affordable housing essential to meet its strategic housing objectives whilst providing a capital receipt to the Council. The delivery of more affordable housing is a key mitigation to risks set out in Corporate Risk 12: Housing Crisis, notably a failure to supply sufficient housing to meet Mid Devon's needs leading to increased homelessness and increased temporary accommodation.

Impact on Climate Change

The registered provider has indicated they will be seeking to build the current consented scheme and deliver above current building regulation requirements on energy performance. Where necessary it may seek a relevant non-material amendment to the consent in order to utilise a fabric first approach to achieve a SAP (carbon footprint Standard Assessment Procedures) rating of 86 on every home where current regulations require SAP rating C (69-80).

Equalities Impact Assessment

Not applicable.

Relationship to Corporate Plan

Homes and the Environment are a priority for the Council and this includes increasing the supply of affordable homes in the District.

Section 3 – Statutory Officer sign-off/mandatory checks

Statutory Officer: Andrew Jarrett

Agreed by or on behalf of the Section 151

Date: 28/11/2023

Statutory Officer: Maria De Leburne

Agreed on behalf of the Monitoring Officer

Date:

Chief Officer: Simon Newcombe

Agreed by or on behalf of the Chief Executive/Corporate Director

Date: 29 November 2023

Performance and risk: Steve Carr

Agreed on behalf of the Corporate Performance & Improvement Manager

Date: 01/12/2023

Cabinet member notified: Yes

Section 4 - Contact Details and Background Papers

Contact: Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing

Email: snewcombe@middevon.gov.uk.

Telephone: 01884 255255

Background papers:

Mid Devon Housing Strategy 2021-25

<https://www.middevon.gov.uk/media/353400/housing-strategy-2021-25.pdf>

Cabinet agenda and minutes 29 August 2023 – HRA Large Sites Options Report

<https://democracy.middevon.gov.uk/ieListDocuments.aspx?CId=133&MId=1739&Ver=4>

Further information

Affordable Housing facts and definition

<https://www.gov.uk/government/publications/new-homes-fact-sheet-9-what-is-affordable-housing/fact-sheet-9-what-is-affordable-housing>

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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MID DEVON DISTRICT COUNCIL – NOTIFICATION OF KEY DECISIONS

January 2023



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)
<p>2024 / 2025 Fees and Charges This may need to move to a wider paper on Council Charges for consideration by all PDG's</p>	<p>Environment Policy Development Group Cabinet</p>	<p>7 Nov 2023 12 Jan 2024</p>	<p>Paul Deal, Corporate Manager for Finance, Property and Climate Change</p>	<p>Councillor Josh Wright</p>	<p>Open</p>
<p>Tenure Reform and Changes to the Tenancy Agreement - Project Plan To receive a project plan to tenure reform</p>	<p>Homes Policy Development Group Cabinet</p>	<p>21 Nov 2023 5 Mar 2024</p>	<p>Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615</p>	<p>Cabinet Member for Housing and Property Services</p>	<p>Open</p>

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Agenda Item 12.

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
<p>Strategic Grants Review To receive a report outlining the budget, existing grant. Community PDG Members will be asked to decide on funding levels and payment award (one-year, two-years, three-years).</p> <p>To receive representatives of current grant recipients to make a 10-minute presentation.</p>	<p>Community Policy Development Group</p> <p>Cabinet</p>	<p>28 Nov 2023</p> <p>9 Jan 2024</p>	<p>Zoë Lentell, Economic Development Team Leader</p>	<p>Cabinet Member for Community & Leisure</p>	<p>Part exempt</p>
<p>Destination Management Plan for Mid Devon (inc. J27 update) To receive a report.</p>	<p>Economy Policy Development Group</p> <p>Cabinet</p>	<p>4 Jan 2024</p> <p>6 Feb 2024</p>	<p>Richard Marsh, Director of Place</p>	<p>Cabinet Member for Planning and Economic Regeneration</p>	<p>Open</p>
<p>Economic Strategy 2024 - 2029 To receive a report.</p>	<p>Economy Policy Development Group</p> <p>Cabinet</p>	<p>4 Jan 2024</p> <p>6 Feb 2024</p>	<p>Richard Marsh, Director of Place</p>	<p>Cabinet Member for Planning and Economic Regeneration</p>	<p>Open</p>

