

Public Document Pack

Mid Devon District Council

Cabinet

Thursday, 30 August 2018 at 2.15 pm
Exe Room, Phoenix House, Tiverton

Next ordinary meeting
Thursday, 27 September 2018 at 2.15 pm

Those attending are advised that this meeting will be recorded

Membership

Cllr C J Eginton	Leader and Environment
Cllr R J Chesterton	Deputy Leader and Planning and Economic Regeneration
Cllr P H D Hare-Scott	Finance
Cllr C R Slade	Community Well Being
Cllr Mrs M E Squires	Working Environment and Support Services
Cllr R L Stanley	Housing

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**
Councillors are reminded of the requirement to declare any interest, including the type of interest, and reason for that interest, either at this stage of the meeting or as soon as they become aware of that interest.
- 4. Minutes of the Previous Meeting (Pages 5 - 10)**
To receive the minutes of the meeting of 9 August 2018.
- 5. Cullompton Town Centre Relief Road Route Options Public Consultation (Pages 11 - 112)**
Report of the Head of Planning, Economy and Regeneration seeking agreement to go out to public consultation over route options for a town centre relief road for Cullompton.

6. **Blackdown Hills - Area of Outstanding Natural Beauty (AONB) Management Plan Review** *(Pages 113 - 118)*
Report of the Head of Planning, Economy and Regeneration updating Members on the proposed review of the Blackdown Hills (AONB) Management Plan and seeking approval to undertake public consultation in that respect.
The AONB Manager will be in attendance and will make a presentation to the meeting.
7. **Culm Garden Village - Governance, decision making and update on project progress and proposed changes to governance through refined decision making powers of the Delivery Board.** *(Pages 119 - 130)*
Report of the Head of Planning, Economy and Regeneration with regard to Governance issues and decision making for the Garden Village project.
8. **Project Management Contract Award for Culm Garden Village, Cullompton** *(Pages 131 - 134)*
Report of the Head of Planning, Economy and Regeneration seeking approval to extend the Culm Garden Village project management contract for a further year and to establish delegated authority for further extensions to the contract (subject to sufficient funding being in place).
9. **Workforce Planning/Human Resources Strategy Update** *(Pages 135 - 148)*
To consider a report of the Group Manager for Human Resources providing the Cabinet with an updated Workforce Planning /Human Resources Strategy.
10. **Revised Freedom of Information and Environmental Information Regulations Policy** *(Pages 149 - 162)*
To consider a report of the Group Manager for Performance, Governance and Data Security updating the existing policy to reflect current best practice and an increase in scope of the Environmental Information Regulations.
11. **Financial Monitoring**
To receive a verbal report by the Deputy Chief Executive (S151) presenting a financial update in respect of the income and expenditure so far in the year.
12. **Notification of Key Decisions** *(Pages 163 - 176)*
To note the contents of the Forward Plan.

Stephen Walford
Chief Executive
Tuesday, 21 August 2018

Anyone wishing to film part or all of the proceedings may do so unless the press and public are excluded for that part of the meeting or there is good reason not to do so, as directed by the Chairman. Any filming must be done as unobtrusively as possible from a single fixed position without the use of any additional lighting; focusing only on those actively participating in the meeting and having regard also to the wishes of any member of the public present who may not wish to be filmed. As a matter of courtesy, anyone wishing to film proceedings is asked to advise the Chairman or the Member Services Officer in attendance so that all those present may be made aware that is happening.

Members of the public may also use other forms of social media to report on proceedings at this meeting.

Members of the public are welcome to attend the meeting and listen to discussion. Lift access the first floor of the building is available from the main ground floor entrance. Toilet facilities, with wheelchair access, are also available. There is time set aside at the beginning of the meeting to allow the public to ask questions.

An induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter. If you require any further information, or

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

Tel: 01884 234229

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Public Wi-Fi is available in all meeting rooms.

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MID DEVON DISTRICT COUNCIL

MINUTES of a **MEETING** of the **CABINET** held on 9 August 2018 at 2.15 pm

Present

Councillors

C J Eginton (Leader)
C R Slade, Mrs M E Squires and
R L Stanley

Apologies

Councillor(s)

R J Chesterton and P H D Hare-Scott

Also Present

Councillor(s)

F J Rosamond

Also Present

Officer(s):

Stephen Walford (Chief Executive), Andrew Pritchard (Director of Operations), Jill May (Director of Corporate Affairs and Business Transformation), Kathryn Tebbey (Group Manager for Legal Services and Monitoring Officer), Joanne Nacey (Group Manager for Finance), Tristan Peat (Forward Planning Team Leader), J P McLachlan (Principal Accountant) and Sally Gabriel (Member Services Manager)

46. APOLOGIES (00-00-41)

Apologies were received from Cllrs R J Chesterton and P H D Hare-Scott.

47. PUBLIC QUESTION TIME (00-00-46)

There were no members of the public present.

48. DECLARATIONS OF INTEREST UNDER THE CODE OF CONDUCT (00-00-51)

Members were reminded of the need to declare any interests when appropriate.

49. MINUTES OF THE PREVIOUS MEETING (00-01-05)

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

Consideration was also given to the minutes of the Cabinet meeting held on 23 May 2018, following an issue raised at Full Council where Cllr Mrs N Woollatt felt that Minute 16 (page 10) the 5th bullet point was incorrect and should read "The details within the North West Cullompton Masterplan regarding the release of funding upon the sale of the land and prior to construction".

It was **AGREED** that the minutes of the meeting of 23 May 2018 be amended as above.

50. REPAIRING FOOTPATHS AND ROADS POLICY (00-02-55)

Arising from a report of the Director of Operations, the Environment Policy Development Group had recommended that the revised Repairing Footpaths and Roads Policy as outlined in the report be approved and that the number of inspections be added to the Performance and Risk Report.

The Cabinet Member for Housing outlined the contents of the report stating that the Council had previously operated a Highway Agency function on behalf of Devon County Council for the urban roads within Tiverton and Crediton. The Agency function obligated the Council to apply Devon County Council standards and policy to those roads. On the cessation of the Agency the application of those standards and policy continued. The report sought to endorse the principle and approve the continuing inspection and maintenance of the Council's similar assets on the basis of the Devon County Council Highway Safety Inspection Manual. The report highlighted the safety inspection regime and the investigatory criteria.

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

(Proposed by Cllr R L Stanley and seconded by Cllr Mrs M E Squires)

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

51. SINGLE EQUALITIES POLICY AND EQUALITY OBJECTIVE (00-06-42)

Arising from a report of the Group Manager for Performance, Governance and Data Security, the Community Well-Being Policy Development Group had recommended that the Single Equality Scheme and Equality Objective be approved subject to the amendment to Appendix B to remove the extra line.

The Cabinet Member for Community Well-Being outlined the contents of the report stating that the Council had statutory duties under the Equality Act with the Equality Objective being reflected in the Corporate Plan. He highlighted the Local Government Association document at Appendix 1 which provided a summary of the latest available information on the demographic and social economic make up in Mid Devon, which he felt would be of interest to all Members of the authority and it was agreed that this information be made available via the Weekly Information Sheet.

Consideration was given to population figures and general items of interest within Appendix 1.

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

(Proposed by Cllr C R Slade and seconded by Cllr R L Stanley)

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

52. **CUSTOM AND SELF BUILD |(00-11-55)**

The Cabinet had before it a report of the Head of Planning, Economy and Regeneration requesting approval of the use of consultancy support to help the Council move the agenda forward for Custom and Self Build homes in Mid Devon.

The Forward Planning Team Leader outlined the contents of the report stating that it was recognised that housing was becoming increasingly unaffordable and that there was a need to supply new homes and to meet local housing needs which included the provision of homes of the right type, tenure and built in the right places where people wanted to live. He outlined the definition of self-build and custom housebuilding as outlined in the Housing and Planning Act of 2016 and Policy S3 of the emerging Local Plan Review.

He reported that there was also a legal obligation for the Council to keep a register of individuals who were seeking to acquire serviced plots of land in the district. The proposed self-build officer would share knowledge and experience with planning officers and help those officers to engage and negotiate with applicants. The Task Force would provide technical guidance which would lead to the formation of a Supplementary Planning Document and also provide advice regarding how the scheme worked, possible funding opportunities and design codes. The annual membership of the National Custom and Self Build Association would bring advantages to the Council.

He added that an equalities impact assessment had been carried out. The outcome was that the recommendations within the report were considered to have a positive impact upon equalities through advancing the provision of self and custom built housing, thereby widening the supply of new homes, particularly allowing greater opportunities for choice and greater affordability.

Consideration was given to:

- Whether there was an interest for the self-build initiative in Mid Devon
- Whether the requirements for plots to be made available for self-build properties would have effect on the number of affordable houses proposed within large developments
- The possibility of further information being made available to Members
- The finding of the equalities impact assessment.

RESOLVED that:

- a) The appointment of the Right To Build Task Force to provide consultancy support to the Council, including the secondment of a Self-Build Officer from Teignbridge District Council on a short term basis be approved,
- b) Annual membership of the National Custom and Self Build Association be progressed.

(Proposed by the Chairman)

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

53. **FINANCIAL MONITORING (00-23-59)**

The Cabinet had before it and **NOTED** a * report of the Deputy Chief Executive (151) presenting financial monitoring information for the income and expenditure for the 2018/19 financial year.

The Group Manager for Finance outlined the contents of the report stating that this was only Quarter 1 and therefore very early in the financial year. She explained the tables within the report showing the opening, forecasted and the final predicted position at year end. She highlighted the forecasted deficit for the General Fund at £11k and the significant variances to date. She informed the meeting that due to formatting issues some of the figures had not aligned properly and provided an updated table:

	£k
Legal - agency staff	18
Car parks – reduction in income/offset by 24 hrs opening (Premier Inn)	28
Trade Waste – additional income	(10)
Waste – lower return on recycling materials	15
Leisure – Business Rates Saving – Exe Valley	(14)
Leisure – Staffing underspend and additional income	(27)
IT - GDPR compliance and extended lease fees	31
Business Rates Retention – updated forecast offset by transfer to EMR (£806k - £758k)	(48)

Consideration was given to the position of the Housing Revenue Account and the ongoing discussions taking place with regard to the Capital Programme.

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

54. **PERFORMANCE AND RISK (00-29-14)**

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

She outlined the contents of the report highlighting the individual portfolios and informed the meeting that all the performance indicators for the waste service were above target at the present time and that from May 2018 all residual waste accepted at the Waste Transfer Station was now being transported to the Exeter Energy from Waste plant. She highlighted the good work taking place within the Homes and Economy Portfolios. With regard to the corporate thread, she referred to the Sickness Absence Action Plan which was being progressed.

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

55. **NOTIFICATION OF KEY DECISIONS (00-33-09)**

The Cabinet had before it, and **NOTED**, its rolling plan* for August 2018 containing future key decisions.

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

(The meeting ended at 2.50 pm)

CHAIRMAN

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CABINET
30TH AUGUST 2018

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

CULLOMPTON TOWN CENTRE RELIEF ROAD ROUTE OPTIONS PUBLIC CONSULTATION.

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

Reason for Report: To seek agreement to go out to public consultation over route options for a town centre relief road for Cullompton. Members will recall that a previous report identified the current opportunity to progress planning for the delivery of this road in connection with the available funding stream via the Council's bid to the Housing Infrastructure Fund (HIF) Marginal Viability. Public consultation over potential route options is the next stage in progressing this project. The delivery of a new relief road is considered an important highway intervention to not only bring forward sustainable growth in the Cullompton area, but also address environmental concerns within the town centre in connection with congestion, poor air quality and resultant impact upon townscape attractiveness.

RECOMMENDATION: That Cabinet agree to:

- 1. Approve Cullompton town centre relief road route options for public consultation.**
- 2. Grant delegated authority to the Head of Planning, Economy and Regeneration in consultation with the Cabinet Member for Planning and Regeneration to prepare and finalise consultation material.**

Relationship to Corporate Plan: Improving road capacity and air quality issues within the town will enable development identified in the Local Plan to come forward and make a valuable contribution to delivering the priorities of the Corporate Plan 2016 to 2020; Economy, Homes, Community and Environment.

Financial Implications: Delivery of key highway infrastructure improvements in Cullompton will play a pivotal role in bringing forward the corporate aspirations to facilitate growth within the district which in turn will help boost the economy. The delivery of the town centre relief road is also expected to contribute towards regeneration within the core of Cullompton.

The Council anticipates that the majority of the cost of the road would be funded by the Housing Delivery Fund. The route to the east of motorway would not meet HIF funding requirements and would need alternative funding to be delivered. The highway consultant commissioned to work on option generation has provided broad comparative construction cost information on the different route options. The cost of land assembly, acquisition and any legal issues arising will also need to be accounted for as the scheme progresses and will be subject to negotiation. The HIF funding is not yet secured and work is ongoing with Homes England over the Council's bid submission.

Cabinet considered the cost of working up the project towards planning application submission via up front funding at the meeting of 23rd May 2018.

Legal Implications: None at this stage. Future legal implications are likely to arise in respect of a range of land ownerships and interests associated with land assembly and acquisition as the project progresses. It is understood that the Cullompton Community Association Fields are subject to a charitable trust for recreational purposes.

To draw down funding from the Housing Infrastructure Fund, the Council will need to enter into a funding agreement with MHCLG which would be considered by Legal Services prior to signing. A separate legal agreement will also be needed with Devon County Council to deliver the road. The Council will also seek section 106 developer contributions through legal agreements towards the cost of the scheme.

Risk Assessment: To qualify for funding, the proposed relief road will need to meet the HIF scheme criteria and deliverables and be subject to further assessments by Homes England. In order to meet fund timescales work streams and expenditure has needed to commence in advance of likely timescales for the Homes England final decision. Spend to advance the project as authorised up to the initial £100,000 is on an 'at risk' basis should Homes England not agree to support this intervention. It is not expected that Homes England will conform its position over the bid until autumn 2018.

The aspiration for the delivery of a relief road for Cullompton is long standing and as such, all work currently being undertaken to progress the project is not abortive as it forms part of more extensive infrastructure necessary to deliver the growth planned within the Cullompton area in the longer term including the garden village. The current HIF funding opportunity represents the best chance for it to be achieved in the short term and will require adherence to tight and challenging timescales.

Risks associated with the ability to deliver the project include scheme finance via HIF fund outcome, timescale for delivery to meet HIF requirements and land assembly / acquisition matters. In turn, should the relief road not be pursued through the HIF or should HIF funding not be forthcoming, this will impact upon the ability to deliver the relief road and its timing with resultant delay in realising highway capacity, environmental improvements in the town centre and achieving growth aspirations.

Equalities: No implications anticipated except for the usual requirement to ensure that public consultation is inclusive.

1.0 Background.

1.1 A report was considered at the meeting of Cabinet on 23rd May 2018 in relation to the opportunity that currently exists in connection with the Government's Housing Infrastructure Fund to progress the delivery of a relief road for Cullompton. Under this fund the Government is supporting infrastructure delivery in order to unlock or accelerate the delivery of housing.

1.2 The Council's bid to the Housing Infrastructure Fund (HIF) for £10 million focusses upon creating capacity at junction 28 of the M5. At Cabinet on 23rd

May 2018 it was agreed to proceed with the bid on the basis of delivering a town centre relief road to the east of Cullompton which if delivered would improve capacity at the motorway junction together with achieving a reduction of traffic flows through the town centre resulting in air quality and town centre amenity benefits. At the time of writing this report, the final decision over fund award is still unconfirmed and engagement continues with Homes England.

2.0 Cullompton town centre relief road.

- 2.1 The delivery of a relief road for Cullompton has been a long term objective, receiving policy support within both the adopted and submitted Local Plans. It would deliver benefits to the operation of J28 of the motorway and would also enable the reduction of traffic flows through the town centre resulting in air quality and town centre amenity benefits. It is known that significant highway improvements will be required to serve the proposed garden village to the east of Junction 28. A relief road would form the first part of such improvements, thereby also contributing to longer term growth and delivery aspirations as set out in the Local Plan Review and garden village expression of interest.
- 2.2 Policy AL/CU/14 of the Allocations and Infrastructure Development Plan Document 2011 expresses the aspiration to provide a relief road for the town and sets out the following:

Eastern Relief Road

An Eastern Relief Road linking Station Road to Meadow Lane will be provided subject to the following:

- a. **Public consultation exercise before the route is determined;**
 - b. **Provision of replacement open space and sporting facilities within the Cullompton Community Association fields and/or elsewhere in Cullompton;**
 - c. **Enhancement of the existing footpath to form a shared use foot and cycleway;**
 - d. **Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance;**
 - e. **Measures to protect and strengthen trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside.**
- 2.3 The Local Plan Review 2013-2033 as submitted for examination also provides policy support for a relief road under policy CU19. Its provision is described as an integral part of the development strategy for Cullompton and essential if the objectives of traffic relief, air quality improvement and town centre enhancement are to be achieved. Whilst these objectives are longstanding and important, for HIF purposes Homes England assessment of the benefits of the scheme will focus almost exclusively upon the ability to unlock and /or accelerate housing growth and cost / benefit of the scheme in new housing terms. As submitted, policy CU19 states:

Town Centre Relief Road

A relief road, providing traffic relief to the town centre, will be provided subject to the following:

- a) Public consultation exercise before the route of the road is determined;**
- b) Provision of replacement open space and sporting facilities elsewhere in Cullompton if these are affected;**
- c) Provision of a shared use foot and cycleway;**
- d) Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network on the affected alignment and linking to the surrounding countryside. Appropriate noise measures to mitigate the effects from the relief road including the provision of landscaping; and**
- e) Archaeological investigation and appropriate mitigation.**

- 2.4 Cullompton Neighbourhood Plan has not yet been submitted for examination. The pre-submission version has been subject to public consultation. Whilst still subject to further amendment and not adopted, it is currently of little weight to planning decision making. Policies within it are referred to only in order to provide some local context to the delivery of a relief road for Cullompton. Draft policy SD07 seeks the phasing of major development in tandem with the co-ordinated provision of infrastructure to help support sustainable growth and ensure that an unacceptable strain is not placed on the existing infrastructure. Draft policy HT01 relates to proposals to ensure that junction 28 of the M5 functions efficiently and safely and states that such proposals will be supported. Also relevant is draft policy WL02 relating to Cullompton Community Association Fields which are described as an important resource for the local community. A series of criteria for proposals to develop part of the CCA Fields to provide a relief road for Cullompton are set out with the intention of minimising potential impact.

3.0 Route options assessment.

- 3.1 Since consideration at the Cabinet meeting in May 2018, your officers have been working closely with Devon County Council as Highway Authority over the commissioning of work to generate and assess potential relief road route options for public consultation purposes. Consultants have been engaged and a report produced which is attached at **Appendix 1**.
- 3.2 The appended route options report seeks to identify the existing issues and constraints, define the main objectives of the scheme and to provide a high level appraisal of viable options to address the issues and meet the objectives.
- 3.3 The methodology followed within the report aligns with the Department for Transport guidance for the assessment of proposed transport schemes:
- Understand the current context of the study site
 - Understand the future context for the study site
 - Establish the need for intervention

- Identify intervention specific objectives within a defined geographic area
- Generate options
- Undertake an initial sift
- Develop and assess potential options and undertake public consultation
- Document the option development process within a options appraisal report
- Clarify the methodology for further appraisal within an appraisal specification report

3.4 Four route options are identified within the report and referred to as options A–D. Layout plans of each are to be found towards the rear of the option report (its Appendix B). At this stage they are not definitive routes and could be subject to change following receipt of comments as part of the public consultation.

Option A connects Station Road to Duke Street near the Meadow Lane junction within the corridor between the town centre to the west and the railway /motorway to the east.

Option B similarly connects Station Road to Duke Street near the Meadow Lane junction within the corridor between the town centre to the west and the railway /motorway to the east. The difference from Option A is that it takes a route closer to the railway /motorway and has a different connection alignment with Duke Street.

Option C connects Honiton Road with Duke Street near the junction with Meadow Lane. It follows a longer broadly east- west route and crosses the motorway and railway line. It connects to Honiton Road east of existing houses.

Option D connects Honiton Road with Duke Street near the junction with Meadow Lane, but unlike Option C follows a broadly north-south line for much of its route between the motorway to the west and existing housing to the east. For much of its route it lies close to the motorway and River Culm on their eastern side before crossing the motorway and railway to the south and linking to Duke Street. Liaison with the Environment Agency indicates that this option would not be viable due to flood risk and would be unacceptable to them. As a result of this advice, at sifting stage it has been identified that this option not be taken forward. This option will therefore not form part of the viable options presented for public consultation. Whilst it will be referred to within consultation material, it will be within the context of options considered, but discounted.

A full description of the location and alignment of each option is to be found within the accompanying report.

3.5 Options A, B and C are proposed to be taken forward for public consultation.

3.6 For each of the three options the report also includes plans showing how each could relate to a potential future motorway junction improvement and possible

extension of a relief road further south. This is to demonstrate consideration of future proofing. It should be noted that the precise nature and design of the future motorway junction intervention is yet to be finalised and accordingly should be considered illustrative only and is included with the sole purpose of demonstrating a view to the future. Similarly a future extension of the relief road further south is suggested in the plans as a possibility in order to rise above the area subject to flooding in the vicinity of the Duke Street / Meadow Lane junction. This could be considered at time of connection to the motorway in order to safeguard its strategic nature.

- 3.7 The options report considers each of the initial four options against the scheme objectives before a sifting exercise at which time Option D was discounted from further consideration. A high level comparative assessment of Options A-C has been undertaken against environmental considerations including air quality, noise, landscape / townscape, socio-economic, geotechnical and contamination, arboriculture, waste, ecology, historic environment and water environment. Qualitative appraisal scores are applied for each option as to whether likely impacts for the different topics are high, moderate, low or negligible. Finally, the report undertakes a high level delivery comparative assessment of the three options considering land, flood risk, buildability constraints and construction cost.

4.0 Public consultation.

- 4.1 It is intended that public consultation will take place in accordance with the requirements of policy before selection of a preferred route which would then be worked up towards a planning application submission. The consultation will be informed by the contents of the assessment report and the plans contained within.
- 4.2 Consultation over a four week period is intended commencing in mid September 2018 (likely to start of the 10th) with a series of public consultation events being held within Cullompton. The aim will be for these to be scheduled to take place to provide practical opportunity for the public to attend on different days of the week and at different times of the day including a Saturday and evening. Members of the project team will be in attendance.

5.0 Next steps.

- 5.1. Following public consultation, a further report recommending a preferred route will be prepared, reporting on and drawing on the consultation responses and high-level assessment. Further investigations, surveys and design may be undertaken prior to completion of the preferred route report, to inform the decision following on from the public consultation. This preferred route option would be considered by Cabinet towards the end of the year.
- 5.2 Subsequent stages would then depend on which option is preferred. If an option is chosen which is still consistent with the requirements of the HIF funding then it is envisaged that a planning application would be submitted in Spring 2019. If an alternative route or course of action is preferred which is

not consistent with the HIF funding requirements then members would need to take a view as to alternative funding options and related risks.

Contact for any more information	<p>Adrian Welsh, Group Manager Growth Economy and Delivery 01884 234344 awelsh@middevon.gov.uk</p> <p>Jenny Clifford, Head of Planning, Economy and Regeneration 01884 234346 jclifford@middevon.gov.uk</p>
Background Papers	<p>Cabinet November and December 2014; Council January 2015; Council 27th April 2016; Cabinet 15th September 2016; Council 22nd September 2016; Cabinet 21st November 2016 Council 1st December 2016 Cabinet 31st August 2017 Cabinet 23rd May 2018</p> <p>MHCLG https://www.gov.uk/government/publications/housing-infrastructure-fund</p>
File Reference	
Circulation of the Report	Councillor Richard Chesterton, Cabinet Member for Planning and Regeneration

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CULLOMPTON TOWN CENTRE RELIEF ROAD

Route Options Report



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Mid Devon District Council
Phoenix House
Phoenix Lane
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CULLOMPTON TOWN CENTRE RELIEF ROAD

Route Options Report

TYPE OF DOCUMENT (VERSION) PUBLIC

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OUR REF. NO. 70047809-ROR-001

DATE: AUGUST 2018

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QUALITY CONTROL

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Prepared by	Katy Toms	Katy Toms		
Signature		<i>Katy Toms</i>		
Checked by	Tim Obee	Tim Obee		
Signature		<i>Tim Obee</i>		
Authorised by	Mike Smith	Mike Smith		
Signature		<i>Mike Smith</i>		
Project number	70047809	70047809		
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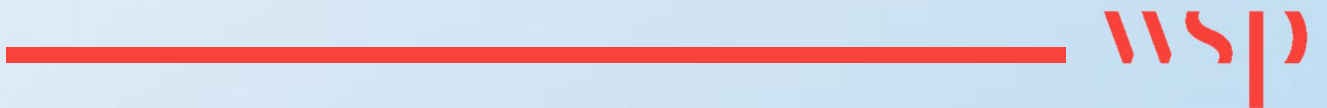
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1

INTRODUCTION



1 INTRODUCTION

1.1 BACKGROUND

Traffic congestion within Cullompton has been a long-term issue resulting in poor air quality, constraints on development and associated restrictions on the future economic growth of the area. There is a single arterial route for vehicular traffic running north/south through the centre of the town, where carriageway width is less than 6.5m in places with typically narrow footways.

A high proportion of the working population in Cullompton and the surrounding area commute to work via the M5 motorway, accessing and egressing the M5 at junction 28 either heading south towards Exeter and beyond or northwards towards Taunton.

In the morning peak traffic queues back from the motorway junction along Station Road and onto the High Street and Higher Street sections south and north of Station Road respectively. In the evening traffic peak there are queues back from the signalised junction of High Street/Higher Street/Station Road that extend back onto the Junction 28 northbound off-slip.

A Relief Road east of the Town Centre has been included within the Local Plan since 2013, and before that in the Allocation and Infrastructure Development Plan Document in 2011, to divert north-south traffic away from Fore Street and through the town centre. Such a relief road would reduce queuing on both the local and national road networks with consequent improvements to air quality, whilst also permitting sustainable growth of the town.

1.2 PURPOSE OF THIS REPORT

The purpose of this Route Options Report (ROR) is to identify the existing issues, problems and constraints, define the main objectives of the scheme, and to present and provide high level appraisal of the viable options considered to address the issues and meet the objectives.

This Report is intended to be considered by MDDC Cabinet and DCC Members, to seek approval from both councils to proceed to public consultation on the options.

Following public consultation, a further report recommending a preferred route will be prepared reporting on and drawing on the consultation responses and high-level assessment. Further investigations, surveys and design may be undertaken prior to completion of the preferred route report, to inform the recommendation.

1.3 STUDY AREA

The Study Area is shown in Appendix A, extracted from the Local Plan.

1.4 METHODOLOGY

WebTAG (Web-based Transport Appraisal Guidance) is the Department for Transport's overarching guidance for the appraisal of proposed transport schemes.

The WebTAG Transport Analysis Guidance includes the following elements:

- i Understand the current context of the study area
- i Understand the future context of the study area
- i Establish the need for intervention

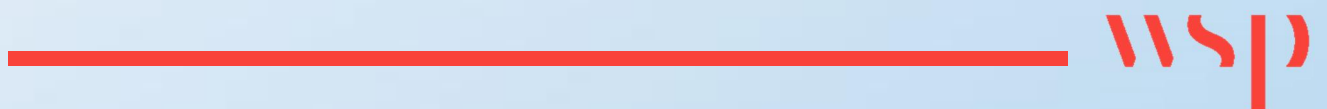
- i Identify intervention-specific objectives within a defined geographic area
- i Generate options
- i Undertake an initial sift
- i Develop and assess potential options and undertake public consultation
- i Document the option development process within an Options Appraisal Report
- i Clarify the methodology for further appraisal within an Appraisal Specification Report

This ROR covers the elements set out above, except for public consultation and the last 2 bullet points. Public consultation will follow the ROR, subject to MDDC and DCC approvals to proceed with consultation

The initial sift of options will be undertaken through assessment of each of the options against the objectives, with those that are assessed not to substantially meet the objectives and/or are not technically viable due to other identified issues, excluded from further consideration.

2

UNDERSTANDING THE CURRENT SITUATION: POLICY CONTEXT



2 UNDERSTANDING THE CURRENT SITUATION: POLICY CONTEXT

2.1 INTRODUCTION

This Chapter presents an understanding of local, regional and national policies affecting the study area. In addition to establishing the strategic policy context in the area, this understanding also helps to identify the local and strategic issues, and define the objectives of the scheme

2.2 NATIONAL POLICY

The National Planning Policy Framework (NPPF) was adopted by the UK Government on 27th March 2012. The NPPF sets out national policy, which is a material consideration in the determination of planning applications. A revised version of the NPPF was adopted in July 2018. Table below considers the parts of the 2018 NPPF relevant to the proposal.

Table 2.1: Relevant 2018 NPPF References

Policy or Paragraph Number	Policy Text	Relevance to Scheme
Paragraph 14- Sustainable Development	At the heart of the NPPF is a presumption in favour of sustainable development, which should be a golden thread running through both plan-making and decision taking.	The new relief road will address existing congestion in the transport network. Easing this congestion will contribute to social well-being through reduced journey times and has the potential to result in economic benefits through consequential effects in terms of increased productivity. The new relief road aims to improve conditions for all travellers via the reduction of traffic passing through the town centre, the provision of new highways, footways and cycle ways and the general improvement of road safety and infrastructure.
Paragraph 91 – Promoting Healthy and Safe Communities	Enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.	Due to congestion the current air quality levels in Cullompton are very poor and could impact human health. The new relief road would reduce vehicle movements through the town centre directly improving air quality.
Paragraph 80 – Building a strong, competitive economy	Seek to address potential barriers to investment, such as inadequate infrastructure, services or housing, or a poor environment.	Improving accessibility to and within economic centres improves the local economy which in turn attracts further investment. It also allows the town to grow sustainably, accommodating new housing and attract more financial investment.
Paragraph 102 – Promoting Sustainable Transport	Transport issues should be considered from the earliest stages of plan-making and development proposals, so that: a) potential impacts of development on transport networks can be addressed;	The proposed relief road is a viable option to achieve sustainable development. The road will have pedestrian and cycle paths running in both directions. Any planning application submitted will be accompanied by the relevant

	<p>b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the location or density of development that can be accommodated; scale,</p> <p>c) opportunities to promote walking, cycling and public transport use are identified and pursued;</p> <p>d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and considered – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and</p> <p>e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.</p>	<p>environmental assessment work outlining mitigation and enhancement measures.</p>
Paragraph 103 – Promoting Sustainable Transport	<p>The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.</p>	<p>The proposed relief road will help to promote the sustainable growth of Cullompton. Cullompton has been recognised along with Crediton and Tiverton as suitable urban areas for sustainable expansion.</p> <p>The relief road would incorporate cycleways and footways providing greater connectivity and improved provision for non-motorised users. The relief road will significantly reduce congestion on the existing primary bus routes through Cullompton, shortening journey times with the potential for resultant more frequent services.</p>

2.3 REGIONAL POLICY

2.3.1. Local Transport Plan – Devon and Torbay Strategy 2011-2026 (April 2011)

The Local Transport Plan 3 (LTP3) is a 15-year plan, covering the period 2011-2026. It aims to deliver a transport system that can meet economic, environmental and social challenges

Over the next 15 years Devon and Torbay will need to diversify and grow the economy, but just as importantly develop a low carbon transport system that offers choice and encourages sustainable travel behaviour. To achieve Devon and Torbay's vision the strategy has five key objectives:

- i Deliver and support new development and economic growth
- i Make best use of the transport network and protect the existing transport asset by prioritising maintenance
- i Work with communities to provide safe, sustainable and low carbon transport choices
- i Strengthen and improve the public transport network
- i Make Devon the 'place to be naturally active'

Devon and Torbay's Strategic Connections Strategy states pressures on the transport network because of increased employment and housing growth will be minimised by:

- i Managed maintenance of the transport network

- i Proactively addressing congestion and increased demand
- i Supporting low carbon measures
- i Promoting sustainable communities

The plan explains several priority schemes listed for Targeted Capital Interventions. One of these schemes is the “Cullompton Town Centre Relief Road - the objective is to improve air quality, street environment and traffic congestion within the town centre.”

2.4 LOCAL POLICY

The current local plan for Mid-Devon consist of the following plans:

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

A new Local Plan, the Local Plan Review 2013-2033 is currently at Examination by the Planning Inspectorate. Initial hearings are due to take place in late September 2018, but at time of writing this report dates have not yet been set for the examination of the remainder of the plan. Subject to the outcome of the examination process, adoption of the new plan is expected in the first half of 2019.

Due to the new Local Plan’s scheduled adoption next year policies from the emerging plan have been assessed in this report. Due to timing, it is likely that any future planning application submitted will be assessed against the new Local Plan policies. These have been included in Table 1

The adopted policy AL/CU/14 of the Allocations and Infrastructure Development Plan Document 2011 expresses the aspiration to provide a relief road for the town.

A neighbourhood plan for Cullompton is also being progressed, but has not yet been submitted for examination. At this stage in its production, it’s emerging policies may be subject to further amendment and are referred to below to give local context. Draft policy SD07 seeks the phasing of major development in tandem with the co-ordinated provision of infrastructure to help support sustainable growth and ensure that an unacceptable strain is not placed on the existing infrastructure. Draft policy HT01 relates to proposals to ensure that junction 28 of the M5 functions efficiently and safely and states that they will be supported. Also relevant is draft policy WL02 relating to Cullompton Community Association Fields which are described as an important resource for the local community. A series of criteria for proposals to develop part of the CCA Fields to provide a relief road for Cullompton are set out with the intention of minimising potential impact.

Table 1.2: Relevant Local Plan Policies

POLICY	POLICY TEXT	RELEVANCE TO SCHEME
S1- Sustainable Development Priorities	<p>The following strategic priorities outline what will need to be achieved to deliver the Vision and address the key issues that have been identified in Mid Devon. All development will be expected to support the creation of sustainable communities by:</p> <p>a) A development focus at Tiverton, Cullompton and Crediton as Mid Devon's most sustainable settlements, with long-term growth to the east of Cullompton and a limited level of development in identified villages;</p> <p>b) Building a strong, competitive economy through access to education, training and jobs, infrastructure, the creation of new enterprise, economic regeneration and flexibility of uses to respond to changing circumstances;</p> <p>c) Promoting sustainable transport by delivering appropriate infrastructure, reducing the need to travel by car, integrating public transport and other forms of sustainable travel such as walking and cycling, and providing safe environments while recognising Mid Devon's rural locality;</p> <p>d) good sustainable design that respects local character, heritage, surroundings and materials, creates safe and accessible environments, designs out crime and establishes a strong sense of place.</p>	<p>The new relief road would help to achieve the sustainable development priorities which include Cullompton. The relief road would provide infrastructure for growth and help to future proof the town.</p> <p>The relief road would improve accessibility helping to attract business and investment to the town.</p> <p>The new relief road would reduce traffic flows through the centre of Cullompton allowing the promotion of sustainable modes and regeneration in the town centre. The new road would also have dual pedestrian/ cycle routes running in both directions.</p>
S2- Amount and disruption of development	<p>The development needs of the community will be met through the provision of approx. 7,860 dwellings and 147,000sqm of commercial floorspace between 1st April 2013- 31st March 2033. Development will be concentrated at Tiverton, Cullompton and Crediton, to a scale and mix appropriate to their individual infrastructures, economies, characters and constraints.</p>	<p>New housing is planned for Cullompton. The new relief road is future proofing for an increase in vehicle movements in and around Cullompton.</p>
S8- Infrastructure	<p>The location, scale and form of development will be guided by the need for community facilities and any existing infrastructure deficiencies. The Council will work with providers and developers to ensure that new development is served by necessary infrastructure in a predictable, timely and effective fashion. Development and transport planning will be coordinated to improve accessibility for the whole community and promote the use of sustainable modes of transport. The Council will set out key infrastructure and facility requirements for new development in an Infrastructure Plan, taking account of existing provision and cumulative impact of new development.</p>	<p>The new relief road is vital for improving accessibility and increasing economic investment into Cullompton. Mid Devon District Council has already highlighted the relief road as important for future growth.</p>

<p>S9- Environment</p>	<p>Development will sustain the quality, character and diversity of Mid Devon's environmental assets and minimise the impact of development on climate change through:</p> <ul style="list-style-type: none"> a) High quality sustainable design which reinforces the character and distinctiveness of Mid Devon's historic built environment, mitigates and adapts to climate change and creates attractive places; b) The efficient use and conservation of natural resources of land, water and energy, minimising pollution and preserving the quality and productivity of the best and most versatile agricultural land wherever possible; c) measures to reduce the risk of flooding to life and property, requiring sustainable drainage systems including provisions for future maintenance, guiding development to locations of lowest flood risk by applying a sequential test where appropriate, and avoiding an increase in flood risk elsewhere; d) Renewable energy in locations where there is an acceptable local impact, including visual, on nearby residents, landscape character and wildlife, balanced with the wider sustainability benefits of renewable energy; e) preservation and enhancement of the distinctive qualities of Mid Devon's natural landscape, supporting opportunities identified within landscape character areas. Within or adjoining the Blackdown Hills Area of Outstanding Natural Beauty, and Exmoor and Dartmoor National Parks, the primary objective will be to protect the special qualities of that landscape and its setting; f) protection and enhancement of designated sites of international, national and local biodiversity and geodiversity importance. On both designated and undesignated sites, development will support opportunities for protecting and enhancing species populations and linking habitats, providing mitigation and compensation measures where appropriate; and g) The preservation and enhancement of Mid Devon's cultural and historic environment, and the protection of sites, buildings, areas and features of recognised national and local importance such as listed buildings, conservation areas, scheduled monuments and local heritage assets. 	<p>Although the new relief road could potentially result in the loss of green open space, it will improve the existing built form by reducing traffic flows through the centre of the town and improving air quality. This in turn will make the town more attractive.</p> <p>Any application submitted will be supported by the relevant environmental survey and assessment work. An Environmental Impact Assessment will identify potential risks so suitable mitigation and enhancement measures can be implemented through sustainable design.</p> <p>It is recognised that the new relief road could result in the loss of public open green space which is enjoyed by the local community. Mid-Devon and DCC would work hard to establish compensation areas and work towards a net gain in biodiversity and future habitats.</p> <p>There is potential that Priority Habitats will be lost. Extensive ecology/ biodiversity surveys will be undertaken to establish the existing baseline and how any negative impacts can be mitigated.</p> <p>There are a limited number of listed heritage assets within the Study Area. The preservation of those present would be considered in the design. There is likely to be an impact on the setting of the Conservation Area which lies south west of the site. However, there will also be improvements as traffic movements within the Conservation Area are reduced.</p>
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S11- Cullompton	<p>Cullompton will develop as a fast-growing market town with a strategic role in the hierarchy of settlements in Mid Devon. The town will become the strategic focus of new development reflecting its accessibility, economic potential and environmental capacity. This strategy will improve access to housing through urban extensions and expanded employment opportunities. There will be significant improvements to the town's infrastructure and connectivity, including the reopening of the railway station, and improved services for its population and nearby rural areas. Proposals will provide for approximately 3,930 dwellings, of which 1,100 will be affordable, and 73,500 gross square metres of commercial floor space over the plan period. The council will guide high quality development and other investment to:</p> <ul style="list-style-type: none"> a) Make any necessary improvements to the M5 motorway including junction 28 to maintain highway capacity and safety; c) Continue measures to support the implementation of the Cullompton Air Quality Action Plan including the construction of new highway links to relieve the town centre and enhanced walking and cycling opportunities around the town; d) Manage the town centre so that economic regeneration and heritage reinforce each other by promoting new homes, shops, leisure, offices and other key town centre uses which are well designed and contribute to vitality and viability; e) Provide community infrastructure such as education and enhanced open space to support new development proposals; f) Enhance the tourism and visitor role of the town and surrounding area; and g) Reduce flood risk within Cullompton and make provision for green infrastructure. 	<p>The new relief road would directly support the future growth targets for Cullompton.</p> <p>The new relief road would allow traffic to exit the M5 motorway quickly and safely reducing congestion on the north bound off slip in the evening peak. It would reduce the amount of vehicle emissions in the town centre by reducing traffic movements through the town. It would promote economic investment by improving accessibility. The new relief road would be vital infrastructure to help create a sustainable future for Cullompton allowing the town and local community to cope with future growth.</p>
CU7- East Cullompton	<p>A site of 160 hectares to the East of Cullompton is allocated for mixed use development subject to the following:</p> <ul style="list-style-type: none"> 1,750 dwellings within the plan period and further development of at least 850 dwellings post-2033; 28% affordable housing to include extra care housing and at least ten pitches for gypsies and travellers, subject to viability; 5% of housing to be provided as serviced plots for sale to self-builders; 20,000 square metres commercial floorspace within the plan period and a further 12,000 post-2033, to include a care home or retirement complex, appropriately scaled retail development and other suitable uses such as offices and a hotel or leisure development; Provision of at least 40 hectares strategic green infrastructure; Transport provision to ensure appropriate accessibility for all modes, including a new or 	<p>To meet the needs of future population growth, Cullompton needs to provide land for new housing. Land to the east of the M5 has been identified as a future growth area for housing and mixed-use developments. The government has also granted Garden Village status establishing the principle for future development of this type in the area.</p>

	<p>improved access and egress onto the M5 motorway and pedestrian and cycling links across the motorway to the existing town;</p> <p>Environmental protection and enhancement and noise mitigation where necessary;</p> <p>Assessment of land contamination and remediation if necessary;</p> <p>Land and facilities for community use including a new primary school to meet local needs arising;</p> <p>Contributions towards expansion of local secondary education facilities to meet needs arising;</p> <p>Carbon reduction and air quality improvements;</p> <p>Archaeological investigation and appropriate mitigation;</p> <p>phasing strategy to bring forward development and infrastructure in step and retain the overall viability of development; and</p> <p>Master planning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.</p>	
CU8- East Cullompton Transport Provision	<p>As part of the development of East Cullompton, contributions towards or delivery of the following transport infrastructure will be provided by all new development within the site:</p> <p>a) Provision of mitigation measures to ensure only acceptable impacts occur to J28 of the M5 because of traffic generated from the site;</p> <p>b) highway improvements on roads around the development to ensure any unacceptable traffic impacts are mitigated;</p> <p>c) Reopening of Cullompton Railway Station;</p> <p>d) network of streets linking to the existing highway network, and appropriate mitigation to reduce impacts on the existing road network such as Honiton Road;</p> <p>e) bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes;</p> <p>f) Safe and attractive cycle and pedestrian links to and from the town centre and within the mixed-use urban extension;</p>	<p>The new relief road would directly support this policy by improving the local road network and accessibility. Routes will be provided for pedestrians and cyclists along the new relief road.</p>
CU10- East Cullompton Community Facilities	<p>As part of the development of East Cullompton, the following community infrastructure will be provided at the expense of all new development within the site:</p> <p>a) A site of 2.5 hectares for a new primary school at no cost to the Local Education Authority;</p> <p>b) A site of 2 hectares for a shopping and community centre, and the provision of a multi-purpose community building for youth, children and other community uses;</p> <p>c) Construction costs for a primary school;</p> <p>d) Contributions towards the expansion of secondary education facilities in the local area;</p> <p>e) Contributions towards the expansion or improvement of local library services; and</p>	<p>The new relief road would help to alleviate new traffic flows generated by future community facilities.</p>

	f) Contribution towards sporting and leisure facilities.	
CU19 – Cullompton Town Centre Relief Road	<p>A relief road, providing traffic relief to the town centre, will be provided subject to the following:</p> <ul style="list-style-type: none"> a) Public consultation exercise before the route of the road is determined; b) Provision of replacement open space and sporting facilities elsewhere in Cullompton if these are affected; c) Provision of a shared use foot and cycleway; and d) Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network on the affected alignment and linking to the surrounding countryside. Appropriate noise measures to mitigate the effects from the relief road including the provision of landscaping Provision of landscaping to mitigate the effects of noise from the relief road; and e) Archaeological investigation and appropriate mitigation. 	The new relief road directly supports this policy. All appropriate mitigation and enhancement measures will be incorporated into the design.
CU20- Cullompton Infrastructure	<p>The Council will promote the reopening of the Cullompton Railway Station. A site for a new railway station north of Station Road is allocated for this purpose.</p> <p>The Council will use developer funding via planning obligations and the Community Infrastructure Levy where appropriate, seek external sources of funding and work with partners to deliver the following:</p> <ul style="list-style-type: none"> a) Provision of a Town Centre Relief Road and implementation of other measures in the Cullompton Air Quality Action Plan; b) Mitigation to reduce traffic impacts on the Trunk and Local Road network in association with the East Cullompton Urban Extension and other Cullompton allocations; c) Town centre regeneration and enhancement; d) Extra care housing provision; e) Expansion of library facilities; f) Primary and secondary education facilities; g) Public open space and green infrastructure; h) Bus service enhancements; i) Provision of railway and bus interchange; j) Expansion of emergency fire and rescue services; k) Provision of healthcare facilities; l) Community facilities including sports and leisure facilities; and m) Provision of works to reduce flood risk. 	The new relief road is specifically identified in the policy and would help to deliver improved air quality (a), mitigate traffic impacts from developments (b) and provide the potential to enhance the town centre.
DM3- Transport and air quality	Development must ensure safe access to the transport network. Development proposals that would give rise to significant levels of vehicular movement must be accompanied by an integrated Transport Assessment, Travel Plan, traffic pollution assessment	Any planning application for the new relief road would be supported by the required transport and emissions assessment work.

	<p>and Low Emission Assessment. The traffic pollution assessment must consider the impact of traffic-generated nitrogen oxides on environmental assets including protected sites listed in Policy DM28, and propose mitigation measures where appropriate. The Low Emission Assessment shall include the following:</p> <ul style="list-style-type: none"> a) Assessment of the impact on existing Air Quality Management Areas, or an impact likely to result in the declaration of an additional Air Quality Management Area, in cases where a demonstrable negative impact on ambient concentrations of air pollutants is considered likely; b) Modelling of local residual road transport emissions from the development without mitigation measures; and c) Onsite mitigation measures to reduce negative impacts on local air quality. 	
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2.5 GARDEN VILLAGE STATUS

The government has confirmed garden village status (Culm Garden Village) for land to the east of the M5 motorway at Cullompton. The land relates to the objectives set out in policy CU7 of the emerging Local Plan (see section 2.5). The long-term plans for the garden village are to deliver up to 5,000 new homes, as well as employment, shops, schools, healthcare facilities and leisure opportunities including the potential for new sports facilities and country park. The relief road could provide sufficient highway capacity for the first phase of development of the garden village. Once established, further phase of the garden village would help to deliver M5 J28 motorway improvements and a potential new motorway junction. The garden village is also expected to provide benefits in terms of natural flood management together with sport and recreational opportunities. There is also an ambition to re-open Cullompton railway station and improve bus transport.

2.6 ALLOCATED SITES

Along with the Garden Village proposal for the east of Cullompton, other growth planned includes an urban extension site of approximately 100 hectares north west of the town centre. This is allocated for mixed -use development. The Local Plan Review allocates this for 1350 dwellings and 10,000 square metres commercial floorspace.

Planning permission has also been granted for the construction of new homes to the west of Cullompton off the Knowle Lane area. The Saxon Fields development is currently being built out.

The Local Plan Review Proposals Map showing the allocated sites can be viewed in Appendix A.

2.7 POLICY CONCLUSIONS

The analysis above demonstrates that the principle for developing a new relief road is supported at a national, regional and local level. The scheme has been identified at a regional and local level as being vitally important to the sustainable future growth of Cullompton, and is imperative for the delivery of housing allocations with the Local Plan and supports the proposed garden village. The relief road would provide the improvements to the local highway network to allow traffic to exit the motorway quickly and safely reducing safety implications from traffic queuing on the motorway. It is also key to reducing extremely poor air quality levels that are currently present which are likely to be affecting human health.

3

UNDERSTANDING THE CURRENT SITUATION: NEED FOR INTERVENTION



3 UNDERSTANDING THE CURRENT SITUATION: NEED FOR INTERVENTION

3.1 INTRODUCTION

Chapter 2 has established the proposed scheme is in accordance with the relevant policies. This section details the specific requirement for the scheme to be progressed to enable the growth and connectivity referenced in the policies.

3.2 HIGHWAY NETWORK AND ISSUES

The B3181 is the primary road in Cullompton. It runs north/south through the centre of the town, leading to Exeter in the south and Willand to the north. A spur from the B3191 to the east, Station Road (also the numbered B3181), connects to the M5 motorway at Junction 28 and the A379 towards Honiton. The junction of the B3191 and Station Road is a signalised T-junction; there are two roundabout junctions on Station Road before the M5 motorway interchange.

In the AM peak the majority of traffic is leaving the town towards the M5 motorway, via the town centre and Station Road. Queuing occurs regularly back from the motorway junction into the town centre and can easily be significantly exacerbated if there are vehicle breakdowns, parking/unloading or stationary buses/coaches.

The PM peak is the reverse of the AM peak with the majority of Cullompton bound traffic exiting the M5 onto Station Road and then onto the B3181 through the town centre. Queuing is frequent and leads back on to the motorway off-slip, in extreme instances queues have stretched back onto the inside lane of the motorway. This is a safety critical issue as stationary traffic on the inside lane motorway increases the potential for vehicle collisions dramatically. As with the AM peak, congestion is regularly amplified by temporary obstructions.

DCC carried out multiple queue surveys in 2016 both east and west of Junction 28 and made the results available to the public through leaflets.

3.3 PLANNING OBJECTIONS AND APPEALS

In 2016 an outline planning application for 259 dwellings to the north of Cullompton at the village of Willand was submitted to Mid Devon District Council, followed in 2017 by a further three separate planning applications for a total of 600 dwellings for the first phase of development to the north west of Cullompton at the proposed urban extension.

Devon County Council as the local highway authority initially objected to all 4 applications on the basis that there was insufficient highway capacity to accommodate the developments; no improvements were proposed in the applications.

The application at Willand was refused by Mid Devon District and was subsequently taken to planning appeal by the applicant. The appeal for the development of 259 dwellings in Willand was considered by the Planning Inspectorate. Whilst the appeal was ultimately dismissed due to an issue unrelated to highway capacity the inspector did state in his report that the impact of additional traffic from the proposed development could not be considered significant, and would not be a valid reason for refusal.

As a consequence of the Inspector's report, Devon County Council withdrew their objections to the 3 other applications totalling 600 dwellings with the anticipation that the Town Centre Relief Road will be completed or underway prior to full occupation of the 600 dwellings. Without the relief road Devon County Council anticipate

that once the additional 600 dwellings are constructed and occupied the local highway network will be at absolute capacity, and will review the situation after occupation of the first 300 homes.