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
Town and Parish Charter To approve a draft Town and Parish Charter for consultation.	Cabinet	9 Jan 2024	Richard Marsh, Director of Place	Cabinet Member for Community & Leisure	Open
2024/25 Budget Update To consider a report from the Deputy Chief Executive (S151) on the updated 2024/25 budget position and consider options to reduce the remaining shortfall	Cabinet	9 Jan 2024	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance	Open
Revised Pets and Animals Policy To receive a report.	Homes Policy Development Group Cabinet	16 Jan 2024 6 Feb 2024	Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615	Cabinet Member for Housing and Property Services	Open
Service Standards - Tenant Involvement & Empowerment To receive a report.	Homes Policy Development Group Cabinet	16 Jan 2024 6 Feb 2024	Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615	Cabinet Member for Housing and Property Services	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)
Revised Garage, GGRP and Parking Space Policy To receive the revised Garage, GGRP and Parking Space Policy	Homes Policy Development Group Cabinet	16 Jan 2024 6 Feb 2024	Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615	Cabinet Member for Housing and Property Services	Open
Regulation of Investigatory Powers To receive a report.	Community Policy Development Group Cabinet	23 Jan 2024 6 Feb 2024	Maria De Leiburne, District Solicitor and Monitoring Officer	Cabinet Member for Community & Leisure	Open
Environment Educational Enforcement Policy To receive a report.	Environment Policy Development Group Cabinet	23 Jan 2024 6 Feb 2024	Matthew Page, Corporate Manager for People, Governance and Waste	Councillor Josh Wright	Open
Health and Safety Policy To receive the annual review of the Health & Safety Policy	Community Policy Development Group Cabinet	23 Jan 2024 5 Mar 2024	Catherine Yandle, Operations Manager for Performance, Governance and Health & Safety Tel: 01884 234975	Cabinet Member for Community & Leisure	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)
Corporate Performance Plan To receive a report.	Cabinet	9 Jan 2024			
CCTV Policy To receive the updated CCTV Policy	Community Policy Development Group Cabinet	23 Jan 2024 6 Feb 2024		Cabinet Member for Community & Leisure	Open
Customer Care Policy To receive the updated Customer Care Policy	Community Policy Development Group Cabinet	23 Jan 2024 6 Feb 2024			Open
Renewable and Alternative Energy, Energy Efficiency including Community Energy Projects To receive a report.	Environment Policy Development Group Cabinet	23 Jan 2024 6 Feb 2024	Jason Ball, Climate and Sustainability Specialist	Councillor Natasha Bradshaw	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)
Green Standards in Planning including Renewable and Alternative Energy, Energy Efficiency and Community Energy Projects To receive a report.	Environment Policy Development Group Cabinet	23 Jan 2024 6 Feb 2024	Jason Ball, Climate and Sustainability Specialist	Councillor Natasha Bradshaw	Open
The Council's Statutory Duty towards Bio Diversity and Nature To receive a report.	Environment Policy Development Group Cabinet	23 Jan 2024 6 Feb 2024	Climate and Sustainability Specialist	Cabinet Member for Climate Change	Open
The Devon Serious Violence Strategy To receive a report.	Cabinet	9 Jan 2024	Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615		
S106 Governance To receive a report.	Cabinet	6 Feb 2024	Joanna Williams, Planning Obligations Monitoring Officer	Cabinet Member for Finance	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)
Policy Framework To receive a report.	Cabinet Council	6 Feb 2024 21 Feb 2024	Democratic Services Manager	Leader of the Council	Open
Business Rates Tax Base To receive a report.	Cabinet Council	6 Feb 2024 21 Feb 2024	Dean Emery, Corporate Manager for Revenues, Benefits and Recovery	Cabinet Member for Finance	Open
Establishment To receive a report.	Cabinet	6 Feb 2024	Matthew Page, Corporate Manager for People, Governance and Waste	Cabinet Member for Working Environment	Open
Pay Policy To receive a report.	Cabinet	6 Feb 2024	Matthew Page, Corporate Manager for People, Governance and Waste	Cabinet Member for Working Environment	Open

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
<p>Qtr. 3 Budget Monitoring To consider a report from the Deputy Chief Executive (S151) on the Council's Financial position as at 31 December 2023</p>	Cabinet	6 Feb 2024	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance	Open
<p>2024/25 Capital Strategy and Capital Programme To consider a report from the Deputy Chief Executive (S151) proposing the 2024/25 Capital Strategy and recommends the 2024/25 Capital Programme</p>	Cabinet	6 Feb 2024	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance	Open
<p>2024/25 Treasury Management Strategy To consider a report from the Deputy Chief Executive (S151) proposing the 2024/25 Treasury Management Strategy and Annual Investment Strategy</p>	Cabinet	6 Feb 2024	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance	Open

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
<p>2024/25 Budget Update To consider a report from the Deputy Chief Executive (S151) proposing the 2024/25 Budget and recommends the Band D Council Tax charge for 2024/25</p>	Cabinet	6 Feb 2024	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance	Open
<p>2024/25 Council Tax Resolution To consider a report from the Deputy Chief Executive (S151) proposing the 2024/25 Band D Council Tax charge for 2024/25</p>	Council	21 Feb 2024	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance	Open
<p>National Non Domestic Rates (NNDR1) To receive a report.</p>	Cabinet Council	6 Feb 2024 21 Feb 2024	Dean Emery, Corporate Manager for Revenues, Benefits and Recovery	Cabinet Member for Finance	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)
Completion Notice Policy To receive a report.	Cabinet Council	6 Feb 2024 21 Feb 2024	Corporate Manager for Revenues, Benefits, Corporate Recovery, Development Management and Corporate Fraud	Cabinet Member for Finance	Open
Council Tax Empty Premises Policy	Cabinet Council	6 Feb 2024 21 Feb 2024	Corporate Manager for Revenues, Benefits, Corporate Recovery, Development Management and Corporate Fraud	Cabinet Member for Finance	Open
NDR DRR Policy Amendment To receive a report.	Cabinet	6 Feb 2024	Corporate Manager for Revenues, Benefits, Corporate Recovery, Development Management and Corporate Fraud	Cabinet Member for Finance	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)
Income Management Policy To receive a review of the MDH Income Management Policy	Homes Policy Development Group Cabinet	19 Mar 2024 2 Apr 2024	Simon Newcombe, Corporate Manager for Public Health, Regulation and Housing Tel: 01884 244615	Cabinet Member for Housing and Property Services	Open
Corporate Anti Social Behaviour Policy To receive a report.	Community Policy Development Group Cabinet	26 Mar 2024 14 May 2024		Cabinet Member for Community & Leisure	Open
Single Equalities Policy and Equality Objective To receive a report.	Community Policy Development Group Cabinet	26 Mar 2024 14 May 2024	Matthew Page, Corporate Manager for People, Governance and Waste, Matthew Page, Corporate Manager for People, Governance and Waste	Cabinet Member for Community & Leisure	Open

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