Queuing on the Junction 28 M5 off-slip will also increase as a result of the additional dwellings and it is increasingly likely that Highways England will object to further developments unless the increased risk of vehicles queuing back beyond the off-slip onto the motorway is mitigated.

3.4 TRAFFIC MODELLING

Following the inspectors report, DCC has undertaken further traffic modelling to determine the impact of the development proposed in the Local Plan Review, and the potential highway improvements to accommodate them.

To assess the impacts, the existing Cullompton traffic model was used. This was initially built to assess the impact of the existing Local Plan development but has since been updated with new TEMPRO factors and development assumptions to match the Local Plan Review timetable. The existing network was also edited to replicate the observed queuing in the PM peak from the High Street to the motorway.

A number of developments are included in the existing Local Plan or have subsequently been granted planning permission. These are shown in Table below and are included in all the scenarios.

Table 3: Base Development

SITE	HOUSES	EMPLOYMENT (m ²)
Venn Farm		12,000
Cummings Nursery	100	
Court Farm	76	
Exeter Road	45	
Padbrook	14	
Colebrook1	100	
Knowle Lane	334	
Week Farm		15,000

In addition to this, 600 dwellings currently at planning application stage at North West Cullompton have also been included.

Assigning this development to the current network resulted in some queuing building up on Station Road west bound in the PM peak but this does not extend back to the north bound off-slip or onto the M5 mainline. This model is only for a neutral weekday and it is not possible to model the impacts of parked cars and other disruptions in the High Street, so in reality the model would likely reach back to the off-slips more frequently than it currently does.

However, the east bound queue along Station Road in the AM peak extends back to the High Street and Higher Street, and this will cause air quality issues within the already designated Air Quality Management Area (AQMA).

Adding in the Cullompton Town Centre Relief Road to this base of development provides an alternative road for the traffic in the AM peak to queue on outside of the AQMA. It also provides a bypass of the town in the PM peak so reduces the west bound queue along Station Road.

To assess the traffic benefits of the Town Centre Relief Road, a future 2033 development scenario, with the all the development shown in Table as well as the full Local Plan Review allocation at North West Cullompton of 1350 dwellings and 10,000m² employment floorspace was created. An early release of 500 houses on the Culm Garden Village site to the east of the M5 were also included.

Initially this resulted in queues on the northbound off-slip extending back onto the M5 mainline because there was a high traffic demand over the M5 bridge. However, by changing the signal timings of the eastern junction to hold some of the traffic on the Honiton Road eastbound approach, the queue on the northbound off-slip can be reduced and prevented from reaching the mainline. This does cause a large queue to build up on the Honiton Road approach but DCC is prepared to accept this outcome in the short term provided a strategic intervention is coming forward in the future.

Increasing the number of houses on the eastern side beyond the 500 modelled would result in additional queueing on the north bound off-slip. This could be mitigated by constraining the signal timings of the eastern junction further but this would result in an unacceptable queue on the Honiton Road approach. Devon County Council would therefore be very reluctant to permit any additional development to come forward without a strategic intervention.

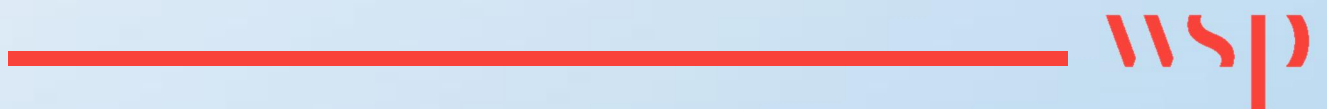
3.5 SUMMARY

Without the intervention of a highway improvement reducing queuing in the AM and PM peaks, growth in Cullompton in line with the Local Plan is unlikely to be achieved. Beyond the 600 dwellings at North West Cullompton that have been submitted for outline approval, additional development would result in the queue on Station Road increasing which will have a negative impact air quality within the AQMA. The chance of the PM queue extending back down the off-slips into the motorway also increases and if this would reach the mainline there would be a significant safety issue.

The Town Centre Relief Road is expected to mitigate the issue by moving the queue out of the AQMA in the AM peak as well as providing an alternative route in the PM peak which would reduce the risk prevents of west bound queue on Station Road from extending back onto the motorway mainline. The Town Centre Relief Road scheme therefore unlocks the remaining 750 dwellings at NW Cullompton plus 500 dwellings to the east of the M5, together with certain other more minor housing development sites in advance of a more strategic motorway intervention. Beyond this level, there is a greater chance of queuing on the M5 mainline which is a safety issue, or the queue on Honiton Road becomes more significant.

4

OBJECTIVES FOR FUTURE IMPROVEMENTS



4 OBJECTIVES FOR FUTURE IMPROVEMENTS

4.1 OVERARCHING STRATEGIC AIMS

The objectives for intervention have been developed based on an understanding of the current situation, the future situation and the identification of the causes of the poor connectivity of Cullompton. Policy has also been considered.

The key strategic aims of future interventions are:

1. To enhance the economic prosperity and competitiveness of Mid Devon, both nationally and in line with other areas of Devon; and
2. To support planned sustainable growth including housing and employment development opportunities in Cullompton.

To support the strategic objectives above, scheme objectives have been developed in conjunction with Mid Devon District and Devon County Councils, which reflect the differing issues identified.

4.2 SCHEME OBJECTIVES

The primary objectives are:

- 1A Reduction of queuing on the highway network. Mitigating queues extending back onto the motorway from the northbound off slip and queues extending back into the High Street in the other direction.
- 1B Removal of traffic from Cullompton High Street which is an existing Air Quality Management Area (AQMA) resulting in improved air quality and town centre amenity;
- 1C Delivery of a long-standing community aspiration for a town centre relief road to support economic and environmental regeneration of Cullompton High Street.

The secondary objectives are:

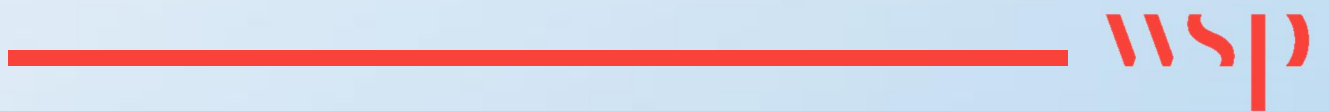
- 2A Early delivery of the first part of the longer term strategic solution which will be required to unlock the full potential for homes and growth at Cullompton Garden Village;
- 2B Minimising impact to the Cullompton Community Association recreation grounds and facilities;
- 2C Compatibility with a longer term strategic solution to provide additional highway capacity to support the full potential for homes and growth at the identified Culm Garden Village site, through a new motorway junction.

The tertiary objectives are:

- 3A Compatibility with a potential future southern extension to the relief road;
- 3B Provision of an alternative route for traffic, avoiding Cullompton High Street, diverted from the M5 motorway during closures for both incidents and planned events.

5

POTENTIAL IMPROVEMENTS



5 POTENTIAL IMPROVEMENTS

5.1 OPTION GENERATION

Several options have been considered within the corridor identified for the relief road within the Local Plan review, which draw on current policy, as well as previous strategies and studies.

This ROR considers all options, including combinations of the options listed in the 5. The drawings for each option are included within Appendix B.

Table 5: Summary of Options Considered

Option Name	Drawing Reference
Option A	70047809 – Option A
Option B	70047809 – Option B
Option C	70047809 – Option C
Option D	70047809 – Option D

5.2 OPTION PRINCIPLES

Each of the options considered has only been developed to a preliminary level of detail, for the purposes of seeking early stakeholder and public feedback. Consequently, the drawings showing the options do not show the finalised route that may be progressed further for a planning application submission.

The drawings indicatively show the highway alignments and junctions considered with key features annotated along with typical cross sections. Any option that is progressed as the preferred option will be subject to detailed design and assessment to optimise the alignment. Features such as crossing points, highway accesses and environmental mitigation measures, etc, would also be developed as part of a subsequent planning application.

5.2.1. Option A

This option alignment is entirely within the corridor between Cullompton Town Centre to the west and the rail/motorway corridor to the east. The route is broadly aligned to the east edge of the Town Centre, seeking to retain a large proportion of the current green open space to the east of the relief road.

At the southern extent of the route a new junction with Duke Street, just east of Meadow Lane would be the starting point for the relief road. The existing road layout would be revised at the junction, which would likely include making the Meadow Lane/Relief Road the priority and potentially either closing Duke Street west of Meadow Lane to prevent access or permitting one-way access only to Duke Street west of Meadow Lane. This would help increase junction capacity and reduce traffic using Duke Street to access the town centre from the relief road.

The route alignment would head roughly north from the junction with Duke Street with grass pastureland between the rear gardens of properties on Chestnut Avenue and a South West Water pumping station.

Approximately 130m north of the junction with Meadow Lane the alignment crosses the Mill Leat watercourse and enters recreational land containing a children's play area bordered by a timber fence. The alignment continues northwards through the northern fence enclosing this land and proceeds through another recreational grassland area bordered by the Mill Leat watercourse to the west and a tree lined hedge to the east with the Cullompton Rangers Football Club main pitch beyond the hedge line.

The alignment continues north through the northern field boundary formed by trees and drainage ditch and enters an open grassland known as The Meadow with the Mill Leat to the west and a drainage ditch to the east. Approximately 150m north the alignment crosses from The Meadow to The Main Meadow recreational grassland area through a drainage ditch and line of trees forming the border between The Meadow and Main Meadow.

The route crosses through the main meadow northwards to its tree lined boundary with the grassland pasture immediately east of the Tesco superstore building. The alignment proceeds along the eastern boundary of this pasture with a potential new roundabout junction east of the Tesco car park, which could provide alternative routes to both the Tesco superstore to the west and the Longbridge Meadow Industrial Estate to the east.

The alignment continues north, between the Tesco petrol station and a mobile home and caravan site, concluding with a junction with Station Road (B3181) in the vicinity of the existing junction with Millennium Way. The junction shown is a new enlarged roundabout, offset west from the current junction. It should be noted that the precise design of the junction arrangement at the northern end is yet to be established and there is flexibility in junction arrangement options pending further discussions with landowners.

5.2.2. Option B

This option alignment is entirely within the corridor between the Cullompton Town Centre to the west and the rail/motorway corridor to the east. The route is broadly aligned towards the rail/motorway, seeking to minimise bisection of the open green space. The route would commence at its southern end with a realignment of a section of Duke Street east of its junction with Meadow Lane, between the pumping station and First Bridge over the Mill Leat watercourse.

The existing layout of the Meadow Lane / Duke Street junction would be revised to simplify the junction, making the Meadow Lane/Relief Road the priority and potentially either closing Duke Street west of Meadow Lane to prevent access or permitting one-way access only to Duke Street west of Meadow Lane. This would help increase junction capacity and reduce traffic using Duke Street to access the town centre from the relief road.

The alignment of the Relief Road then heads northwest deviating from Duke Street and crossing the Mill Leat upstream of First Bridge into a grassland pasture containing some small agricultural buildings. A new junction with Duke Street would be included in this location.

Continuing roughly northwest the route crosses through a tree lined hedge into a grass recreation area west of the access road to the sport facilities and whippet track. The alignment proceeds across the access road and whippet track into the Cullompton Cricket Club cricket pitch.

The alignment bisects the cricket field before turning northwards and entering the Cullompton Bowls Club bowling green at its southern boundary and continuing north adjacent to the rail line through the bowling club pavilion.

Proceeding north, the route stays parallel to the rail line passing to the east of the Cullompton Rangers Football club clubhouse and main pitch, passing through a football training pitch. Continuing north the alignment crosses over an attenuation pond surrounded by trees and proceeds through the southeast corner of a second football training pitch whilst keeping parallel with the rail line through a wooded area of mature trees.

At the northern extent of the wooded area the alignment deviates from the rail line and heads northwest through The Main Meadow recreation area to its northern tree lined boundary with the grassland pasture immediately east of the Tesco superstore building. The alignment proceeds northwest through this pasture until a potential new roundabout junction immediately east of the Tesco car park, that could provide alternative routes to both the Tesco superstore to the west and the Longbridge Meadow Industrial Estate to the east.

The alignment continues north, between the Tesco petrol station and a mobile home and caravan site, concluding with a junction with Station Road (B3181) in the vicinity of the existing junction with Millennium Way. The junction shown is a new enlarged roundabout, offset west from the current junction. It should be noted that the precise design of the junction arrangement at the northern end is yet to be established and there is flexibility in junction arrangement options pending further discussions with landowners.

5.2.3. Option C

This option alignment spans across the rail/motorway commencing at its southern extent west of the rail/motorway and concluding at its northern end east of the rail/motorway corridor. The route is seeking to minimise impact on the green spaces between Cullompton Town Centre and the rail/motorway.

At the southern extent of the route, a new junction with Duke St just east of Meadow Lane would be the starting point for the relief road. The existing road layout would be revised at the junction, which would likely include making the Meadow Lane/Relief Road the priority and potentially either closing Duke Street west of Meadow Lane to prevent access or permitting one-way access only to Duke Street west of Meadow Lane. This would help increase junction capacity and reduce traffic using Duke Street to access the town centre from the relief road.

The route alignment would head roughly northeast from the junction with Duke Street through grass pastureland between the rear gardens of properties on Chestnut Avenue and a South West Water pumping station. Proceeding northwest the route would cross the Mill Leat watercourse and pass through tree lined hedges either side of a field of grassland pasture with agricultural buildings to the south.

The route continues into a grass recreation area west of the access road to the sport facilities and whippet track. The alignment proceeds across the access road and whippet track before the alignment heads west on the boundary of the Cullompton Cricket Club land to the north and the Small Field recreation area to the south.

The alignment would then bridge over both the rail line, motorway and the river Culm before returning towards existing ground levels within agricultural land west of the River Culm. The alignment then proceeds northwest through a series of agricultural field separated by managed low-level hedges. This area is proposed for part of the Culm Garden Village.

The route alignment concludes with a new junction with Honiton Road (A373) between the property of 28 Honiton Road and the existing bridge over the unnamed tributary to the River Culm. It is shown as a T-junction on the drawing, but could be a roundabout subject to detailed design development.

5.2.4. Option D

This option alignment spans across the rail/motorway commencing at its southern extent west of the rail/motorway and concluding at its northern end east of the rail/motorway corridor. The route is seeking to minimise impact on the green spaces between Cullompton Town Centre and the rail/motorway and take a direct north south alignment east of the rail/motorway corridor.

At the southern extent of the route a new junction with Duke St just east of Meadow Lane would be the starting point for the relief road. The existing road layout would be revised at the junction, which would likely include making the Meadow Lane/Relief Road the priority and potentially either closing Duke Street west of Meadow Lane to prevent access or permitting one-way access only to Duke Street west of Meadow Lane. This would help increase junction capacity and reduce traffic using Duke Street to access the town centre from the relief road.

The route alignment would head roughly northeast from the junction with Duke Street through grass pastureland between the rear gardens of properties on Chestnut Avenue and a South West Water pumping station.

Proceeding northwest the route would cross the Mill Leat watercourse and pass through tree lined hedges either side of a field of grassland pasture with agricultural buildings to the south.

The route continues into a grass recreation area west of the access road to the sport facilities and whippet track. The alignment proceeds across the access road and whippet track before the alignment heads west on the boundary of the Cullompton Cricket Club land to the north and the Small Field recreation area to the south.

The alignment would then bridge over both the rail line, motorway and the river Culm before returning towards existing ground levels within agricultural land west of the River Culm.

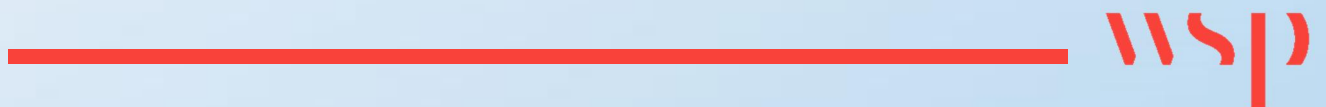
Once across the river Culm the alignment would head north, a junction is indicatively shown with a spur continuing east, and crossing the river Culm once again to continue north approximately parallel with the river Culm within grassland pasture. Before culminating with a new junction with Honiton Road (A373) immediately west of Stoneyford Bridge, the alignment would cross the River Culm for final time

5.3 OPTIONS DISCOUNTED

The Longmeadow Industrial Estate is included within the broad area identified for the Town Centre Relief Road in the emerging Local Plan Policy. Consideration was given to locating the northern section of an alignment through the Industrial Estate when generating route options. However, the current highway access to the industrial estate is in close proximity to the M5 junction 28 roundabout and is constrained by the Weary Traveller public house to the west and the River Culm to the east. It is consequently considered that a new highway junction in this location is not physically viable and would not provide highway capacity benefits, and therefore an alignment through the industrial estate is not included within the options presented in this report.

6

SIFT 1 – ASSESSMENT OF OPTIONS AGAINST SCHEME OBJECTIVES



6 SIFT 1 – ASSESSMENT OF OPTIONS AGAINST SCHEME OBJECTIVES

6.1 OPTION ASSESSMENT

Table 6 shows a high-level assessment of each of the options against the scheme objectives. This exercise is intended to feed into a first sift of the options to assist in determining which are suitable for progressing to further assessment.

Table 6: High Level Option Assessment

Objective	Option A	Option B	Option C	Option D
1A – Highway capacity	✓✓	✓✓	✓✓	✓✓
1B – Air Quality	✓✓✓	✓✓✓	✓✓	✓✓
1C – Town Centre Regeneration	✓✓	✓✓	✓	✓
2A – Early delivery of infrastructure support Culm Garden Village	✓✓✓	✓✓✓	XX	XX
2B – Minimise impact to CCA fields	XXX	XX	X	X
2C – Compatibility with strategic M5 motorway junction improvement	✓✓✓	✓✓	✓✓	✓✓
3A – Compatibility with potential future southern relief road extension	✓✓✓	✓✓	✓✓✓	✓✓✓
3B – Alternative M5 diverted traffic route	✓✓	✓✓	✓✓	✓✓

✓✓✓: Objective largely achievable

✓✓: Objective partially achievable

✓: Objective slightly achievable

X: Objective slightly unachievable

XX: Objective partially unachievable

XXX: Objective largely unachievable

6.2 SUMMARY OF OPTION ASSESSMENT

6.2.1. 1A – Highway Capacity

Preliminary traffic modelling has been undertaken for all options to predict the impact on queuing and diverting traffic from the town centre, for the scenario described in section 3.4. Options A & B are predicted to result in a reduction of vehicle movements through the town centre of approximately 40% in the peak periods, when the 600 houses at NW Cullompton have been built and occupied. Options C & D are expected to result in a 30% reduction. All options would provide sufficient capacity for the first phase of the future growth of Cullompton proposed within the emerging Local Plan.

6.2.2. 1B – Air Quality

Improvement in Air Quality is linked primarily to the reduction of congestion and diversion of traffic from the town centre. Options A & B take more traffic out of the High Street so have a larger benefit to air quality.

6.2.3. 1C Town Centre Regeneration

As above, all options are expected to relief the town centre of both traffic and associated poor air quality, with Options A & B expected to have a greater impact than C & D. However, all options for the relief road alignment as susceptible to flooding in the vicinity of their proposed junctions with Duke Street. Consequently, the relief road would be closed during flood events and traffic would revert back to passing through the town centre on those occasions. This is expected to limit, to some extent, the options to improve the street scene as part of regeneration. These issues are overcome if a southern extension to the relief road is added at some point in the future as this will raise the road out of the floodplain as described in section 6.2.7.

6.2.4. 2A – Early delivery of infrastructure supporting the Culm Garden Village

Options A & B are relatively low cost in comparison with Options C & D, both of which would require a significant structure, or structures, spanning over the rail line, motorway and river Culm. The associated cost of that structure(s) would require significant upfront funding that may be disproportional to the value of housing proposed in the first phase of the Garden Village.

6.2.5. 2B – Minimise Impact to the CCA fields

Options C & D have the least impact on the CCA fields, whilst still impacting on Long Meadow and Small Field south of the Cricket Club. The area of Option B within the CCA fields is reduced by being located through the Cricket Club and Bowling Club land, and is also aligned parallel with the rail line where possible to minimise segregation of the fields. Option A is considered to have the most significant impact on the CCA fields, with the largest footprint within CCA ownership and segregating the majority of the fields from the Town Centre.

6.2.6. 2C – Compatibility with strategic M5 motorway junction improvement

Drawings showing the arrangement of potential new motorway junctions connecting with the relief road options are contained in Appendix C. All options have considered to be compatible with a viable new motorway junction. It should be noted that the nature of the strategic improvement to the motorway is still subject to discussion with Highways England and whilst it may take the form of a new junction, this has yet to be finalised.

The new junction slip roads for Options B, C and D would need to be designed and constructed in a tight corridor adjacent the rail line to the west and River Culm to the east. The existing Duke Street motorway overbridge would also need to be removed or reconstructed. Option A would not require removal/replacement of the Duke Street overbridge, and the design and construction of the slip roads are less constrained by the rail line and river Culm.

Slip roads for a new motorway junction would only be provided for the northbound off-slip and southbound on-slip. This is due to highway safety issues relating to merging and weaving traffic movements that would result from junctions in close proximity without limiting the vehicle movements.

6.2.7. 3A – Compatibility with potential future southern relief road extension

Drawings indicating the connection point for a southern extension to each option are included in Appendix C. All the option alignments connect to Duke Street, east of the junction with Meadow Lane. At their southern extent. Duke Street in this vicinity is prone to flooding and the relief road would need to be closed on those occasions. Extending the relief road further south would provide the potential for connection to the existing highway at a location above flood levels that would avoid such closures during flood events. This would be required if a new junction onto the M5 is accessed from the relief road.

Options A, C & D could accommodate a southern extension through a simple T-junction with the proposed relief road, that wouldn't necessarily need to be signalised. A southern extension to Option B, if implemented alongside a new motorway junction, would be expected to result in a cross-road junction that would need to be signalised, and therefore not as compatible as Options A, C & D.

6.2.8. 3B – Alternative M5 diverted traffic route

All of the options would provide an alternative route for traffic diverted from the M5 during both planning roadworks and accidents/incidents. With 15 miles (23 kilometres) between Junction 29 and 27, motorway closures resulting in additional traffic through Cullompton are relatively frequent. The relief road would be expected to become the designated diversion route for motorway traffic, regardless of the option implemented.

6.3 SIFTED OPTIONS

All Options considered are assessed to be capable of achieving the majority of the objectives, and on that basis, all would be worth considering in more detail. However, early engagement with the Environment Agency has determined that Option D would not be viable due to flood risk. The alignment of Option D is adjacent to the river Culm and right through the deepest and fastest flowing flood water in storm conditions, and consequently the expected impact to flood risk would be unacceptable to the Environment Agency.

As a result of the advice from the Environment Agency, Option D was not taken forward to the Comparative Assessment stage.

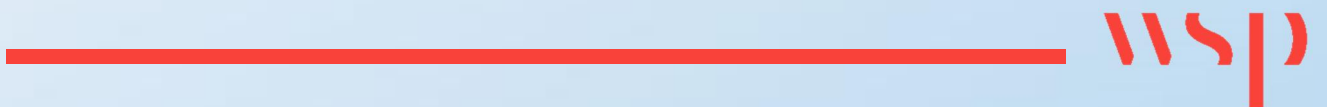
6.4 OPTION SIFTING CONCLUSION

The following options have been progressed to this second sifting stage, having either met each of the scheme objectives to an acceptable level, complied with strategy and policy, and passed key technical viability criteria:

- i Option A
- i Option B
- i Option C

7

COMPARATIVE ENVIRONMENTAL ASSESSMENT



7 COMPARATIVE ENVIRONMENTAL ASSESSMENT

This report provides a high level environmental appraisal for each of the route options within an appropriate Study Area.

The Environmental Routes Options Appraisal is intended to be qualitative and high-level and therefore will not provide a detailed or quantitative assessment of environmental issues. It does however, identify any key environmental constraints which may affect the deliverability, e.g. through risk, programme or cost.

This Environmental Routes Options Appraisal covers the following topic areas:

- i Air Quality;
- i Noise;
- i Landscape / Townscape;
- i Socio-economic;
- i Geotechnical and contamination;
- i Arboriculture; and
- i Waste;
- i Ecology;
- i Historic Environment; and
- i Water Environment

The environmental appraisal is based on publicly available desk-based data. Limited consultation has been undertaken with statutory and non-statutory organisations at this stage. As such, an appropriate level of consultation will undertaken at later stage to ensure that all available site specific and surrounding area data has been considered.

No detailed designs of the potential route option are available at this stage in the project and would only be prepared in connection with a planning application. Therefore, the assessment impacts in relation to construction and operation are high level. More detailed environmental impact assessments will take place at planning application stage.

7.1 SURROUNDING AREA

Cullompton is a historic town and civil parish in the district of Mid Devon and the County of Devon. The wider environment was assessed as semi-rural; dominated by agricultural fields and pasture with sporadic residential plots. A tributary of the River Culm runs through the site near the southern boundary, with the main river running east of the M5 motorway. Junction 28 of the M5 lies within the parish of Cullompton and a short distance from the town centre. Other major road links are the A373 to Honiton and the former A38 to Exeter which runs through the town and is now the B3181. The surrounding area includes a few recreational and sports ground facilities such as, the recreational playground, the cricket ground, the bowling green and the football ground.

7.2 METHODOLOGY

7.2.1. Desk Study

A desk study was carried out to establish possible statutory and non-statutory designations that may pose a constraint or be impacted by proposed route options.

The sources of information used to provide the baseline evidence were:

- i The Multi-Agency Geographic Information for the Countryside (MAGIC) Map
- i In-house GIS layers

- i Environment Agency online data
- i Devon County Council website
- i Mid Devon District Council Website

Several other data sources have been consulted as part of this appraisal and identified within topic sections where relevant.

7.3 ENVIRONMENTAL STUDY AREA

The site is located north of Duke Street in the town of Cullompton (Grid Reference: ST 0237806718). The east boundary follows the line of an existing tributary to the River Culm on the eastern side of the M5 motorway. The north and west boundary are bordered by the town of Cullompton and the south is bordered by agricultural fields. The site is 13 miles north-east of Exeter and lies on a tributary of the River Culm.

The complete study area is shown on the accompanying Environmental Constraints Plan in Appendix D.

7.4 QUALITATIVE ENVIRONMENTAL APPRAISAL

A high-level appraisal for each route option was undertaken for each of the environmental topic areas identified within Section 8.1.

7.1 explains the qualitative appraisal scores applied to each option for each environmental topic area in **Table 2.2**. All of the assessments have assumed that no mitigation has been included in the design. Once a preferred route is chosen, appropriate mitigation will be incorporated in the design to minimise the impact on the environment and provide betterment if possible.

Table 7.1: Qualitative Appraisal Scores

Qualitative Appraisal	Threshold Description
High Adverse	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements
Moderate Adverse	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements
Small Adverse	Very minor loss or detrimental alteration to one or more characteristics, features or elements
Negligible	No loss or alteration to key characteristics, features or elements
Small Beneficial	Very minor gain or beneficial alteration to one or more characteristics, features or elements
Moderate Beneficial	Some measurable beneficial change in attributes, quality, minor gain or beneficial alteration to key characteristic, features or elements
High Beneficial	Gain of resource and/or quality and integrity of resource; dramatic beneficial improvement to key characteristics, features of elements

The likely impacts for the different environmental topics are presented below. The desk-based baseline gathered for the appraisal can be viewed in Appendix E.

7.5 AIR QUALITY

7.5.1. OPTION A

Likely Impacts

As a result of the realignment of traffic away from B3181, sensitive receptors along this route are likely to experience a moderate to high improvement. In addition, the roundabout to the north of the scheme is likely to result in more freely flowing traffic, reducing emissions per vehicle and thereby reducing pollutant concentrations at sensitive receptors to the north of Station Road.

To the south of the scheme, where the route alignment lies within 20m of properties along Chestnut Avenue, there is likely to be an increase in pollutant concentrations as a cause of the reduction in distance between pollutant sources and receptors. Similarly, properties to the south along Water Meadow are likely to experience an increase in pollutant concentration as a result of the likely change in vehicle flows in the vicinity of the junction of Meadow Lane with Duke Street. In addition, slight increases in pollutant exposure are likely to occur at residential properties along Rivermead and to the west of Lower Mill Lane, where the route brings traffic sources within 150m of these properties.

As such, a moderate to high improvement in air quality along B3181, the corridor of which encompasses many sensitive receptors and locations of relevant exposure to the air quality objectives, will be slightly offset by a moderate to low deterioration in air quality at approximately 10 properties to the south of the scheme.

Qualitative Appraisal Score – Moderate Benefit

7.5.2. OPTION B

Likely Impacts

Similarly, to Option A, sensitive receptors along the B3181 corridor are likely to experience a moderate to high improvement in air quality due to the rerouting of traffic flows away from the B3181. Slight improvements in air quality are also likely to occur at properties to the north near station road as a cause of more freely flowing traffic along this route.

At properties towards the north of meadow lane a slight deterioration in air quality may occur as a result of the increased traffic flow near the junction. However, due to the alignment of the southern section of the scheme in Option B routing traffic flows further from residential properties than under option A, any deterioration will be less significant than that under Option A and is likely to have a low impact on receptors in this area.

In addition, the increased distance between pollutant sources and receptors to the west of Rivermead under Option B will serve to limit any potential changes in air quality at these properties. While this alignment brings some proportion of traffic slightly closer to these receptors than traffic currently using the B3181, the distance between road traffic and residential properties in this area will result in only very slight changes in pollutant concentration.

The moderate to high improvement in air quality at the large number of sensitive receptors along the B3181, where air quality is currently poor, will be more beneficial under Option B than Option A due to less significant changes in pollutant concentration at properties to the west and south of the residential areas along the scheme.

Qualitative Appraisal Score – Moderate Benefit

7.5.3. OPTION C

Likely Impacts

Under Option C, a moderate to high improvement in air quality is likely at the large number of sensitive receptors along the B3181 corridor as a result of the rerouting of traffic in the area. This option is also likely to result in slight improvements in air quality to the north of the scheme along Station Road by cause of more freely flowing traffic in this area.

Due to the route alignment and introduction of a new junction on Honiton Road, residential receptors in this area are likely to experience a Low to Moderate increase in pollutant exposure. This slight increase is likely to occur at approximately 15 properties along Honiton Road and the impact will reduce with increasing distance from the scheme and the new junction. In addition, a slight increase in pollutant concentrations is likely to occur at sensitive receptors in Upton Lakes and Lodges, where the new route passes within approximately 100m of the receptors. Similarly, to Option A, a slight increase in pollutant exposure is also likely to occur at properties to the north of Meadow Lane and along Chestnut Avenue, though the impact of Option C is likely to be smaller than that of Option A due to the alignment moving pollutant sources nearer to a lower number of receptors.

Qualitative Appraisal Score – High Benefit

7.6 NOISE

7.6.1. Option A

7.6.2. Likely impacts

There is likely to be an increase in road traffic noise level at Noise Sensitive Receptors (NSRs) near the proposed route. Properties to the west of the route, on the eastern edge of Cullompton, are likely to experience an increase in road traffic noise due to the proximity of the new route. Recreation and outdoor amenity areas to the southern end of the route are also likely to experience an increase in noise levels.

There is likely to be a reduction in noise levels along Cullompton high-street.

It is likely that the use of mitigation measures in the form of noise barriers or earth bunds would have the potential to reduce predicted increase in road traffic noise levels.

Traffic data has yet to be used to model the impacts and therefore it is not possible to determine any likely change in noise levels, including decreases, which may occur as a result of changes to traffic flows on the wider road network as a result of the proposed scheme.

Qualitative Appraisal Score – High Adverse

7.6.3. Option B

Likely Impacts

There is likely to be an increase in road traffic noise level at NSRs near the proposed route. Properties to the west of the route, on the eastern edge of Cullompton, are likely to experience an increase in road traffic noise due to the proximity of the new route. Recreation and outdoor amenity areas to the southern end of the route are also likely to experience an increase in noise levels.

There is likely to be a reduction in noise levels along Cullompton high-street.

It is likely that the use of mitigation measures in the form of noise barriers or earth bunds would have the potential to reduce predicted increase in road traffic noise levels.

Traffic data has yet to be used to model the impacts and therefore it is not possible to determine any likely change in noise levels, including decreases, which may occur as a result of changes to traffic flows on the wider road network as a result of the proposed scheme.

Qualitative Appraisal Score – High Adverse

7.6.4. Option C

Likely Impacts

There is likely to be an increase in road traffic noise level at NSRs near the proposed route, namely Upton Lake Lodges and East Culm Farm. Noise levels would also likely increase to the rear of properties on Honiton Road.

It is likely that the use of mitigation measures in the form of noise barriers or earth bunds would have the potential to reduce predicted increase in road traffic noise levels.

There is likely to be a reduction in noise levels along Cullompton high-street.

Traffic data has yet to be used to model the impacts and therefore it is not possible to determine any likely change in noise levels, including decreases, which may occur as a result of changes to traffic flows on the wider road network as a result of the proposed scheme.

Qualitative Appraisal Score – Moderate Adverse

7.7 LANDSCAPE/TOWNSCAPE

7.7.1. Option A

Likely Impacts

Permanent impacts:

- i The new relief road is in close proximity to properties 1 – 10 Chestnut Avenue and 7 – 9 Water Meadow.
- i Crossing of Mill Leat and loss of leat waterside vegetation and individual mature trees;
- i Severance of 2 mature native species rich hedgerows;
- i The new relief road passes through CCA playground;
- i Severance of access track to sports fields;

- ❖ The new relief road passes through CCA meadows;
- ❖ Loss of young oak tree avenue in central meadow;
- ❖ Loss of semi natural mixed woodland;
- ❖ Impact on setting of Cullompton Conservation Area; and
- ❖ Impact on setting of St Andrew's Church.

Qualitative Appraisal Score – High Adverse

7.7.2. Option B

Likely impacts

Permanent impacts;

- ❖ The new relief road is in close proximity to properties 1 – 9 Water Meadow, Cullompton;
- ❖ The new relief road is near First Bridge, Grade II listed structure;
- ❖ Crossing of Mill Leat and loss of waterside vegetation and individual mature trees;
- ❖ Severance of vehicular access to CCA Fields and mature mixed specimen tree avenue;
- ❖ The new relief road passes through cricket ground, bowling green and east side of football ground;
- ❖ Impact on mature trees alongside east boundary of football fields and CCA meadows;
- ❖ The new relief road passes through CCA meadows;
- ❖ Impact on setting of Cullompton Conservation Area; and
- ❖ Loss of semi-natural mixed woodland.

Qualitative Appraisal Score – High Adverse

7.7.3. Option C

Likely Impacts

Permanent impacts:

- ❖ The new relief road is in close proximity of properties in Chestnut Avenue and Water Meadow;
- ❖ Visual impact of scale of embankment and structures to elevate the alignment over the railway and M5;
- ❖ Crossing of southern end of Mill Leat and loss of leat waterside vegetation and individual mature trees;
- ❖ The new relief road passes through southern end of CCA meadows;
- ❖ Severance of vehicular access to CCA Fields and mature mixed specimen tree avenue;
- ❖ Loss of veteran landmark oak trees and hedgerow on southern boundary of cricket ground;
- ❖ New slip roads to/from the south would impact on motorway embankments and verges;
- ❖ Crossing of River Culm and loss of waterside vegetation and individual mature trees;
- ❖ The new relief road is near Upton Lakes and Lodges complex;
- ❖ The new relief road conflicts with local field pattern;
- ❖ Impact on setting of Cullompton Conservation Area; and
- ❖ Eastern extent of the new relief road is in close proximity to 27 - 29 Honiton Road.

Qualitative Appraisal Score – High Adverse

7.8 SOCIO-ECONOMIC

7.8.1. Option A

Likely Impacts

The loss of public green and recreational space would be a real loss to the local community. It is clear CCA land and remaining fields are popular with the public and are used by all ages of the community.

Option A would lead to direct loss of the existing CCA children's playground, a substantial amount of the associated community fields and would divide the recreational areas remaining. Implementing the scheme would also have a negative impact on tranquillity levels and the visual setting, making the area less appealing to the public. The loss of public open space will be viewed with significant negativity by the local community and strong opposition to the scheme is expected.

Option A would have a beneficial impact on poor air quality levels within Cullompton as explained in section 3.1. By reducing traffic flows through the town, especially the High-street, the relief road will improve air quality levels for residents and improve accessibility to existing shops and businesses. Improving accessibility to and within economic centres improves the local economy which in turn attracts further investment. It also allows the town to grow sustainably and benefit the character and appearance of the Conservation Area and wider attractiveness of the town centre.

Qualitative Assessment Score – High Adverse

7.8.2. Option B

Likely Impacts

Option B would lead to direct loss Cullompton Cricket Club, Cullompton Bowling Club and a substantial amount of the associated community fields.

Implementing the scheme would also have a negative impact on tranquillity levels and the visual setting, making the area less appealing to the public. The loss of public open space will be viewed with significant negativity by the local community and strong opposition to the scheme is expected.

Option B would have a beneficial impact on poor air quality levels within Cullompton as explained in section 3.1. By reducing traffic flows through the town, especially the High-street, the relief road will improve air quality levels for residents and improve accessibility to existing shops and businesses. Improving accessibility to and within economic centres improves the local economy which in turn attracts further investment. It also allows the town to grow sustainably and benefit the character and appearance of the Conservation Area and wider attractiveness of the town centre.

Qualitative Assessment Score – High Adverse

7.8.3. Option C

Likely Impacts

Sensitive receptors include Upton Lakes & Lodges which focuses on fishing holidays. Option C would pass within 50m of the lodges dramatically changing the tranquillity of the holiday site.

Option C would have a beneficial impact on poor air quality levels within Cullompton as explained in section 3.1. By reducing traffic flows through the town, especially the High-street, the relief road will improve air quality levels for residents and improve accessibility to existing shops and businesses. Improving accessibility to and within economic centres improves the local economy which in turn attracts further investment. It also allows the town to grow sustainably.

Option C would also open land parcels to support Policy CU7-CU12 in the emerging local plan. More housing is required to satisfy growth targets. the land identified in policy CU7-CU12 could form the first phase of the garden village. The aim of Culm Garden Village:

- i Deliver 5,000 new homes, as well as employment, shops, schools, healthcare facilities and leisure opportunities including the potential for new sports facilities;
- i The garden village will help to deliver the M5 J28 motorway improvements and the town centre relief road, and will also provide benefits of natural flood management.
- i Part of the garden village will be allocated for development under the Mid Devon Local Plan Review (1,750 houses to 2033) but wider ambition is to create a new community of up to 5,000 homes; and
- i It will be locally led.

Option C would provide vital infrastructure to support the above social expansion which in turn would boost the local economy.

Qualitative Assessment Score – Small Benefit

7.9 GEOTECHNICAL AND CONTAMINATION

7.9.1. Option A and B

Likely Impacts

If either Option A or B is developed, the new relief road would be a potential source of contamination to the remaining green field areas and existing water courses. Any incident could also have a negative impact on existing wildlife and vegetation.

Qualitative Assessment Score – Moderate Adverse

7.9.2. Option C

Likely Impacts

- i Loss of good quality agricultural land.
- i Potential negative impact on existing Nitrate Vulnerable Zone.
- i Potential for future contamination of existing water sources through surface run off and fuel leakages.

Qualitative Assessment Score – Moderate Adverse

7.10 ARBORICULTURE

7.10.1. Option A

Likely Impacts

- ❖ Crossing of Mill Leat and loss of leat waterside vegetation and individual mature trees;
- ❖ Loss of young oak tree avenue in central meadow; and
- ❖ Loss of semi natural mixed woodland.

Qualitative Assessment Score – High Adverse

7.10.2. Option B

Likely Impacts

- ❖ Crossing of Mill Leat and loss of waterside vegetation and individual mature trees;
- ❖ Severance of vehicular access to CCA Fields and mature mixed specimen tree avenue;
- ❖ Impact on mature trees alongside east boundary of football fields and CCA meadows; and
- ❖ Loss of semi-natural mixed woodland.

Qualitative Assessment Score – High Adverse

7.10.3. Option C

Likely Impacts

- ❖ Crossing of southern end of mill leat and loss of leat waterside vegetation and individual mature trees;
- ❖ Severance of vehicular access to CCA Fields and mature mixed specimen tree avenue;
- ❖ Loss of veteran landmark oak trees and hedgerow on southern boundary of cricket ground; and
- ❖ Crossing of River Culm and loss of waterside vegetation and individual mature trees.

Qualitative Assessment Score – Moderate Adverse

7.11 WASTE

7.11.1. Option A

Likely Impacts

Option A is the shortest of the three route options (985m), therefore construction is likely to produce the least amount of waste and the build will require the least amount of material.

Qualitative Assessment Score – Moderate Adverse

7.11.2. Option B

Likely Impacts

Option B is the second longest of the three route options (1150m), therefore construction is likely to produce the second largest amount of waste and the build will require the second largest amount of material.

Qualitative Assessment Score – Moderate Adverse

7.11.3. Option C

Likely Impact

Option A is the longest of the three route options (1500m), therefore construction is likely to produce the most amount of waste and the build will require the largest amount of material. Option C will also require the construction of a rail and motorway bridge unlike the other two options.

Qualitative Assessment Score – High Adverse

7.12 ECOLOGY

7.12.1. Option A

Likely Impacts

Option A runs through cultivated/ disturbed land – amenity grassland. The amenity grassland consists of play areas and sports fields and the habitat had low botanical diversity and value for protected species is limited.

The option runs through mixed woodland which is semi-natural. At this site, mature mixed woodland is present and comprises of deciduous and leylandi trees that are used as curtilage between playing fields and screening from the motorway and the railway line.

The route also cuts through hedges with trees that are species rich. The hedgerows comprise of mature well-established trees and are identified as adding significant ecological value to the site. There is a tributary of the River Culm that traverses the west boundary and south-west section of the site. This stream is heavily lined and shaded by deciduous trees on both banks, here the proposed route crosses over the stream.

The wider environment was assessed as high value for bats with a large network of fields, hedgerows and woodland, as well as roosting opportunities in nearby structures. The grassland and woodland provided moderate potential for foraging bats, with the mature trees having high potential for roosting bats.

The site was also assessed as having a moderate to high value for birds, with the scrub, grassland and woodland providing suitable nesting and feeding opportunities.

The site location was assessed as having a moderate value for reptiles, (the grassland tussocks and scrub fringes) and invertebrates (white clawed crayfish). There was no sign of badgers on site, however the overall site was assessed to hold potential for foraging badgers, hedgehogs and the River Culm had the potential to support otter and water voles. The pond on site provided potential for breeding habitat for great crested newts.

Direct impact on Priority Habitats.

Qualitative Assessment Score – Moderate Adverse

7.12.2. Option B

Likely Impacts

Option B also runs through hedgerows that are species rich with mature well-established trees that are identified as adding a significant ecological value to the site. This proposed route also runs through mature mixed

woodland that comprises of deciduous and leylandi trees that are used as curtilage between playing fields and screening from the motorway and the railway line

There is a tributary of the River Culm that traverses the west boundary and south-west section of the site. This stream is heavily lined and shaded by deciduous trees on both banks.

The wider environment was assessed as high value for bats with a large network of fields, hedgerows and woodland, as well as roosting opportunities in nearby structures. The grassland and woodland provided moderate potential for foraging bats, with the mature trees having high potential for roosting bats.

The site was also assessed as having a moderate to high value for birds, with the scrub, grassland and woodland providing suitable nesting and feeding opportunities.

The site location was assessed as having a moderate value for reptiles, (the grassland tussocks and scrub fringes) and invertebrates (white clawed crayfish).

There was no sign of badgers on site, however the overall site was assessed to hold potential for foraging badgers, hedgehogs and the River Culm had the potential to support otter and water voles. The pond on site provided potential for breeding habitat for great crested newts.

Direct impact on Priority Habitats.

Qualitative Assessment Score – Moderate Adverse

7.12.3. OPTION C

Ecology surveys are currently being undertaken and not yet available to inform this report.

7.13 HISTORIC ENVIRONMENT

7.13.1. Option A and B

Likely Impacts

Potential direct impact on the Grade II Listed First Bridge located where the proposed routes begin and crosses over the tributary of the River Culm.

Likely to be visual impacts on the setting of the Grade I Listed St Andrew's Church which sits 100m west of the site and the Cullompton Conservation Area.

There is the potential for below ground archaeology in the area. Further survey work would be required to establish any future impact.

Qualitative Assessment Score – Moderate Adverse

7.13.2. Option C

Potential direct impact on the Grade II Listed First Bridge located where the proposed routes begin and crosses over the tributary of the River Culm.

Likely to be visual impacts on the setting of the Grade I Listed St Andrew's Church which sits 100m west of the site and the Cullompton Conservation Area. However, these visual impacts will not be as severe as those for Options A and B.

There is the potential for below ground archaeology in the area. Further survey work would be required to establish any future impact.

Qualitative Assessment Score – Small Adverse

7.14 WATER ENVIRONMENT

The implications for flood risk and mitigation measures are considered in more detail in Section 9.2.

7.14.1. Option A, B & C

Likely Impacts

Flood risk assessment for all 3 options are currently being prepared, but are not available to inform this report

7.15 SUMMARY OF ENVIRONMENTAL ROUTE OPTIONS APPRAISAL

The table below provides a summary:

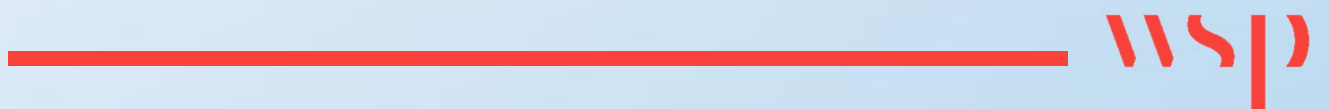
Table 2: Summary of Environmental Route Options Appraisal

Topic	Route Option (A,B,C)	Qualitative Appraisal High/Moderate/Low/Negligible
Air Quality	Option A	Moderate Benefit
	Option B	Moderate Benefit
	Option C	High Benefit
Noise	Option A	High Adverse
	Option B	High Adverse
	Option C	Moderate Adverse
Landscape / Townscape	Option A	High Adverse
	Option B	High Adverse
	Option C	High Adverse
Socio-economic	Option A	High Adverse
	Option B	High Adverse
	Option C	Small Adverse
Geotechnical & Contamination	Option A	Moderate Adverse
	Option B	Moderate Adverse
	Option C	Moderate Adverse
Arboriculture	Option A	High Adverse
	Option B	High Adverse
	Option C	Moderate Adverse
Waste	Option A	Moderate Adverse
	Option B	Moderate Adverse
	Option C	High Adverse
Ecology	Option A	Moderate Adverse
	Option B	Moderate Adverse
	Option C	Awaiting information
Historic Environment	Option A	Moderate Adverse
	Option B	Moderate Adverse

	Option C	Small Adverse
Water Environment	Option A	Awaiting information
	Option B	Awaiting information
	Option C	Awaiting information

8

COMPARATIVE DELIVERY ASSESSMENT



8 COMPARATIVE DELIVERY ASSESSMENT

8.1 LAND

8.1.1. Option A

The proposed layout of Option A will affect approximately 7 known areas of registered and unregistered land according to the Land Registry information provided.

The initial proposed area of the scheme is 27,800m²; the proposed route primarily affects areas of greenfield where little development currently exists, though these areas are currently for recreational purposes for the town. Further information on the impact of the scheme can be seen in Appendix F.

8.1.2. Option B

The proposed layout of Option B will affect approximately 12 known areas of registered and unregistered land according to the Land Registry information provided.

The initial proposed area of the scheme is approximately 28,400m², the majority of which, as in Option A, falls within little developed recreational areas for the town. Further information on the impact of the scheme can be seen in Appendix F.

8.1.3. Option C

The proposed layout of Option C will affect approximately 11 known areas of registered and unregistered land according to the Land Registry information provided. The majority of these areas are greenfield or agricultural land, with the exception of the proposed crossing of the railway and the M5 corridor.

The total estimated area of the scheme is approximately 40,000m²; further information on the impact of the scheme can be seen in Appendix F.

8.2 FLOOD RISK

The alignments of Options A & B are entirely within Flood Zone 3b, which have a high probability of flooding and are effectively part of the functional flood plain where water flows or is stored during flood events. Approximately 50% of the alignment of option C is within flood zone 3, from its commencement at Duke St until it crosses over the rail line, motorway and river Culm to the east of the flood plain

Development within flood zones is restricted with only essential infrastructure permitted within flood zone 3b. Where infrastructure is proposed within flood zone 3 the proposals have to be considered against the requirements of both a sequential and exception test.

8.2.1. Sequential Test

NPPF and the associated Flood Risk and Coastal Change Planning Practice guidance sets out the requirements in relation to flood risk. NPPF requires Local Planning Authorities (LPAs) to take a sequential risk-based approach to determine the suitability of land for development when allocating sites in the Local Development Framework (LDF) or determining planning applications.

National planning guidance on flood risk articulates a presumption in favour of locating new development in Flood Zone 1 (low probability). If there are no reasonably available sites in Flood Zone 1, the flood vulnerability

of the proposed development can be considered in locating development in Flood Zone 2 (medium probability) and then Flood Zone 3 (3a high probability and 3b functional floodplain).

8.2.2. Exception test

If the sequential test establishes the need to locate the proposed development in the flood zone, it is then appropriate to apply the exception test, as set out in paragraphs 102-104 of the National Planning Policy Framework.

The exception test requires that the following questions are answered with supporting evidence:

- a) Would the proposed development provide wider sustainability benefits to the community? If so, could these benefits be considered to outweigh the flood risk to and from the proposed development?
- b) How can it be demonstrated that the proposed development will remain safe over its lifetime without increasing flood risk elsewhere?
- c) Will it be possible to for the development to reduce flood risk overall (e.g. through the provision of improved drainage)?

8.2.3. Option A

As stated above the whole of the Option A alignment is within flood zone 3b. Whilst it would be possible to raise most of the alignment length above flood levels, at the tie-ins to the existing highway network at Duke St and Station Road the alignment would need to return to existing highway levels.

Duke Street, at the southern location where Option A is proposed to connect, is predicted to flood in the 50% flood scenario which equates to a probability of flooding once every 2 years.

Station Road at the northern location where Option A is proposed to connect, is predicted to flood in the 1% flood scenario, which equates to a probability of flooding once in every 100 years.

Whilst flooding of the proposed connection point on Station Road is predicted infrequently and to a depth of less than 200m, with Duke Street susceptible to frequent flooding with depths over 500mm there would be periods when the road would need to be closed.

Whilst these periods of closure are expected to be short term, it would necessitate that advance warning signs and barriers closing the road for these periods are installed as part of the works. Similarly, there is potential the relief road would be closed in parallel with the M5 motorway, and therefore diverted traffic would still need to use Fore Street. This would potentially limit options for regeneration of the town centre.

The remainder of the highway alignment is generally close to the western edge of the flood zone, which is predicted to be less disruptive to water flows and storage during flood events. Therefore, mitigation and compensatory measures are expected to be less extensive than options that cut across the flood zone.

8.2.4. Option B

As with Option A the whole of the Option B alignment is within flood zone 3b. Whilst it would be possible to raise most of the alignment length above flood levels, at the tie-ins to the existing highway network at Duke Street and Station Road the alignment would need to return to existing highway levels.

Duke Street, at the southern location where Option B is proposed to connect, is predicted to flood in the 50% flood scenario which equates to a probability of flooding once every 2 years.

Station Road at the northern location where Option B is proposed to connect, is predicted to flood in the 1% flood scenario, which equates to a probability of flooding once in every 100 years.

Whilst flooding of the proposed connection point on Station Road is predicted infrequently and to a depth of less than 200m, with Duke Street susceptible to frequent flooding with depths over 1m there would be periods when the road would need to be closed.

Whilst these periods of closure are expected to be short term, it would necessitate that advance warning signs and barriers closing the road for these periods are installed as part of the works. Similarly, there is potential the relief road would be closed in parallel with the M5 motorway, and therefore diverted traffic would still need to use the Fore Street. This would potentially limit options for regeneration of the town centre.

The alignment of Option B cuts transversely across the flood zone east to west towards its southern extent north of Dukes St and then west to east deviating from the rail line towards the Tesco supermarket further north. Flood water flows will be significantly impeded and disrupted as a consequence, and significant mitigation and compensation measures are anticipated to be required to avoid increasing flood risk.

8.2.5. Option C

As stated above approximately 50% of the Option C alignment is within flood zone 3. However, the route alignment commences at the proposed new junction with Duke St in the same location as Option A. Therefore, the route is predicted to flood in the 50% flood scenario, which equates to a probability of flooding once in every 2 years.

From the junction with Duke St the Option C alignment leads west cutting transversely across the floodplain on both the west and east sides of the motorway. The alignment will need to be rising significantly above existing levels to provide sufficient clearances to the rail line and motorway. The supporting structures to the highway will impede the flood water flow and storage including the areas east of the motorway where the flow is fastest and storage at its deepest. It is therefore expected that flood mitigation and compensation measures would be the most substantial of the 3 options.

8.2.6. Potential Future Motorway Junction and Southern Relief Road Extension

As all of the Option alignments are susceptible to flooding at their junctions with Duke Street, the full benefits of the relieving the town centre are not achievable as the road is expected to be closed due to flooding during flood events. In those instances, traffic would be diverted back through the town centre.

Potential future provision of a southern extension to the relief road would provide the opportunity for a new highway connection above flood levels that would permit the road to remain open in all but the most extreme flood events. The currently proposed relief road alignments are within the area identified on the Local Plan Review map, and a southern extension would be beyond those extents and consequently hasn't been considered in detail by this report.

The viability of a future new motorway junction connecting with the relief road is also considered to be linked with the provision of a southern extension. The financial investment required for a new motorway junction would necessitate that the local highway infrastructure connecting with the new junction is resilient to flooding.

8.2.7. Flood Risk Assessment

As part of the Mid Devon Local Plan review a Flood Risk Assessment (FRA) has been undertaken for local plan purposes, for a scheme which includes the Option A proposed alignment of the relief road along with the potential new M5 motorway junction as indicated on plan Option A1 within Appendix C. The FRA is available through MDDC's website in the Local Plan Review section (<https://www.middevon.gov.uk/residents/planning-policy/local-plan-review/>), along with a letter from the Environment Agency confirming based on the FRA that the principle of construction proposed is acceptable subject to further detailed design.

The FRA produced is necessary to support the Local Plan review, confirming the Town Centre Relief Road and potential connection motorway junction is viable. However, it does not necessitate that the alignment assessed within the FRA is taken forward and any alignment taken forward will need to be subject to a further FRA based on the more detailed proposals included within a planning application submission.

In parallel with the preparation of this report and the proposed public consultation, further FRAs are being prepared based on the alignments of Options B & C, along with Option A independent without the motorway junction. They will be completed prior to determination of a preferred route and will therefore be considered as part of the determination process.

8.3 BUILDABILITY CONSTRAINTS

8.3.1. Option A

The proposed route of Option A lies predominately within a greenfield location, thereby minimising the number of third party approvals required for the construction due to its location in comparison to the other scheme layouts. The most significant impact of the layout will be the amendments to the existing roundabout location on Station Road. During the construction, traffic management requirements will be key to maintaining the flow of traffic from the M5 into Cullompton and vice versa.

Due to the amendments to the current layout, access to 'The Weary Traveller' will be required to be maintained both during construction and within the design of the final arrangement to minimise impact on the business. Access to the CCA fields for both vehicles and non-motorised users will need to be maintained throughout construction and upon completion of the scheme through the design.

The proposed new roundabout at chainage 780m will need to be reviewed with the supermarket owners due to its proximity and potential impact on access for customers and deliveries to the store. To the South of the scheme, the proposed junction onto Duke Street will need to be considered in accordance with the flood risk strategy and South West Water to ensure that there are minimal impacts to the pumping station location during construction. Consultation with the EA will be required to the construction location within the floodplain and to agree a strategy of directing water flow of the drain and the Mill Leat both during construction and with the final design.

8.3.2. Option B

The proposed layout of Option B is similar in its alignment to Option A, and therefore has a similar impact to the existing location with regards to the north of the scheme, and the impact on the super market. The amendments to the alignment of Option B will require consultation with the National Rail authority due to its proximity to the existing railway line to the East of the proposed development.

The alignment of Option B also requires to the demolition of the existing bowling, cricket ground and some of the associated buildings such as the club house and pavilions. Building surveys will be required to ensure that these are removed in accordance with the appropriate building regulations. Public consultations will also

ascertain the impact on the scheme on the existing whippet track which the proposed layout severs at approximately chainage 150m. Access to the CCA fields for both vehicles and non-motorised users will need to be maintained throughout construction and upon completion of the scheme through the design.

As with Option A, Option B will require consultations with the EA due to the impact of the scheme within the area of flood risk, as well as the impact on diverting the flow of the Mill Leat, as well as the impact on the First Bridge where the proposed scheme joins Duke Street. During the construction period, and after the proposed scheme is constructed, access to the football ground will need to be taken into consideration, as well as the traffic management requirements during the construction phase of the works on Duke Street.

8.3.3. Option C

Much of the proposed alignment of Option C is located within greenfield space or agriculture land. Traffic management requirements will need to be considered at the junction of Duke Street and Honiton Road. Consultation with the National Rail authority and Highways England will be required to the proximity of the works, overhead, to the existing rail network and the M5 to connect both the east and west sections of the scheme.

To the West of the M5 crossing, access will need to be maintained both within the final design and the construction phase for the football ground, and bowling green. As with Option B, public construction will also ascertain the potential impacts of the scheme on the existing whippet track. To the east of the M5 crossing, access will need to be negotiated with the land owner across the farm land for both the design and construction of the proposed alignment.

Access to the CCA fields for both vehicles and non-motorised users will need to be maintained throughout construction and upon completion of the scheme through the design.

Option C benefits of a minimal amount of disruption to the existing roundabout and therefore traffic flow during construction by The Weary Traveller will not be affected. However, additional consultation requirements with the National Rail authority and Highways England will be required in relation to the bridge, or bridges, over both the rail line and motorway. As with Option A and B, Option C will also require construction with the EA due to the development being located with a flood plain for considerations during the construction phase, as well as crossings of the Mill Leat and the River Culm to the east of the M5 corridor.

8.4 COST

Due to the indicative nature of the route options detailed cost estimates of construction cost cannot be produced on the information available at this stage of scheme development. To provide comparative information on construction cost the anticipated primary elements of each option have been determined, such as length of carriageway, number and type of structures, number and type of junctions.

Estimated costs from similar projects have then applied, along with allowances for identified risks and constraints to produce a construction cost estimate for each option. For all options the estimates have been prepared on the assumption the highway will be constructed above flood levels wherever possible.

Land purchase and mitigation/compensation costs have not been estimated as there is insufficient information available at this stage and would be subject to negotiation. The anticipated primary mitigation/compensation cost elements are identified but not costed at this stage.

For each option the comparative construction cost estimate is given below, with a summary of the key differentiators from the other options.

8.4.1. Option A

The estimated construction cost for Option A is £10m, and is the lowest of the 3 options. The route has the shortest overall length of highway construction and as it is on the fringe of the floodplain is expected to require less flood mitigation and compensation. More pedestrian/cycle crossing points are expected to be required in comparison to the other Options as the alignment segregates the majority of the recreational and sporting areas from the town centre.

The alignment is entirely within green field and recreational areas, and is therefore not anticipated to necessitate abnormal land compensation/mitigation costs.

8.4.2. Option B

The estimated construction cost for Option B is £12m, approximately £2m greater than Option A. The primary differences are that the Option B alignment length is over 15% longer and the alignment cuts transversely across the flood plain and is expected to require more extensive flood compensation and mitigation consequently.

The Option B alignment would significantly impact Cullompton Cricket Club, Cullompton Bowls Club and to a lesser extent Cullompton Rangers Football Club. Significant costs associated with compensation and/or mitigation are expected beyond the construction costs and typical land purchase prices. Land to relocate the affected sports clubs would be expected to be required.

8.4.3. Option C

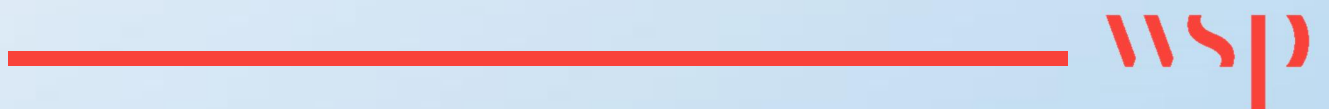
The estimated construction cost for Option C is £50m. The primary cost element resulting in the substantial increase in relation to Options B & C is the structure, or potentially series of structure, that would be required to span over the rail line, motorway and river Culm. In addition to the cost of structure(s), that would need to satisfy the requirements of Network Rail, Highways England and the Environment Agency, the alignment cuts transversely across the flood plain on both sides of the rail/motorway corridor.

The floodplain area to the east of the motorway is the most sensitive with the fastest and deepest flows in flood conditions. Significant additional flood compensation/mitigation measure in comparison to Options A & B are anticipated.

The alignment is in proximity to the southern boundary of the Cullompton Cricket Club land and may impact on the viability of maintaining the current land use either temporarily during construction or possibly permanently. Therefore, costs associated with compensation and/or mitigation are expected beyond the construction costs and typical land purchase prices.

9

SUMMARY, NEXT STEPS AND FUNDING



9 SUMMARY, NEXT STEPS AND FUNDING

9.1 SUMMARY

This report concludes that 3 alignment options for the Cullompton Town Centre relief road meet most of the identified objectives and provides a high-level comparative assessment of those options in terms on environmental impact and viability of delivery.

9.2 NEXT STEPS

9.2.1. Public Consultation

Subject to MDDC cabinet and DCC member approval, it is proposed to undertake public consultation on Options A, B and C based on the plans and information contained within this report.

Public consultations events are expected to be scheduled to provide the maximum practical opportunities for the public to attend. Multiple dates in different locations are proposed to include morning, afternoon, evening and weekend sessions to provide the maximum practical opportunity for public attendance.

Members of the project team from MDDC, DCC and consultant WSP will be in attendance at each consultation event to provide guidance on the proposals and answer questions. A leaflet will be produced providing summary details and an internet link address to provide consultation responses. Consultation responses will also be accepted via post and in person at the consultation events.

9.2.2. Preferred route option determination and development

Following public consultation, the project team will collate and review the consultation responses along with the completed flood modelling and environmental survey work. The objective of the review will be to establish a preferred route that provides the best balance of public acceptability, environmental impact, value for money and deliverability.

The project team will identify route(s) to be taken forward for further investigation in order to identify a preferred route to be taken forward to a planning application.

9.2.3. Planning application

A planning application for the preferred route would be expected to be submitted to MDDC as the Local Planning Authority. Due to both the area of the proposed planning application and environmental sensitivity of the study area, an Environmental Impact Assessment (EIA) would be required. An EIA constitutes a detailed assessment of all the environmental impacts of a scheme, that is undertaken in parallel with the design to minimise impacts and incorporate mitigation measures.

A full detailed flood risk assessment would also be prepared and accompany the application including flood compensation/defence mitigation measures that may be required.

A series of public exhibitions would be held prior to the planning application submission providing details of the proposals. Following submission of the application, there will also be a 30-day period for the public to provide comments on the application.

9.3 FUNDING

9.3.1. Housing Infrastructure Fund

In 2017 MDDC submitted a bid to the Homes Infrastructure Fund - Marginal Viability Fund (HIF MV) established by Homes England as part of their £2.3 billion of financing of infrastructure to unlock housing delivery. MDDC submitted 2 bids to Homes England for HIF MV funding, including £10m towards improvement of Junction 28 of the M5 to increase capacity through construction of an additional lane on the bridge over the M5, new footbridges and full signalisation of the western junction.

In February 2018 Homes England announced both of MDDC's bids were successful, subject to completion of due diligence confirming value for money and delivery viability.

Since the submission of the MV HIF bid in February 2018 announcement of the intended funding allocation, the principal project partners (MDDC, DCC and Highways England) continued to progress with detailed analysis of the proposals and associated refinement and clarification of the most beneficial and deliverable set of immediate, short-term interventions within the context of the longer-term growth ambitions and potential strategic solutions.

This process identified that moving straight to the immediate provision of the Town Centre Relief Road will deliver the same outcomes (in terms of releasing planned homes and growth) as the previously proposed scheme of improvements to J28 (as described in the original HIF submission). Furthermore, the highways authorities both now consider that the scheme as originally submitted for HIF funding will not achieve the envisaged benefits to traffic flows and the operation of J28. They have also expressed strong concerns with the likely major disruption and adverse effects on traffic movements during construction, as well as expressing doubts over the ability to physically construct and deliver that scheme as currently proposed.

Consequently, the project partners have been in discussion with Homes England regarding the potential to reallocate the funding from the proposed Junction 28 improvement to the Town Centre Relief Road. To date those discussions have been positive and the expectation is that provided the value for money and deliverability are demonstrable Homes England will authorise the change in the nature of the transport intervention under the current intending funding allocation.

HIF MV funding must be fully expended and the benefits of the scheme realised by March 2021, which would require the Town Centre Relief Road to be substantially completed by that date for that obligation to be met. It is considered that Options A and B could meet that criteria. However, Option C is not thought viable to be substantially completed by March 2021 due to the planning, permissions, design and construction complexities of the structure(s) over the rail line, motorway and River Culm.

9.3.2. Other sources of funding

Section 106 payments from developments associated with the housing unlocked by the scheme would be expected to contribute to the scheme costs. The scale of development is not sufficient to fund the full scheme costs through Section 106 contributions, hence the successful application for HIF MV funding.

If the preferred route selected is not compatible with the HIF time constraints or the funding allocation is not confirmed for other reasons, other funding sources for the relief road would need to be considered as there is no significant funding available from either MDDC or DCC.

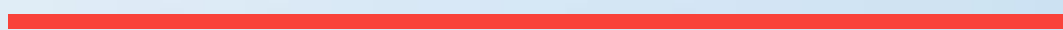
The Department for Transport has allocation £900 million of funding to Highways England over a 6 year spending period between 2015 and 2021. £100m of this funding is allocated to the Growth and Housing Fund to bridge funding shortfalls for highway schemes that can enable the delivery of jobs and homes wherever possible.

The Growth and Housing Fund is not currently open to new applications/bids and the timescale for spending the funding and realising the benefits is March 2021, matching the HIF MV requirements. The Growth and Housing Fund is unlikely to be a source of funding for the relief road.

There are currently no other identified sources of funding for the scheme. If HIF MV funding is not secured it is likely development of the scheme would be dependent on new sources of funding becoming available which are most likely to come forward after 2021 when the current government spending plans expire.

Appendix A

SUBMISSION LOCAL PLAN:



CULLOMPTON EXTRACT MAP

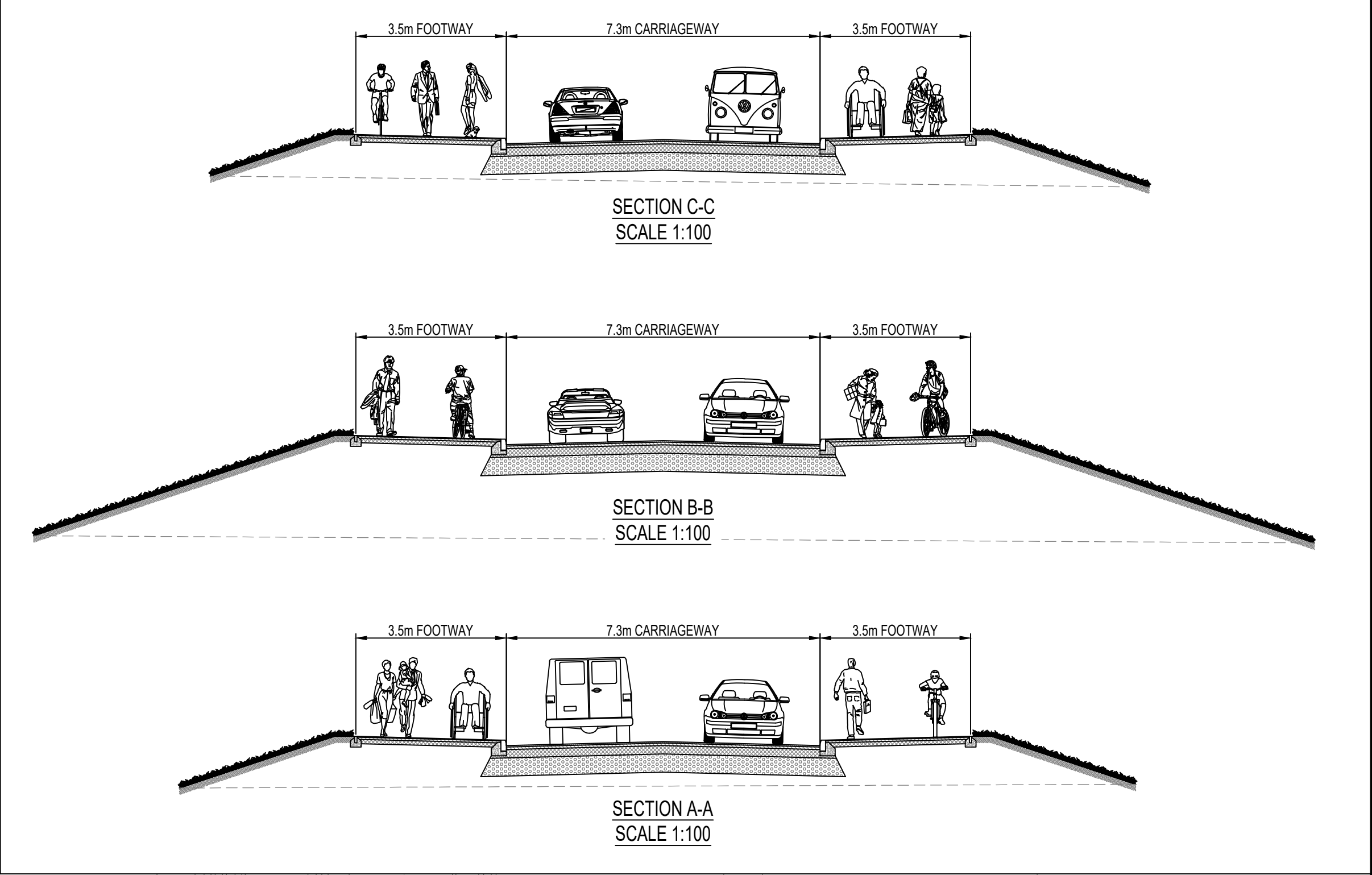
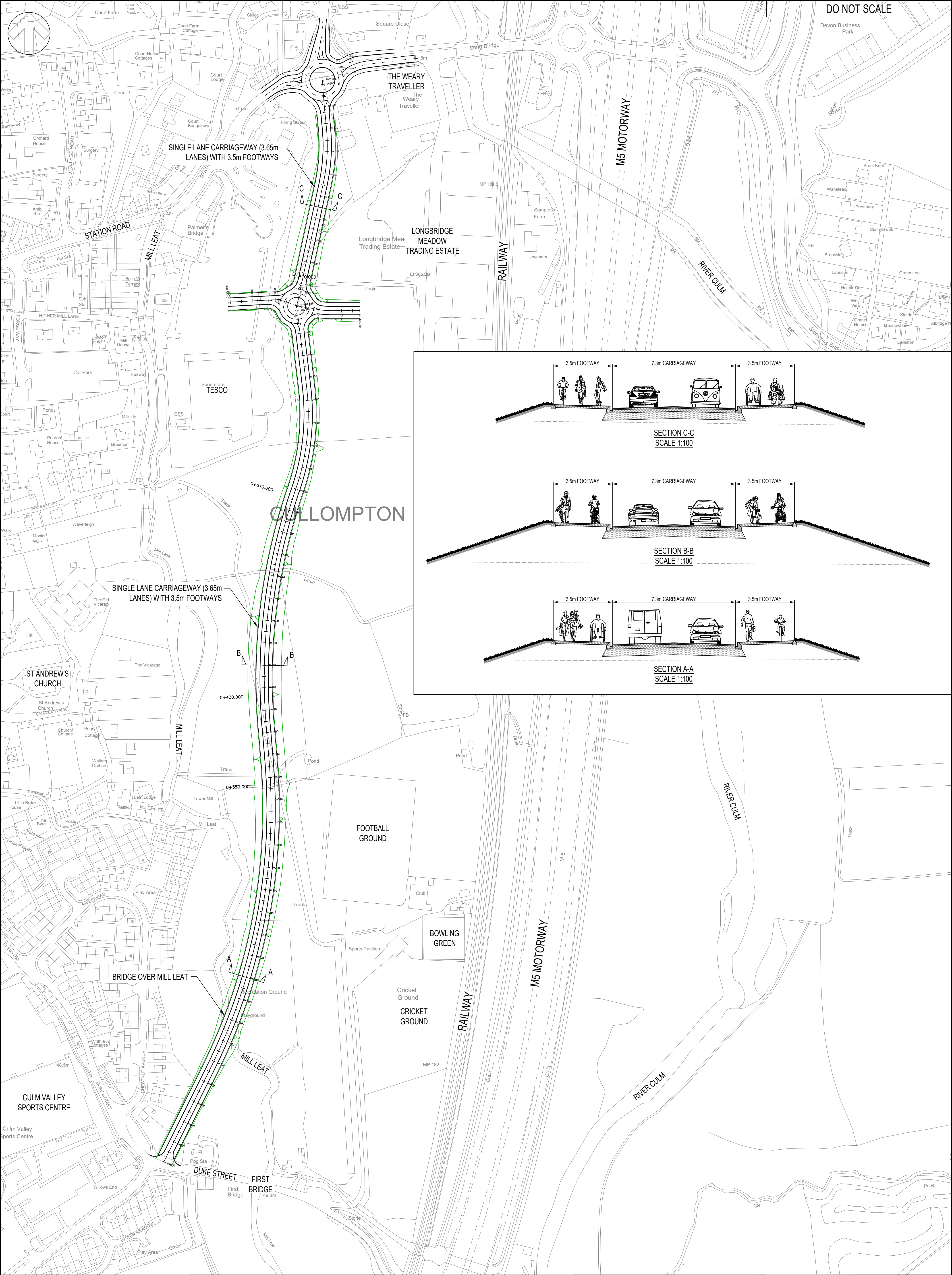




Appendix B

ROUTE OPTION LAYOUT PLANS





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REV	DATE	BY	DESCRIPTION	CHK	APP
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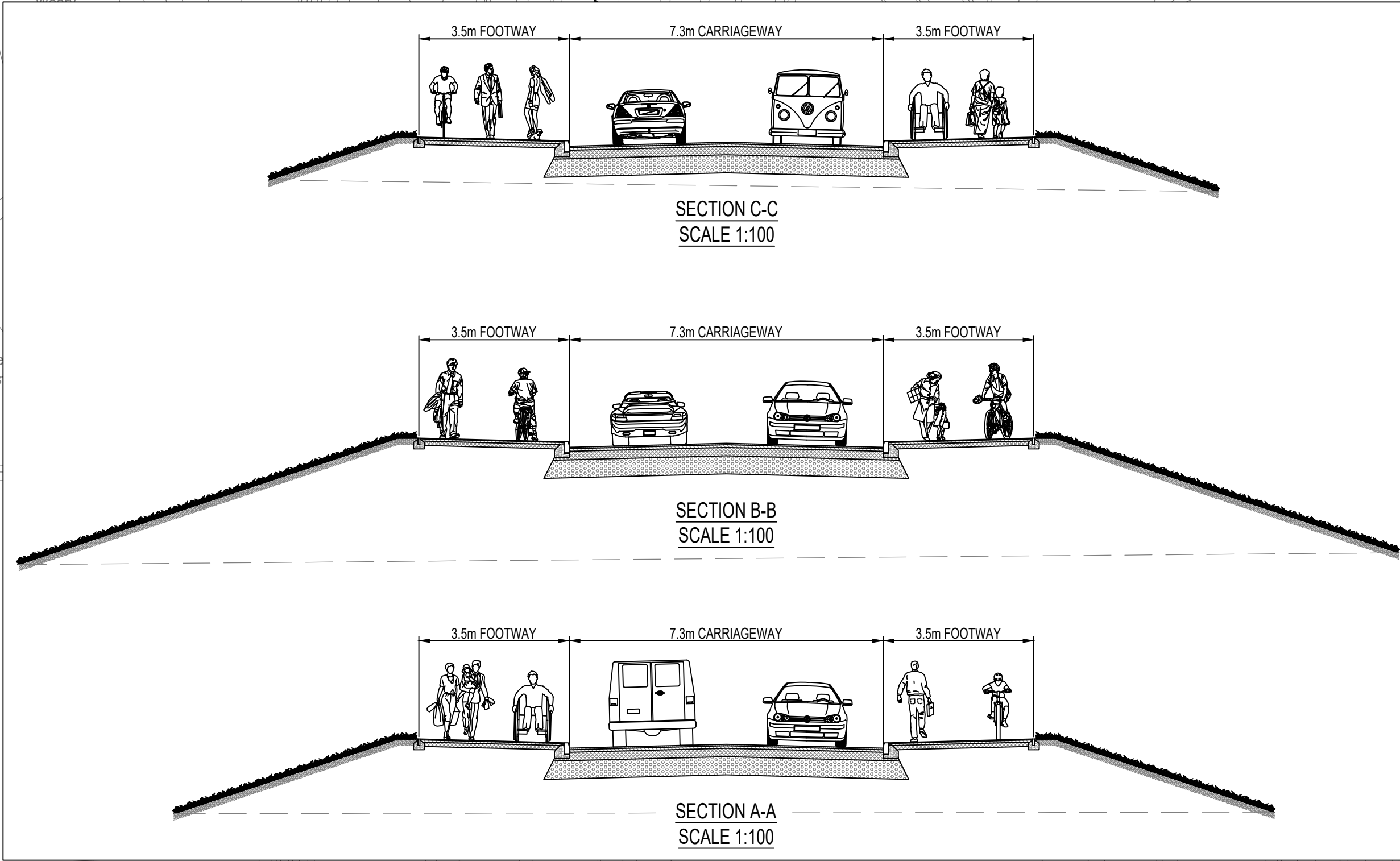
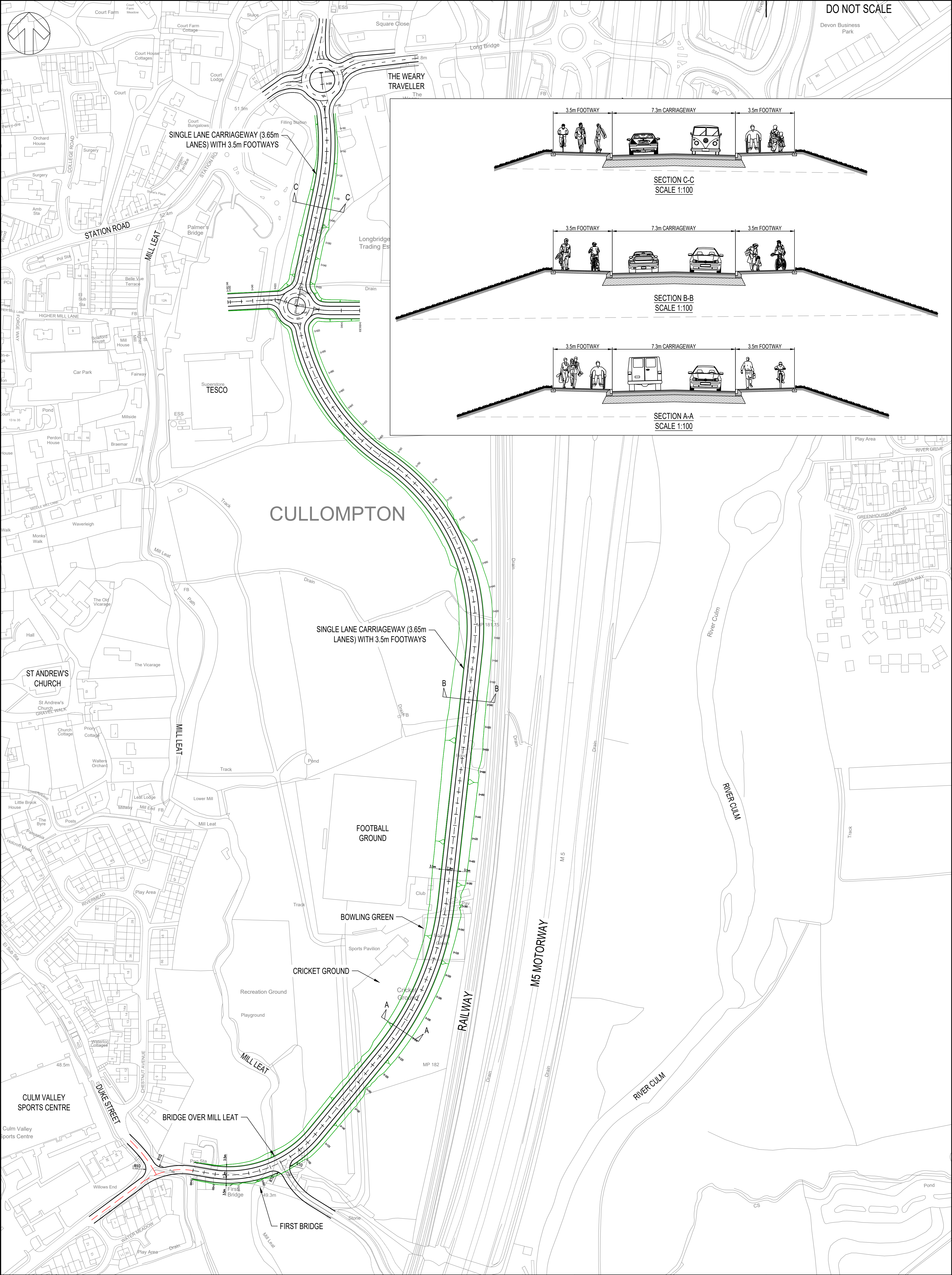
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CULLOMPTON TOWN CENTRE
RELIEF ROAD - ROUTE OPTIONS
REPORT

TITLE:

OPTION A - LAYOUT PLAN

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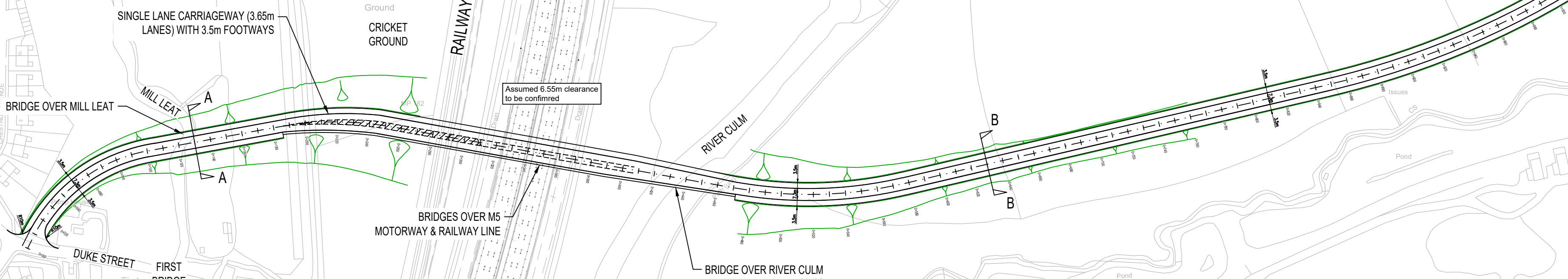
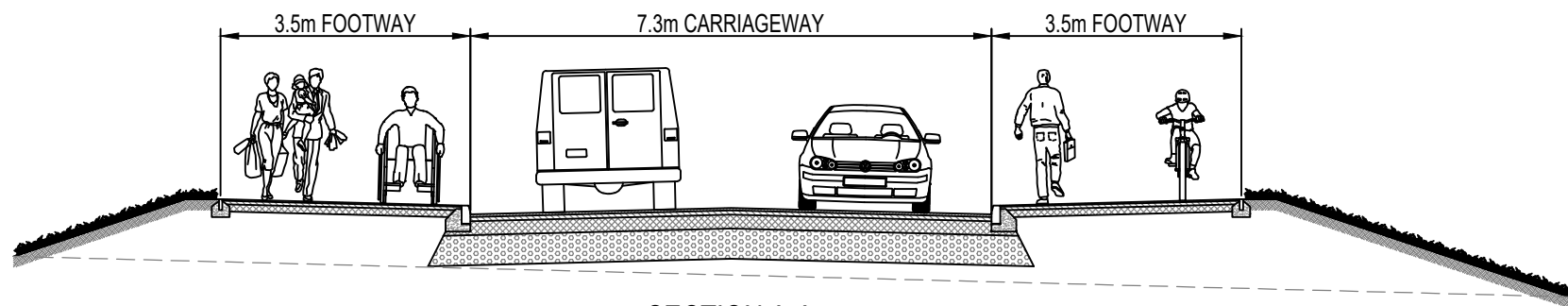
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RELIEF ROAD - ROUTE OPTIONS
REPORT

TITLE:

OPTION B - LAYOUT PLAN

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OPTION C - LAYOUT PLAN

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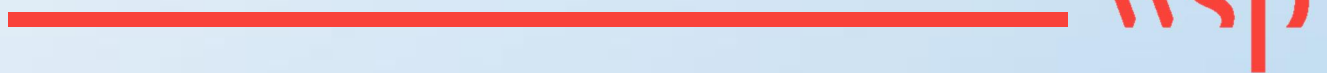
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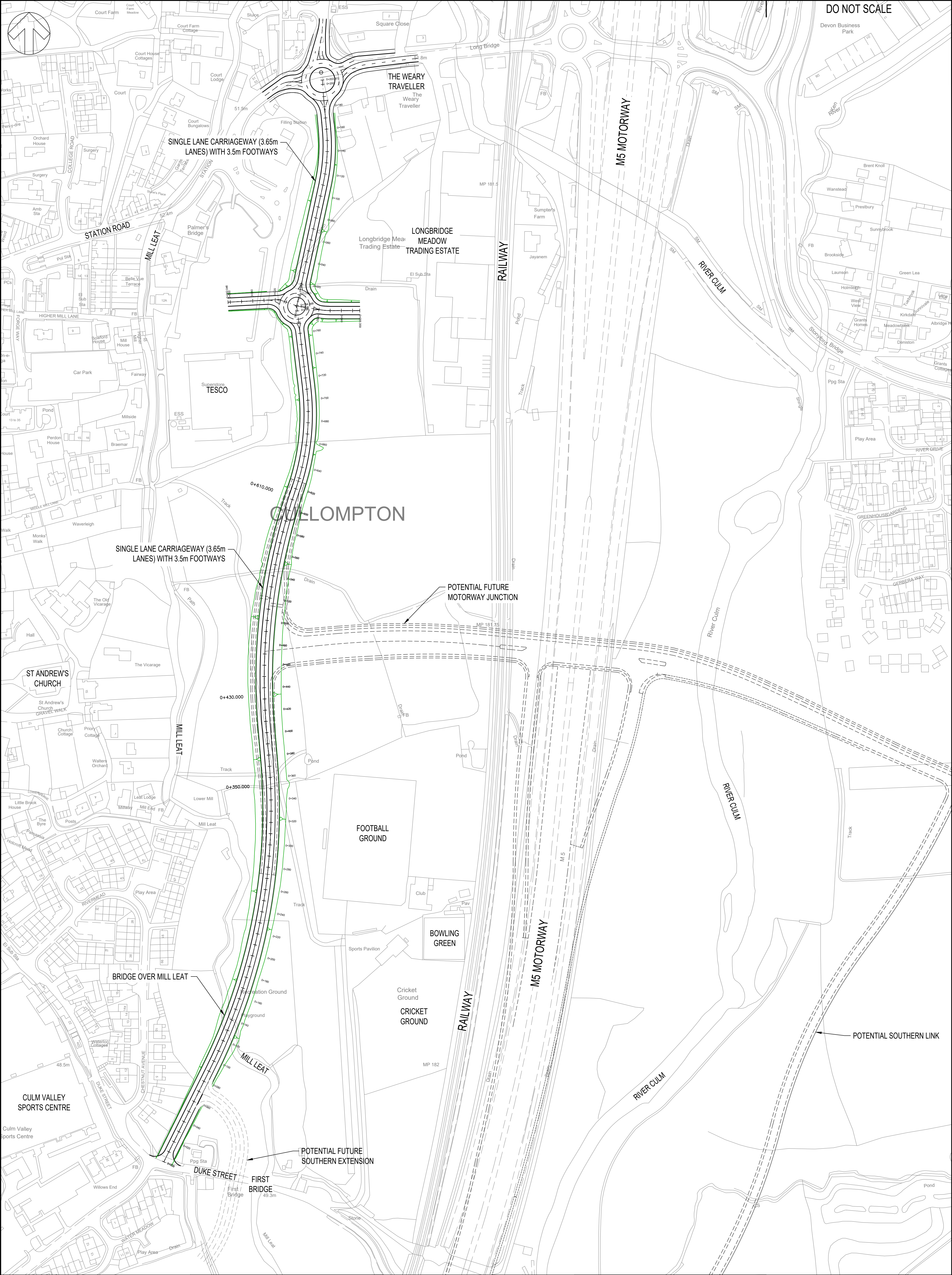
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Appendix C

ROUTE OPTIONS CONNECTIVITY



PLANS



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RELIEF ROAD - ROUTE OPTIONS
REPORT

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OPTION A1 - LAYOUT PLAN

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	PROJECT No: 70047809		DESIGNED: AMR	DRAWN: JY	DATE August 18	
TITLE: OPTION C1 - LAYOUT PLAN	DRAWING No: 70047809-OPTION C1					REV: P01
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RELIEF ROAD - ROUTE OPTIONS
REPORT

TITLE:

OPTION D1 - LAYOUT PLAN

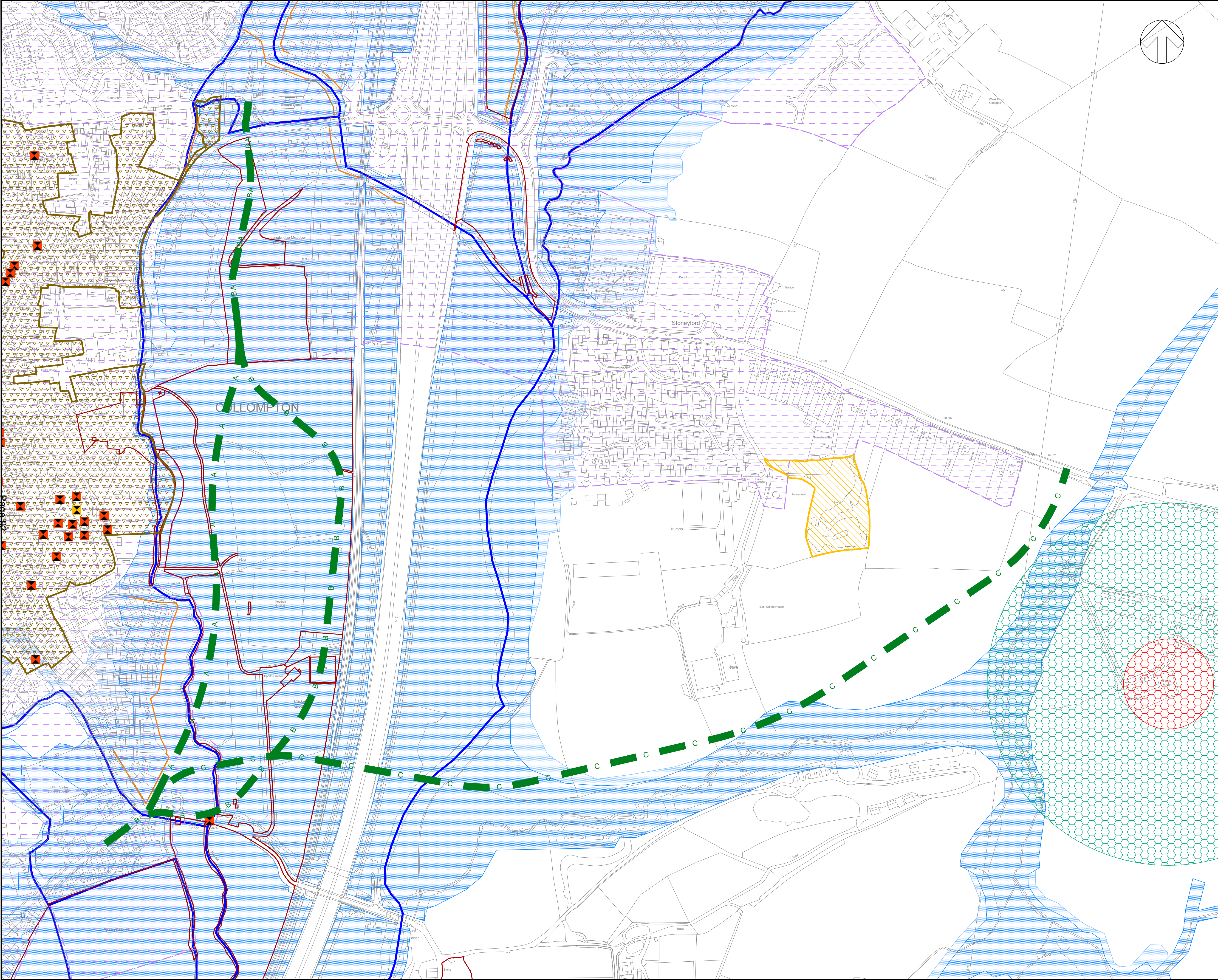
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70047809-OPTION D1				P01	
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Appendix D

ENVIRONMENTAL CONSTRAINTS



PLAN



File name: I:\UK\WSPGROUP\CONCENTRAL DATA\PROJECTS\J28\J280070047809 - CULLMPTON EASTERN DISTRIBUTOR ROAD - OPTIONS REPORTING\WSP\HIGHWAYS\DRAWINGS\22 DRAWINGS\2206\33\02 - By Yind, Joshua

DO NOT SCALE

Key

A

B

C

Flood Zone 2

Flood Zone 3

Main River

Flood Defense

Air Quality Management Area

Priority Habitats

Zone 1 - Nitrate Inner Protection Zone

Zone 2 - Nitrate Outer Protection Zone

Grade 1 Listed

Grade 2 Listed

County Wildlife Site

Conservation Area - Heritage

Option A

Option B

Option C

P02	15/08/2018	JU	HERITAGE CONSERVATION AREA ADDED	AS	10
P01	27/07/2018	JY	FIRST ISSUE	AS	10
REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT: MID DEVON DISTRICT COUNCIL

ARCHITECT:

SITE/PROJECT: J28 CULLMPTON EASTERN DISTRIBUTOR ROAD

TITLE: ENVIRONMENTAL CONSTRAINTS PLAN

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PROJECT NO: 70047809	DESIGNED: JY	DRAWN: JY
		DATE: August 18

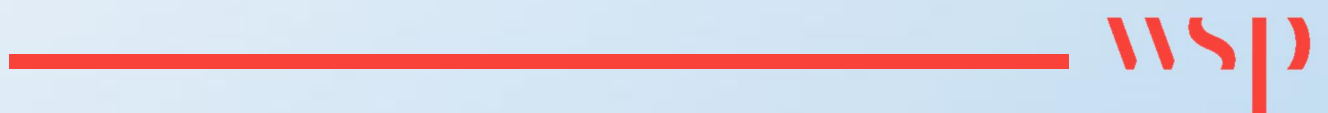
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REV: P02

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Appendix E

COMPARATIVE ENVIRONMENTAL



ASSESSMENT - BASELINE

1 COMPARATIVE ENVIRONMENTAL ASSESSMENT - BASELINE

1.1 AIR QUALITY

1.1.1. Baseline Conditions for all 3 Options

The Cullompton EDR is within the district of Mid-Devon. As part of the requirements of Local Air Quality Management (LAQM) as set out in Part IV of the Environment Act, Mid Devon District Council (MDDC) regularly review and assess air quality in the area and determine if the UK air quality objectives are likely to be achieved. Where an exceedance is considered likely the local authority must declare an Air Quality Management Area (AQMA) and prepare an Air Quality Action Plan (AQAP) setting out the measures it intends to put in place to move towards compliance with the UK objectives.

As a result of air quality monitoring and assessment across the region MDDC has declared two such AQMAs. In 2006, due to monitored exceedances of the annual mean objective for nitrogen dioxide (NO₂) concentrations at roadside locations within Cullompton, MDDC declared the Cullompton AQMA which encompasses the entire built up area of Cullompton. As such, the northern and southern most sections of the scheme lie within the Cullompton AQMA. MDDC is acting to improve air quality in these areas and across the region. These actions are described in the councils Air Quality Action Plan which was adopted in 2009. The measures adopted include the ongoing programme of monitoring pollutant concentrations in the area.

The pollutant concentration at any location has two components, namely a contribution from local sources and a contribution from more distant sources and pollutant transport. Defra provide background pollutant concentrations as a 1km x 1km grid for the UK. The background pollutant concentrations for NO₂ (12µg/m³, objective = 40µg/m³), PM₁₀ (16µg/m³, objective = 40µg/m³) and PM_{2.5} (10µg/m³, objective = 25µg/m³) are currently well within the relevant UK objectives for annual mean pollutant concentrations.

MDDC undertake nitrogen dioxide diffusion tube monitoring at 7 sites across Cullompton. The locations of these diffusion tubes, as well as the results of the monitoring undertaken, are presented in **Table 1**.

Table 1: MDDC Annual Mean NO₂ monitoring results (µg/m³, UK objective = 40, exceedances shown in bold)

ID	Site Name	XY OS Grid Reference	Site Type	2012	2013	2014	2015	2016
DT 7	Cullompton (Culm Lea)	303005, 107418	Roadside	-	-	-	-	17.43
DT 8	Cullompton (Police Station, Station Road)	302187, 107549	Roadside	27.24	32.06	27.42	24	28.62
DT 9	Cullompton (49 Station Road)	302289, 107591	Roadside	26.14	28.98	26.08	24.4	26.87

DT 10	Cullompton (15 Higher Street)	302129, 107595	Roadside	22.91	29.21	28.05	24.56	27.06
DT 11	Cullompton (17 High Street)	302092, 107446	Roadside	25.65	27.41	25.12	25.12	26.82
DT 12	Cullompton (HSBC)	302050, 107359	Roadside	-	-	-	-	32.40
DT 13	Cullompton (8 Fore Street)	302056, 107296	Roadside	-	-	-	38.49	43.21
DT 14	Cullompton (45 Fore Street)	302071, 107199	Roadside	32.42	33.16	34.12	32.53	36.43

Concentrations are generally within the UK objective, except for elevated concentrations along Fore Street and a single exceedance of the UK objective at DT 13 as a result of road traffic and proximity of sensitive locations to the roadside. Concentrations are generally lower further north and are well within the objective to the east at DT7, though limited data are available at this location.

1.2 NOISE

1.2.1. Option A

Baseline and Sensitive Receptors

The closest noise important area (NIA) to Option A is approximately 2.2 km to the north and is detailed below:

- IA_ID 3468: HA M5 at Willand (B3181)

Given the proximity of the M5, road traffic noise is likely to be the dominant noise source in the area. The strategic noise map contours published by the Department for Environment, Food and Rural Affairs (DEFRA) indicate that the LAeq, 16h noise level is in the range of 60-65 dB from traffic on the M5. The Exeter to Bristol mainline railway runs along adjacent to the M5 to the east of the option A route.

The area immediately surrounding the Option A route is primarily open fields with some retail/light industrial units to northern end. There is existing noise sensitive receptors (NSRs) to the west of the scheme in Cullompton. To the southern end of the route there are several outdoor recreational areas and educational facilities within 300 m of the route option.

1.2.2. Option B

Baseline and Sensitive Receptors

The closest noise important area (NIA) to Option B is approximately 2.2 km to the north and is detailed below:

- IA_ID 3468: HA M5 at Willand (B3181)

Given the proximity of the M5, road traffic is likely to be the dominant noise source in the area. The strategic noise map contours published by the Department for Environment, Food and Rural Affairs

(DEFRA) indicate that the LAeq, 16h noise level is in the range of 60-70 dB from traffic on the M5. The Exeter to Bristol railway runs along adjacent to the M5 to the east of the option B route.

The area immediately surrounding the Option B route is primarily open fields with some retail/light industrial units to northern end. There is existing noise sensitive receptors (NSRs) to the west of the scheme in Cullompton. To the southern end of the route there are several outdoor recreational areas and educational facilities within 300m of the route option

1.2.3. Option C

Baseline and Sensitive Receptors

The closest noise important area (NIA) to Option C is approximately 2.5 km to the north and is detailed below:

- IA_ID 3468: HA M5 at Willand (B3181)

Given the proximity of the M5 and A373 (Honiton Road), road traffic is likely to be the dominant noise source in the area. The Exeter to Bristol railway runs parallel to the western side of the M5.

The area immediately surrounding the Option C route is primarily open fields. There are individual NSRs near the route. To the eastern end of the route, on Honiton Road, there are several residential properties.

1.3 LANDSCAPE/TOWNSCAPE

1.3.1. Option A

Baseline and Sensitive Receptors

The scheme area lies predominantly within open green space between the east edge of Cullompton and the north-south running mainline railway. This area of land is the Cullompton Community Association's (CCA) Fields, which cover 32 acres (13 ha) and are a major recreational area for the town. Formed in 1970, the CCA purchased the fields and water meadows that are used by recreational and sports clubs, and for a variety of regular events, which include shows, a circus, whippet racing and a fireworks display.

The Fields comprise formal marked pitches for football, hockey, cricket and bowls, a children's play area with equipment to suit a range of ages, and meadows with surfaced tracks and mown grass paths, which are well used for dog walking and informal recreation.

The traffic on the M5 is a source of constant background noise, with trains passing regularly on the Bristol to Exeter mainline railway adding to the intrusion. The well treed boundaries and dense mature hedgerows within the Fields offer some sense of relative tranquillity within the area.

Landscape Character: National Level

The area falls within National Character Area (NCA) 148: Devon Redlands. Key relevant characteristics of this NCA include:

- Hilly landscape of villages, hamlets, farmsteads, hedge banks and winding lanes, cut through by steep-sided valleys with wide floodplains;
- Extensive urban development, roads and railways on the lower valleys and coasts; and
- Open flood meadows with little tree cover in the lower valleys...

Landscape Character: Local Level

At the local level, the area immediately east of the town falls within Mid Devon Local Character Type (LCT) 3C: Sparsely settled farmed valley floors. Key relevant characteristic of this LCT include:

- Low-lying flood plains of the lower reaches and broader parts of the river valleys. A medium to small scale landscape, characterised by relatively narrow strips of gently sloping or level land with a smooth surface topography.

Designations

St Andrew's Church, a Grade I listed building, is on the east edge of the town and the tower is a feature in many local views.

First Bridge, the Duke Street crossing of the Mill Leat, is Grade II listed.

Landscape Features

- The main branch of the River Culm flows north to south to the east of Cullompton and the M5. The Cullompton Leat, a mill leat that takes its water from the Stratford Stream, runs along the east edge of the town.
- There are several mature landmark oak trees, including some veteran trees, within the CCA Fields, both in hedgerows and as field trees.
- An oak tree avenue has been planted alongside the surfaced track running north to south through the central meadow.
- The vehicle access to the CCA Fields is lined by an avenue of mature tree specimens, including oak, sweet chestnut, robinia, and maples.
- Hedgerows in the area are mainly species rich with trees. Ash is the predominate species, with alder and willow near ditches and streams, and hazel, aspen, oak, hawthorn, field maple and sweet chestnut.
- There is an area of semi-natural woodland south of the B3181, east of the superstore.

Sensitive Receptors

Landscape receptors:

- Local landscape character;
- Mature trees, including landmark specimens and oak tree avenue;
- Meadowland; and
- Species rich hedgerows.

Visual receptors:

- Local residents in Chestnut Avenue, Rivermead, and WaterMeadow, Cullompton;
- Users of CCA recreational facilities; children's playground, football club, cricket club, hockey club, bowling club, army cadets, whippet club.
- Visitors to events on CCA Fields (e.g. dog shows/circus/whippet racing);
- Users of CCA informal open space, including dogwalkers on tracks, mown paths and meadows; and
- Users of public footpaths.

1.3.2. Option B

Baseline and Sensitive Receptors

The scheme area lies predominantly within open green space between the east edge of Cullompton and the mainline railway. This area of land is the Cullompton Community Association's (CCA) Fields, which cover 32 acres (13 ha) and are a major recreational area for the town. Formed in 1970, the CCA purchased the fields and water meadows that are used by recreational and sports clubs and for a variety of regular events, which include shows, a circus, whippet racing and a fireworks display.

The traffic on the M5 is a source of constant background noise, with trains passing regularly on the Bristol to Exeter mainline railway adding to the intrusion. The well treed boundaries and dense mature hedgerows within the Fields offer some sense of sense of relative tranquillity within the area.

Landscape Character: National Level

The area falls within National Character Area (NCA) 148: Devon Redlands. Key relevant characteristics of this NCA include:

- Hilly landscape of villages, hamlets, farmsteads, hedge banks and winding lanes, cut through by steep-sided valleys with wide floodplains;
- Extensive urban development, roads and railways on the lower valleys and coasts; and
 - Open flood meadows with little tree cover in the lower valleys...

Landscape Character: Local Level

At the local level, the area immediately east of the town falls within Mid Devon Local Character Type (LCT) 3C: Sparsely settled farmed valley floors. Key relevant characteristic of this LCT include:

- Low-lying flood plains of the lower reaches and broader parts of the river valleys. A medium to small scale landscape, characterised by relatively narrow strips of gently sloping or level land with a smooth surface topography.

Designations

St Andrew's Church, a Grade I listed building, is on the east edge of the town and the tower is a feature in many local views.

First Bridge, the Duke Street crossing of the Mill Leat, is Grade II listed.

Landscape Features

- The Cullompton Leat, a mill leat that takes its water from the Stratford Stream, runs along the east edge of the town.
- There are several mature landmark oak trees, including some veteran trees, within the CCA Fields, both in hedgerows and as field trees.
- The vehicle access to the CCA Fields is lined by an avenue of mature tree specimens, including oak, sweet chestnut, robinia, and maples.
- Hedgerows in the area are mainly species rich with trees. Ash is the predominate species, with alder and willow near ditches and streams, and hazel, aspen, oak, hawthorn, field maple and sweet chestnut.
- There is an area of semi-natural woodland south of the B3181, east of the superstore.

Sensitive Receptors

Landscape receptors:

- Local landscape character;
- Mature trees, including landmark specimens and mixed specimen tree avenue;
- Meadowland; and
- Species rich hedgerows.

Visual receptors:

- Local residents in Water Meadow, Cullompton;
- Users of CCA recreational facilities; children's playground, football club, cricket club, hockey club, bowling club, army cadets, whippet club.
- Visitors to events on CCA Fields (e.g. dog shows/circus/whippet racing);
- Users of CCA informal open space, including dogwalkers on tracks, mown paths and meadows; and Users of public footpaths

1.3.3. Option C

Baseline and Sensitive Receptors

The scheme area lies within the southern end of the open green space between the east edge of Cullompton and the mainline railway. This area of land is the Cullompton Community Association's (CCA) Fields, which cover 32 acres (13 ha) and are a major recreational area for the town. Formed in 1970, the CCA purchased the fields and water meadows that are used by recreational and sports clubs and for a variety of regular events, which include shows, a circus, whippet racing and a fireworks display.

The main length of this option lies east of the M5, within pastoral farmland.

Landscape Character: Local Level

At the local level, the study area immediately east of the town falls within Mid Devon Local Character Type (LCT) 3C: Sparsely settled farmed valley floors. Key relevant characteristics of this LCT include:

- Low-lying flood plains of the lower reaches and broader parts of the river valleys. A medium to small scale landscape, characterised by relatively narrow strips of gently sloping or level land with a smooth surface topography.

East of the River Culm, the study area falls within Mid Devon Local Character Type (LCT) 3E: Primarily managed as arable farmland with some areas of improved grassland, this is a traditional Devon landscape where the Redlands

Characteristics are superimposed on the rolling landform of the Culm giving great soil fertility. Key relevant characteristic of this LCT include:

- An agrarian landscape with medium to large scale field patterns;
- Hedgerow trees are infrequent within the type. Individual trees within amalgamated fields indicate the positions of lost hedges; and
- Views are highly variable. The landscape is semi-open with some long extensive views afforded from on top of hilltops. Where hedges are high views are mostly framed or confined with glimpses into and out only present from field gate openings.

Designations

St Andrew's Church, a Grade I listed building, is on the east edge of the town and the tower is a feature in many local views.

First Bridge, the Duke Street crossing of the Mill Leat, is Grade II listed.

Landscape features

- The main branch of the River Culm flows north to south, to the east of Cullompton and the M5.
- There are several mature landmark oak trees, including some veteran trees, within the CCA Fields, both in hedgerows and as field trees.
- The vehicle access to the CCA Fields is lined by an avenue of mature tree specimens, including oak, sweet chestnut, robinia, and maples.
- Hedgerows in the area, including field hedges east of the M5, are mainly species rich with trees. Ash is the predominant species, with alder and willow near ditches and streams, and hazel, aspen, oak, hawthorn, field maple and sweet chestnut.

Sensitive Receptors

Landscape receptors:

- Local landscape character;
- Mature trees, including landmark specimens and formal avenue;
- Meadowland and pasture; and
- Species rich hedgerows.

Visual receptors:

- Local residents in Chestnut Avenue, 7 – 9 Water Meadow, Cullompton, and in properties alongside the A373, Honiton Road, Stonyford;
- Users of CCA recreational facilities; children's playground, football club, cricket club, hockey club, bowling club, army cadets, whippet club;
- Visitors to events on CCA Fields (e.g. dog shows/circus/whippet racing);
- Users of CCA informal public open space, including dogwalkers on tracks, mown paths and meadows;
- Visitors to Upton Lakes and Lodges;
- Users of public footpaths; and
- Travellers on the M5.

1.4 SOCIO-ECONOMIC

1.4.1. Option A and B

Baseline and Sensitive Receptors

As explained in the Landscape/ Townscape section above, the scheme area lies predominantly within open green space between the east edge of Cullompton and the north-south running mainline railway. 32 acres of this green space is owned by the CCA and are a major recreational area for the town. Desk-based research has revealed that the following people/ groups/ organisations use the space:

- Cullompton Ranger Football Club;
- Cullompton Cricket Club;

- Cullompton Bowling Club;
- Culm Valley Hockey Club;
- Devon & Somerset Whippet Club;
- Army Cadets;
- CCA children's playground;
- Community car boot sales;
- Touring circus; and
- Dog walkers.

The fields are used by many members of the community as a place for walking, relaxation and recreational activities.

The CCA has plans to make the area a wildlife haven and the fields are classed as Priority Habitat in the soon to be adopted Mid Devon Local Plan 2013-2033. The CCA have produced their own Biodiversity Action Plan which will help to achieve this.

A Tesco superstore and Longbridge Meadow Trading Estate are located either side of the northern section of the site. The Weary Traveller pub is also present.

Although the CCA are promoting the importance of the area it is designated for the Town Centre Relief Road under Policy CU19 of the emerging Local Plan.

1.4.2. Option C

Baseline and Sensitive Receptors

Option C would start in the same position as Option A and B, however would continue east over the M5 motorway. Land immediately east of the M5 is flood plain associated with the River Culm which flows north to south parallel to the M5. Beyond that is farmland, however the land is allocated for mixed use development in the emerging Mid Devon Local Plan 2013-2033 (Policy CU7-CU12).

1.5 GEOTECHNICAL AND CONTAMINATION

1.5.1. Option A and B

Baseline and Sensitive Receptors

- There is no recorded history of contamination or sensitive geological receptors.
- There are several water sources which are located within or flow through the site. A leat flows from north to south through the open green space. A flood relief stream for the leat flows from west to east through the middle of the green space. There is no recorded history of pollution incidents associated with these water courses.
- The southwest rail mainlines and M5 motorway form the eastern boundary of the site. These are both potential sources of contamination.
- The site sits within the River Culm flood plain.
- Historical mapping shows the land being used for farming.

1.5.2. Option C

Baseline and Sensitive Receptors

- There is no recorded history of contamination or sensitive geological receptors.
- The north-eastern section of the route is within 50m of Nitrate Vulnerable Zone.

- Land east of the M5 is Grade 3a agricultural Land.
- Historical mapping shows the land being used for farming.

1.6 ARBORICULTURE

1.6.1. Option A

Baseline and Sensitive Receptors

- There are several mature landmark oak trees, including some veteran trees, within the CCA Fields, both in hedgerows and as field trees.
- An oak tree avenue has been planted alongside the surfaced track running north to south through the central meadow.
- The vehicle access to the CCA Fields is lined by an avenue of mature tree specimens, including oak, sweet chestnut, robinia, and maples.
- Hedgerows in the area are mainly species rich with trees. Ash is the predominate species, with alder and willow near ditches and streams, and hazel, aspen, oak, hawthorn, field maple and sweet chestnut.
- There is an area of semi-natural woodland south of the B3181, east of the superstore.

1.6.2. Option B

Baseline and Sensitive Receptors

- There are several mature landmark oak trees, including some veteran trees, within the CCA Fields, both in hedgerows and as field trees.
- The vehicle access to the CCA Fields is lined by an avenue of mature tree specimens, including oak, sweet chestnut, robinia, and maples.
- Hedgerows in the area are mainly species rich with trees. Ash is the predominate species, with alder and willow near ditches and streams, and hazel, aspen, oak, hawthorn, field maple and sweet chestnut.
- There is an area of semi-natural woodland south of the B3181, east of the superstore

1.6.3. Option C

Baseline and Sensitive Receptors

- There are several mature landmark oak trees, including some veteran trees, within the CCA Fields, both in hedgerows and as field trees.
- The vehicle access to the CCA Fields is lined by an avenue of mature tree specimens, including oak, sweet chestnut, robinia, and maples.
- Hedgerows in the area, including field hedges east of the M5, are mainly species rich with trees. Ash is the predominant species, with alder and willow near ditches and streams, and hazel, aspen, oak, hawthorn, field maple and sweet chestnut.

1.7 ECOLOGY

1.7.1. Option A

Baseline and Sensitive Receptors

Option A runs through cultivated/ disturbed land – amenity grassland. The amenity grassland consists of play areas and sports fields and the habitat had low botanical diversity and value for protected species

was limited. The scheme runs through mixed woodland which is semi-natural. At this site, mature mixed woodland was present and comprises of deciduous and leylandi trees that are used as curtilage between playing fields and screening from the motorway and the railway line. To the north of the site there is semi-improved grassland covering approximately 7 Ha that include common species such as greater plantain, ribwort plantain, perennial rye-grass, Yorkshire fog, and common sorrel. The route also cuts through hedges with trees that are species rich. The hedgerows comprise of mature well-established trees and are identified as having significant ecological value to the site. There is a tributary of the River Culm runs traverses the west boundary and south-west section of the site. This stream is heavily lined and shaded by deciduous trees on both banks, here the proposed route crosses over the stream.

The wider environment was assessed as high value for bats with a large network of fields, hedgerows and woodland, as well as roosting opportunities in nearby structures. The grassland and woodland provided moderate potential for foraging bats, with the mature trees having high potential for roosting bats. The site was also assessed as having a moderate to high value for birds, with the scrub, grassland and woodland providing suitable nesting and feeding opportunities. The site location was assessed as having a moderate value for reptiles, (the grassland tussocks and scrub fringes) and invertebrates (white clawed crayfish). There was no sign of badgers on site, however the overall site was assessed to hold potential for foraging badgers, hedgehogs and the River Culm had the potential to support otter and water voles. The pond on site provided potential for breeding habitat for great crested newts.

1.7.2. Option B

Baseline and Sensitive Receptors

Option B also runs through hedgerows that are species rich with mature well-established trees that are identified as having a significant ecological value to the site. This proposed route also runs through mature mixed woodland that comprises of deciduous and leylandi trees that are used as curtilage between playing fields and screening from the motorway and the railway line. To the north of the site there is semi-improved grassland covering approximately 7 Ha that include common species such as greater plantain, ribwort plantain, perennial rye-grass, Yorkshire fog, common sorrel and patches of yellow rattle. The proposed scheme also cuts through hard standing concrete and a few buildings that are mostly used as changing facilities. There is a tributary of the River Culm runs traverses the west boundary and south-west section of the site. This stream is heavily lined and shaded by deciduous trees on both banks, here the proposed route crosses over the stream.

The wider environment was assessed as high value for bats with a large network of fields, hedgerows and woodland, as well as roosting opportunities in nearby structures. The grassland and woodland provided moderate potential for foraging bats, with the mature trees having high potential for roosting bats. The site was also assessed as having a moderate to high value for birds, with the scrub, grassland and woodland providing suitable nesting and feeding opportunities. The site location was assessed as having a moderate value for reptiles, (the grassland tussocks and scrub fringes) and invertebrates (white clawed crayfish). There was no sign of badgers on site, however the overall site was assessed to hold potential for foraging badgers, hedgehogs and the River Culm had the potential to support otter and water voles. The pond on site provided potential for breeding habitat for great crested newts.

1.7.3. Option C

AWAITING PHASE 1 ECOLOGY SURVEY FROM ETHOS. AVAILABLE OCTOBER 2018.

1.8 HISTORIC ENVIRONMENT

1.8.1. Option A, B and C

Baseline and Sensitive Receptors

First Bridge is a grade II listed structure that is located right where the proposed route begins and crosses over the tributary of the River Culm.

St Andrew's Church, a Grade I listed building, is on the east edge of the town and the tower is a feature in many local views.

A large portion of the built form of Cullompton to the west of the site forms the Cullompton Conservation Area.

1.9 WATER ENVIRONMENT

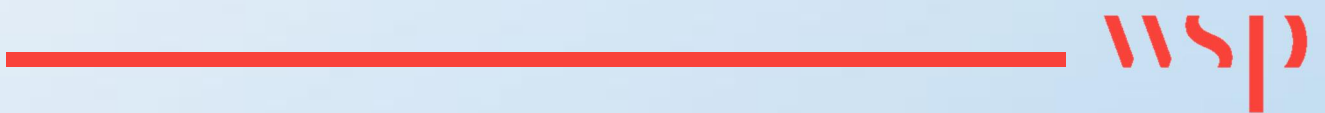
1.9.1. Option A, B and C

Baseline and Sensitive Receptors

AWAITING INFORMATION FROM ARCADIS

Appendix F

LAND IMPACT ASSESSMENT



1 LAND IMPACT ASSESSMENT

1.1 OPTION A

The proposed layout of Option A will affect approximately 7 known areas of registered and unregistered land according to the Land Registry information provided. The initial proposed area of the scheme is 27,800m², the majority of which is located within the CCA land; however, the scheme land take in this area is approximately 10% of the total area. An approximate impact on the affected land owners can be seen in Table 1.

Table 1 : Option A Land Owner Summary

Land Owner	Approximate land take (m ²)	Approximate % of land affected
3	365	12
4	8,950	15
5	4,000	30
6	140	5
7	40	100
10	500	7
18	14,000	10

The proposed layout primarily affects areas of greenfield where no development currently exists, though these areas are currently for recreational purposes for the town. The north of the proposed development has more impact on developed areas such as the existing roundabout expansion however these areas are not thought to have significant compensatory requirements

1.2 OPTION B

The proposed layout of Option B will affect approximately 12 known areas of registered and unregistered land according to the Land Registry information provided. The initial proposed area of the scheme is approximately 28,400m², the majority of which, as in Option A, falls within undeveloped recreational areas for the town. This Option also has a significant impact on the existing bowling and cricket grounds. An approximate impact on the affected landowners can be seen in Table 2.

Table 2 : Option B Land Owner Summary

Land Owner	Approximate land take (m ²)	Approximate % of land affected
1	100	15
2	650	23
3	365	12
4	9200	16
5	720	6
6	140	5

7	40	100
10	500	7.00
11	230	2
12	1300	70
18	15,000	11
19	3150	30

To the north of the proposed roundabout near the supermarket location, Option A and B have similar impacts on the existing developments. Option B has a lesser impact on the CCA fields to its alignment differences however it has significantly more impact on the existing bowling green, cricket ground, and associated buildings. These will be required to be demolished for the proposed alignment to be constructed and therefore will require more land compensatory requirements than Option A. Consideration will also be required for the impact on the whippet track and the access onto Duke Street the South West Water pumping station location.

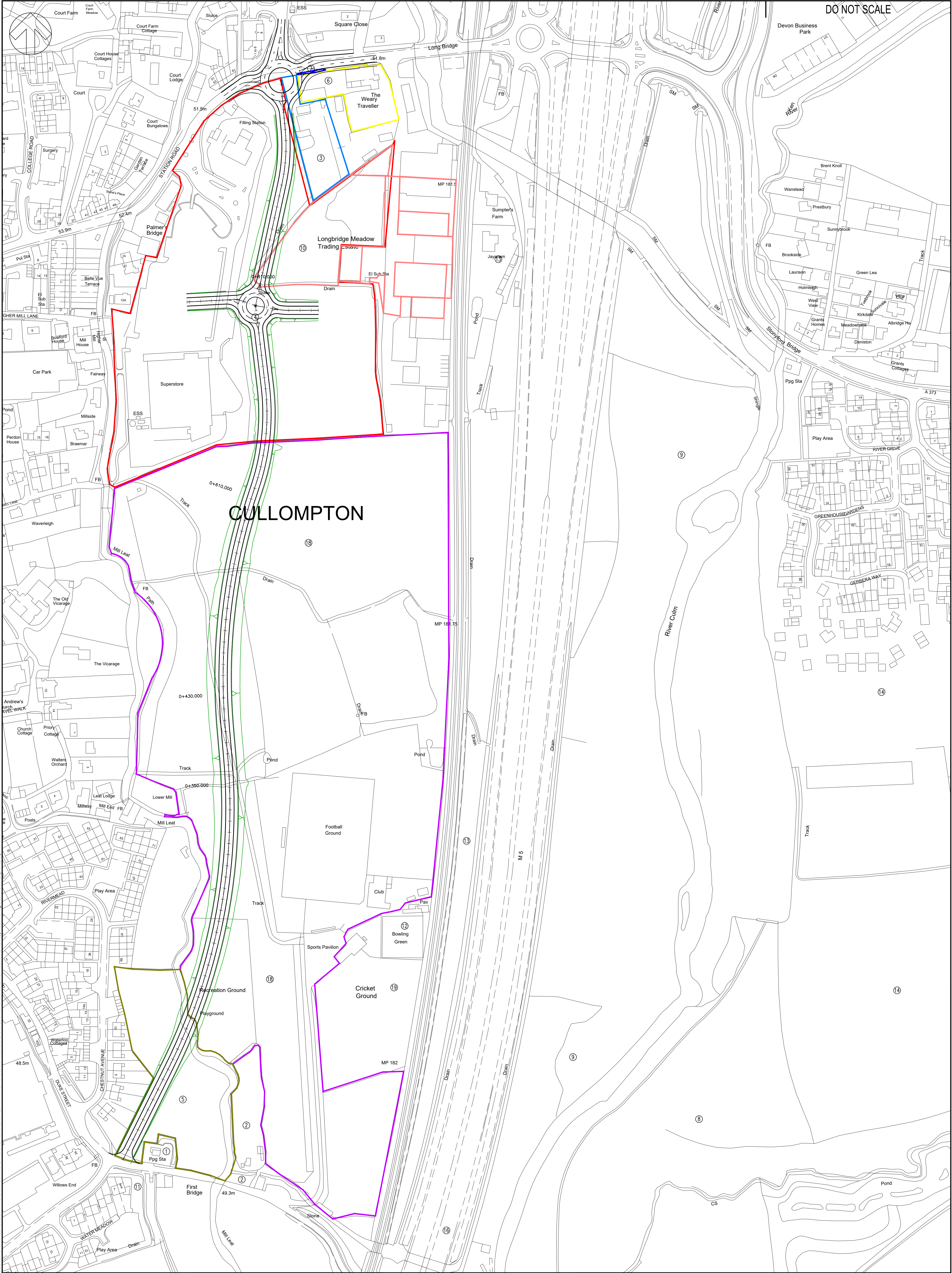
1.3 OPTION C

The proposed layout of Option C will affect approximately 11 known areas of registered and unregistered land according to the Land Registry information provided. Most of these areas are greenfield or agricultural land, with the exception of the proposed crossing of the railway and the M5 corridor. The total estimated area of the scheme is approximately 40,000m². An approximate impact on the affected landowners can be seen in Table 3.

Table 3: Option C Land Owner Summary

Land Owner	Approximate land take (m ²)	Approximate % of land affected
2	950	35
5	720	6
8	7000	14
9	2000	1.5
13	395	2
14	5300	3
15	2100	8
16	1200	13
17	2100	8
18	3900	3
19	2400	24
Unidentified	12000	N/A

The proposed layout primarily affects areas which are not developed or areas of agriculture and therefore compensatory requirements to the land owners will need to be agreed in accordance with the specific land uses. As with Option B, public consultation will also ascertain the impact of the scheme on the existing whippet track, and South West water will need to be consulted with regards to the location of the pumping station.



DO NOT SCALE

P01	16/08/18	JY	FIRST ISSUE	KT	10
REV	DATE	BY	DESCRIPTION	CHK	APP
DRAWING STATUS:					
I - FOR INFORMATION					



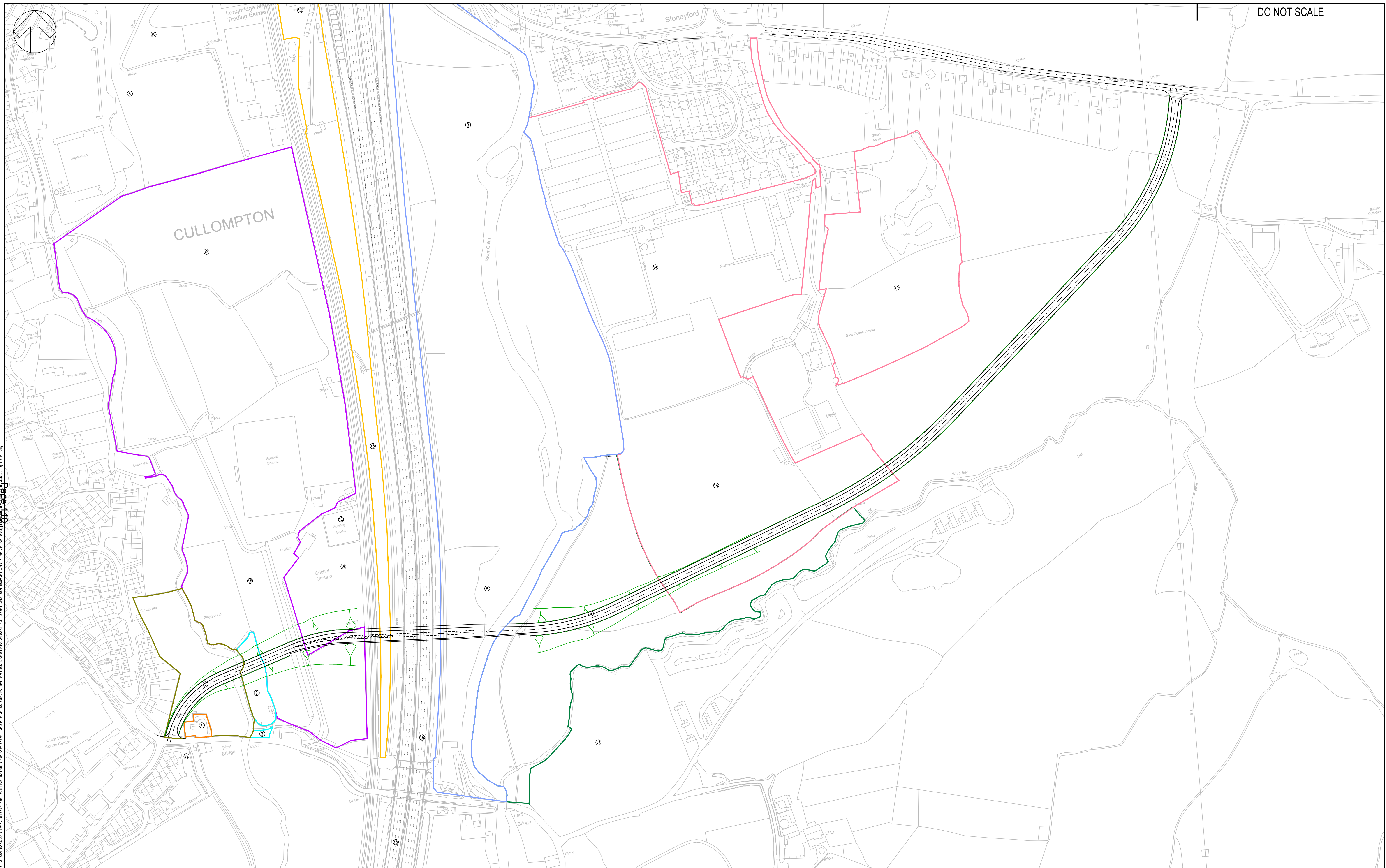
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PROJECT: CULLOMPTON TOWN CENTRE RELIEF ROAD - ROUTE OPTIONS REPORT

TITLE: OPTION A - LAND OWNERSHIP PLAN

SCALE @ A1: 1500	CHECKED: AMR	APPROVED: TO
PROJECT No: 70047809	DESIGNED: JY	DRAWN: JY
DATE: 26/06/18		REV: P01
DRAWING No: 70047809-OPTION A - LAND PLAN		
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P01	16/08/18	JY	FIRST ISSUE	KT	TO
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS:

S2 - FOR INFORMATION



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PROJECT: CULLOMPTON TOWN CENTRE RELIEF ROAD -
ROUTE OPTIONS REPORT

TITLE: OPTION C - LAND OWNERSHIP PLAN

SCALE @ AT: 1:2000	CHECKED: AMR	APPROVED: TO
PROJECT No: 70047809	DESIGNED: JY	DRAWN: JY
		DATE: 26/06/18
DRAWING No: 70047809-OPTION C - LAND PLAN		REV: P01
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CABINET
30 AUGUST 2018

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

REVIEW OF THE BLACKDOWN HILLS AREA OF OUTSTANDING NATURAL BEAUTY MANAGEMENT PLAN 2014-2019

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

Reason for Report: Mid Devon District Council together with other local authorities have authorised the Blackdown Hills AONB Partnership to undertake a review of the Management Plans for the AONB by April 2019, as required under Section IV of the Countryside and Rights of Way Act 2000.

This report is to update Members on the proposed review of the Blackdown Hills (AONB) Management Plan and to seek approval to undertake public consultation in that respect.

RECOMMENDATION:

That the public consultation on the review of the Blackdown Hills AONB Management Plan be agreed.

Relationship to Corporate Plan: The AONB Management Plan is relevant to all 4 corporate priorities: economy, homes, community and environment and in particular to Aim 3 Environment - protecting the natural environment and Aim 3 Homes – planning and enhancing the built environment.

Financial Implications: The cost of reviewing the management plan is being met as part of the AONB service's core functions, for which Defra contribute 75% of the funding; the remaining 25% is provided between all the local authorities on the Partnership and these contributions are set out formally in a Memorandum of Understanding from 2016/17 -2019/20.

Legal Implications: There is a legal duty under the Countryside and Rights of Way Act 2000 to ensure AONB Management Plans are periodically reviewed. The current review process meets that responsibility.

Risk Assessment: Risks associated with the Management Plan can be categorised as reputational, relating to not undertaking full public consultation; legal, relating to not having statutory plans in place to ensure effective management of the AONB; and financial, related to lack of strategic context for making funding bids to deliver activity.

Equalities Assessment: AONB Management Plans are subject to Equality Impact Assessment. This will be drafted and subject to consultation alongside the management plan itself.

1.1 Under Part IV of the Countryside and Rights of Way (CROW) Act 2000, Mid Devon District, together with other local authorities, is required to produce a

Management Plan for the Blackdown Hills AONB; initially by 1 April 2004 and then review it at intervals of not more than five years thereafter. The review for the 2014-19 Plan therefore needs to be completed by April 2019. Along with all other relevant local authorities, Mid Devon District Council has authorised the Blackdown Hills AONB Partnership to carry out this duty on its behalf; this work has been co-ordinated by the AONB team as part of its core functions.

- 1.2 The CROW Act 2000 and subsequent guidance from Natural England/Defra and National Association for AONBs provides advice on the scale, nature and content of Management Plans. A Management Plan should serve to highlight a shared vision for the AONB and contain objectives, policies and targets for the delivery of the Plan. The delivery of the Plan is dependent on the actions of a range of partner organisations and subject to availability of funding from the local authorities, Defra and other parties.
- 1.3 The review of the Blackdown Hills AONB Management Plan is following established guidance to ensure a broadly consistent approach both nationally and locally. In line with others, the AONB Partnership agreed that the current review should be conducted with a 'light touch' approach, building on the existing common format and structure of the current plans across Devon, and recognising the uncertainties around the UK relationship with the EU and potential changes over the next five-year period, particularly in environmental policy and programmes. However, the reviewed plan also needs to reflect changes in the statutory and legislative background, new ways of partnership working and current/developing policy and issues e.g. the Government's 25-year Environment Plan, including the review of National Parks and AONBs and public health/well-being agendas for example.
- 1.4 To identify key matters and considerations, the past year has seen a period of review with key partners and Partnership members in advance of a wider public consultation on a draft plan. The briefing note at **Appendix A** summarises the review process and proposed approach to content and structure of the new plan. The consultation draft of the Management Plan is currently being prepared and the local authorities are being requested to confirm that they are content with the review process and endorse the structure and outline content of the Draft Plan for consultation.
- 1.5 A 6-week public consultation is proposed to be carried out between late September and November 2018. Account will be taken of the feedback and comments and a final draft version will be produced for consultation with the statutory consultees, Natural England. Following this, the AONB Management Plan will be finalised and local authorities will be asked to adopt the Plan by March 31st 2019.
- 1.6 Approved to undertake public consultation in connection with this review has already been resolved by East Devon District Council (11th July 2018) and DCC (East Devon Locality County Committee 12th July 2018).

Contact for more Information:

Jenny Clifford, Head of Planning Economy & Regeneration.

	01884 0234346 jclifford@middevon.gov.uk
Background papers:	Blackdown Hills AONB Management Plan 2014-19 https://blackdownhillsaonb.org.uk/wp-content/uploads/2018/03/blackdown-hills-aonb-management-plan-2014-19.pdf
File reference	None
Circulation of the Report:	Councillor Richard Chesterton, Cabinet Member for Planning and Regeneration

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Blackdown Hills Area of Outstanding Natural Beauty Management Plan Review Briefing Paper Summer 2018

The review process (Sept 2017 – August 2018)

- Identification of new issues/what's changed since preparing the current Plan
- Online questionnaire to the Partnership and wider stakeholders
- Management Plan consultation workshop for Stakeholders
- Management Plan discussions held at other Blackdown Hills AONB workshops and groups, for example Community Heritage Forum, Biodiversity working group
- Discussions with the other Devon and Somerset AONBs
- 'State of the Blackdown Hills' produced reporting on 'measuring progress indicators' in current Plan and drafting new indicators
- Liaison with DCC Environment and Sustainability Policy Officer on Strategic Environmental Assessment (SEA) of plan
- Commissioned support for planning guidance content in response to stakeholder views on using the management plan in the planning system

Key messages from consultation and feedback

- Reduce length of document
- Make it simple to pick out key points
- More of a focus on delivery
- Secure commitment from partnership

Proposed Structure and Content

2014 - 2019	2019 - 2024	Remarks
Local context maps	Vision statement	<i>Opening section to be common format with Devon AONBs</i>
Contents	Contents	
Ministerial and AONB foreword	Local context maps	
Introduction/purpose of plan	Ministerial and AONB foreword	
Special qualities	Introduction/purpose of plan	
Context: the broader picture	AONB Key facts/special qualities	
Vision statement		
Management Framework	Management Framework	
Theme 1: Landscape	Theme 1: Place	<i>Topics to remain the same. Content reduced by addressing repetition and moving material to annexe/background evidence</i>
Theme 2: Sustainable development	Theme 2: People	
Theme 3: Communication and management	Theme 3: Working together	
Implementation and review	Delivery	<i>Extended section to include indicators and Strategic delivery tables</i>
Appendices	Appendices (reduced number)	<i>Material moved to annexe/background evidence</i>
Separate Delivery Plan		

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CABINET
30TH AUGUST 2018

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

CULM GARDEN VILLAGE – GOVERNANCE, DECISION MAKING AND UPDATE ON PROJECT PROGRESS AND PROPOSED CHANGES TO GOVERNANCE THROUGH REFINED DECISION MAKING POWERS OF THE DELIVERY BOARD

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

Reason for Report:

1. To provide an update on the implementation of the Culm Garden Village governance arrangements since the Cabinet decision of July 2017;
2. To establish clear lines of decision making for the project going forward taking into account the governance arrangements previously established and in particular the role and function of the Culm Garden Village Delivery Board; and
3. To provide an update on project progress and identify key areas of focus and work for the next 12 months.

RECOMMENDATION:

1. **That project progress and implementation of the previously agreed governance arrangements be noted.**
2. **That the decision making powers and framework for the Culm Garden Village project and its Delivery Board as set out in 2.3.7 and 2.3.8 be agreed.**

Relationship to Corporate Plan: The garden village project contributes to all four corporate priorities of economy, homes, community and environment and is central to the delivery of many of aims identified within the Corporate Plan. It is a significant strategic project with a national profile.

Financial Implications: This significant project requires financial resources to continue progress towards delivery. Three tranches of capacity funding for it have been awarded by the Government to date with a further capacity funding bid for the current year having recently been submitted. The outcome of this latest bid is awaited. Continued financial support from capacity funding is critical to adequately resource the project and advance its progress in line with the Council's place making aspirations and the meet the Government's requirements.

In January 2018 the Council also received notification of its success in being awarded £10m from the Government's Housing and Infrastructure Fund towards delivery of highway infrastructure in Cullompton. This funding is currently being considered in more detail through the Homes England due diligence process and if receiving final confirmation, is to be utilised to deliver the Cullompton town centre relief road. The Council also intends to seek funding from other sources including

Government capital programmes in order to help deliver infrastructure associated with the project including the provision of a railway station. Ensuring a fit for purpose the governance structure and decision making framework for the project is critical.

Legal Implications: None anticipated at this time as a result of the governance structure in place other than the amendments to the Delivery Board's terms of reference and decision making powers as set out below. Legal implications could arise in the future should changes be proposed to take on development corporation type powers. This is not currently being proposed.

Risk Assessment: Robust, suitable and appropriate governance arrangements for the garden village are necessary to drive project progress, allow it to operate efficiently and to build relationships with the local community and stakeholders. Effective governance arrangements will also ensure that best use is made of grant money and funding opportunities. The governance arrangements provide a structure within which the project will develop and be accountable.

Equality Impact Assessment: No equality issues are identified for this report at this stage. As the project goes forward it will need to consider the views from representatives from protected groups that the project has the potential to impact upon.

1.0 BACKGROUND

- 1.1 Culm Garden Village was awarded garden village status by the Government in January 2017. Background to this was summarised and included within the report considered by Cabinet on 6th July 2018. Since then, a significant amount of work has been done to progress the project and a number of key milestones have been reached.
- 1.2 The first part of this report provides an update on the implementation of the governance arrangements for the project to date and sets out proposed refinements to the decision making powers of the Culm Garden Village Delivery Board. For clarity, these are set out alongside the decision making powers that would be retained by the Council.
- 1.3 The second part of the report describes the progress made in key areas of the wider project and identifies the focus of work looking forward over the next 12 months (and beyond). The updates and forward look are set out under four main headings: Policy and Strategic Planning; Governance and Project Team; Masterplanning and Design Quality; Infrastructure Delivery and Funding.
- 1.4 One of the key milestones in the delivery plan for the project was to establish a governance framework for the Garden Village, including setting up a Delivery Board. At the meeting on 6th July 2017 Cabinet approved the governance structure and granted delegated authority as follows:

'Delegated authority be given to the Chief Executive and Legal Services Manager and Monitoring Officer in consultation with the Leader to prepare initial governance documents for approval at the first meeting of the Delivery Board.'

1.5 The first meeting of the Delivery Board took place on 21st July 2017 with subsequent meetings approximately 6 monthly thereafter. The agreed governance arrangements recommend an annual review of the Board's composition and role. The second part of this report reviews the composition, role and decision-making powers of the Delivery Board and recommends refinements to the Board's terms of reference.

2.0 **GOVERNANCE UPDATE AND DECISION MAKING FRAMEWORK FOR THE CULM GV PROJECT**

2.1 The Cabinet Report of 6th July 2017 is the basis of the current governance arrangements for the project and included a structure and explanation of each component of the structure, including the Delivery Board, Community/Stakeholder Forum, Landowner/Developer Forum and Project Team. Cabinet approved that report in July 2017. The diagram at **Appendix A** sets out the previously agreed governance structure together with an indication of linkages. These governance arrangements have now been implemented and are working well.

- The **Community/Stakeholder Forum** has enabled a high level of community involvement in the project. Community engagement through the Forum has been extensive and highly valuable in ensuring the project continues to be locally led. Key areas of focus for the group so far have been: developing and refining the local vision and ambitions; looking at site constraints and opportunities to feed into the masterplanning process; and identifying areas of focus for the first working groups. The Forum will continue to be involved as the project progresses.
- A **Landowner/Developer Forum** has been set up to bring together landowner representatives to focus on delivering the garden village. The forum is well attended. The landowner group will be part of a Working Group to consider innovative delivery mechanisms.
- The **Project Team** focuses on driving the project forward, including implementing the Project Plan. The Project Team currently consists of the Project Management Lead and one Mid Devon Planning Officer. Capacity funding is being sought to enable the Project Lead to continue in the role and for the Project Team to expand. Whilst significant progress has been made with the project, additional resource is required to deliver the project to its ambitious timescales, in particular in relation to: progressing planning policy and applications; transport issues given the significance of the Motorway Junction and Relief Road to the overall scheme delivery and its acceleration; urban and landscape design input into the masterplanning process; and communications support which will be key to maintaining and growing local and community support for the Garden Village.
- To ensure the project delivers its ambitions, it is anticipated that a number of **Working Groups** will need to be set up, initially focusing on sport and recreation, health and wellbeing, self/custom build and modern construction techniques, developing a "Smart" garden village, employment and innovative delivery mechanisms.

2.2 The governance arrangements provide for a Garden Village Delivery Board with overall responsibility for delivery of the project. The Board is accountable for the success of the project and has responsibility and authority for project delivery. The following paragraphs of this report review the composition, role and decision-making powers of the Delivery Board and recommends refinements to the Board's Terms of Reference.

2.3 **Role, Purpose and Function of the Delivery Board**

2.3.1 The Cabinet Report of 6th July 2017 described the Board as having:

“Overall responsibility for the delivery of the project. It will be accountable for the success of the project and have responsibility and authority for the project delivery.”

2.3.2 That report was accompanied by appendices which provided more details. In terms of the role, purpose and function, those further details indicated that the Board would:

- Champion the Garden Village and its delivery and reporting to respective corporate management teams and elected members to ensure corporate support and buy in;
- Facilitate and promote joined up delivery and to engage with and secure support at a strategic level from key stakeholders and partners for the delivery of the Garden Village;
- Set the overall direction of the project;
- Monitor overall progress;
- Ensure appropriate resources are in place;
- Make decisions on strategic issues and resolve showstoppers; and
- Provide 'upwards' high level liaison into existing/emerging sub-regional forums.

2.3.3 It is not proposed to fundamentally change the established role, purpose or functions of the Board, with the exception of potentially strengthening a key purpose of the Board as being to 'steer' the overall delivery of the Garden Village. This is because the actual delivery and the decisions that drive such delivery (e.g. new roads or junctions and related funding or planning applications/permissions) will continue to be taken by other bodies such as MDDC through the usual statutory processes and planning decision making routes.

Board Composition / Membership

2.3.4 The composition and membership of the Board has evolved slightly since its original inception to include representation from Highways England and Neil Parish MP. The current membership is:

- Cabinet Member for Planning and Economic Regeneration, MDDC (Chair)
- Leader, MDDC
- Chief Executive, MDDC
- Head of Planning, Economy and Regeneration, MDDC
- Head of Planning, Transportation and Environment, DCC

- Mayor of Cullompton
- Vice Chair Kentisbeare Parish Council
- Highways England representatives
- Heart of the South West LEP representative
- Homes England representative
- Neil Parish MP

2.3.5 The Board's Terms of Reference recognise that this membership may need to evolve further over time to reflect changing circumstances of the project. In this regard, it is proposed that the Board invites attendance from both the Landowner/Developer Forum and the Community Stakeholder Forum to attend the Board to provide an impartial voice for those Forums directly to the Board but to not have voting rights.

Decision Making Processes and Powers

2.3.6 The Delivery Board currently makes recommendations for particular courses of action to be followed and will seek to steer, monitor and guide the project towards those key milestones and decisions. This will involve making some operational decisions, such as the approval of an engagement strategy or consultation that is not part of an existing statutory process, or to procure expertise or studies. The Board will also take a view on project funding such as any future capacity funding bids or other similar revenue based funding awards.

2.3.7 The following list sets out the proposed key decision making areas/powers for the Culm GV Delivery Board:

- Reviewing and agreeing the Garden Village Project Delivery Plan in terms of the:
 - Longer-term (5 to 7 years) milestones
 - Annual milestones and key activities for the next financial year
 - Detailed milestones and activities for the 3 months following a Board meeting
 - The risk assessment and proposed mitigation for the activities and milestones
 - The proposed budget allocation/prioritisation for the relevant MHCLG derived capacity funding for that financial year.
 - Reviewing and agreeing the Consultation and Engagement Strategy (draft currently in production) and the content/structure of the website (currently in production).
 - Reviewing and agreeing further procurement related to reports, studies, expertise and services related to progressing the garden village project in addition to those set out in the project delivery plan (i.e. from potential 'top-up' capacity funding received from MHCLG or other funding sources directly related to the garden village).
- (NB The Board itself cannot procure as it is not a legal entity. The Board can agree the procurement activities proposed, but the actual procurement will be governed and approved by the Council or other project partner e.g DCC carrying out the procurement).

- Reviewing and commenting on emerging planning policy related to the Garden Village (e.g. the Masterplan Supplementary Planning Document and the Greater Exeter Strategic Plan).
- Commenting on garden village related planning applications.

2.3.8 The Delivery Board has no statutory decision-making powers and statutory decisions (e.g. approval of planning documents) are made through the usual processes of the relevant authority. This is not proposed to change. For clarity, the table below sets out a decision making framework. This clarifies the level and of nature of the input from the Delivery Board into Mid Devon's statutory decision making processes.

Area/Type of decision	Culm Delivery Board	MDDC Planning Committee	MDDC Planning Policy Advisory Group	MDDC Cabinet	MDDC Council for approval of policy document for adoption
Supplementary planning document	Recommendation	No	Yes	Yes	Yes
CGV planning policy	Recommendation	No	Yes	Yes	Yes
Consultation in connection with formal planning policy process	Recommendation	No	Yes	Yes	No
Planning applications	Comment	Yes	No	No	No

2.3.9 This proposed key decision making areas/powers and giving further emphasis to the 'steering' nature of the Board were discussed at the meeting of the Delivery Board on 27th July 2018. The Board indicated that it was in agreement with them.

3.0 **PROJECT PROGRESS UPDATE AND KEY WORK AREAS GOING FORWARD**

3.1 This section of the report sets out progress with the project to date and provides a high level forward look at the key areas of focus for the project over the course of the next 12 months (and beyond). The updates and forward look are set out under three main headings: Policy and Strategic Planning; Masterplanning and Design Quality; and Infrastructure Delivery and Funding. These are in addition to the Governance and Project Team update in the Section 2 of this report.

Policy and Strategic Planning

3.2 The **Mid Devon Local Plan Review** which allocates land within the garden village for up to 1,750 homes and associated development in the period up to 2033 (with at least 850 thereafter) has been submitted for examination. Examination relating to the allocation is likely to take place late 2018/early 2019 with adoption Spring 2019 (subject to Planning Inspectorate timetable).

- 3.3 The **Greater Exeter Strategic Plan** (GESP) is intended as the policy vehicle to allocate the remainder of the Garden Village, subject to the requirements of that plan making process. The garden village project team has been working closely with the GESP team on initial site analysis, emerging policy making and conceptual masterplanning that could enable the delivery of the balance of homes (up to 5,000 homes in total) and associated development. Public consultation on the draft Plan is expected to take place in the summer of 2019.
- 3.4 The **Cullompton Neighbourhood Plan** includes policies that give support to the garden village. The garden village project team has been working with the Neighbourhood Plan Steering Group to progress their plan. It is expected that the Plan will be submitted for examination late 2018/early 2019 with adoption following the adoption of the Mid Devon Local Plan Review.

Masterplanning and Design Quality

- 3.5 Masterplanning the garden village is progressing. The project is about to enter into a significant phase of work to produce a Framework Masterplan for long term growth at Culm Garden Village, and a Supplementary Planning Document (SPD) for the Mid Devon Local Plan Review allocation area.
- 3.6 Land promoters have commissioned/undertaken various background studies to form the evidence base for the masterplan and are working collaboratively with the garden village project team to produce an initial issues and opportunities document to inform the Framework Masterplan and SPD. A Stage 1 “issues and opportunities” document is being produced and is anticipated to go before Cabinet in September and then out public consultation in September/October 2018. A Stage 2 draft Framework Masterplan and SPD would then be produced for consultation early in 2019.
- 3.7 Masterplanning work to date has included consideration of the green infrastructure framework with the GESP team, a technical stakeholder workshop to establish constraints and key infrastructure requirements and suggested opportunities for sustainable development of the site, and two community stakeholder events: the first looked at the vision and key principles for the garden village while the second considered opportunities for community infrastructure and links with Cullompton. The project team will be bringing together outputs from these to inform the collaborative work with the landowners and promoters over the emerging draft Framework Masterplan and SPD.
- 3.8 High levels of placemaking and design quality have been key drivers and ambitions of the work at Culm Garden Village from its inception. A key factor in creating political and local support for the garden village has been expectations for the delivery of high quality in design and placemaking. The masterplanning process will also be producing design guidance for the garden village to sit alongside the masterplan work to support delivery of design quality, and establishing a Design Review process to challenge, test and ensure high quality design and placemaking is sustained as the project moves through key masterplanning and planning application stages.

- 3.9 Further studies and research are planned to be undertaken over the next 12 months to develop, understand and better define current emerging thinking and concepts related to design quality, innovation and garden village attributes linked into masterplan working groups from areas such as: green and blue infrastructure; sport and recreation; health and wellbeing; self/custom build and modern construction techniques; developing a “Smart” garden village; and developing the economy/employment through upskilling/green economy, emerging sector analysis and targeting inward investment.
- 3.10 Independent viability modelling on an iterative basis throughout the masterplan evolution will help understand the scope for and benefits of delivering high quality outcomes and key design and innovation related attributes of the garden village. The project team is working collaboratively with the land promoters to progress a joint commission to establish an agreed viability model to test the masterplan for deliverability, and to test various stages of the project as it progresses. The model will also provide evidence for the need for targeted Government funding and/or loans to support the delivery of the garden village.
- 3.11 The masterplanning process and ongoing delivery of the garden village will need to be supported by a strong communications and engagement strategy (which is also in production). A bespoke website linked to social media is being developed to inform and engage with stakeholders and local communities. It is intended that the website will be delivered in advance of the first public consultation in September/October 2018. Longer term plans include the development of an interactive consultation module to better connect with residents and stakeholders.

Infrastructure Delivery and Funding

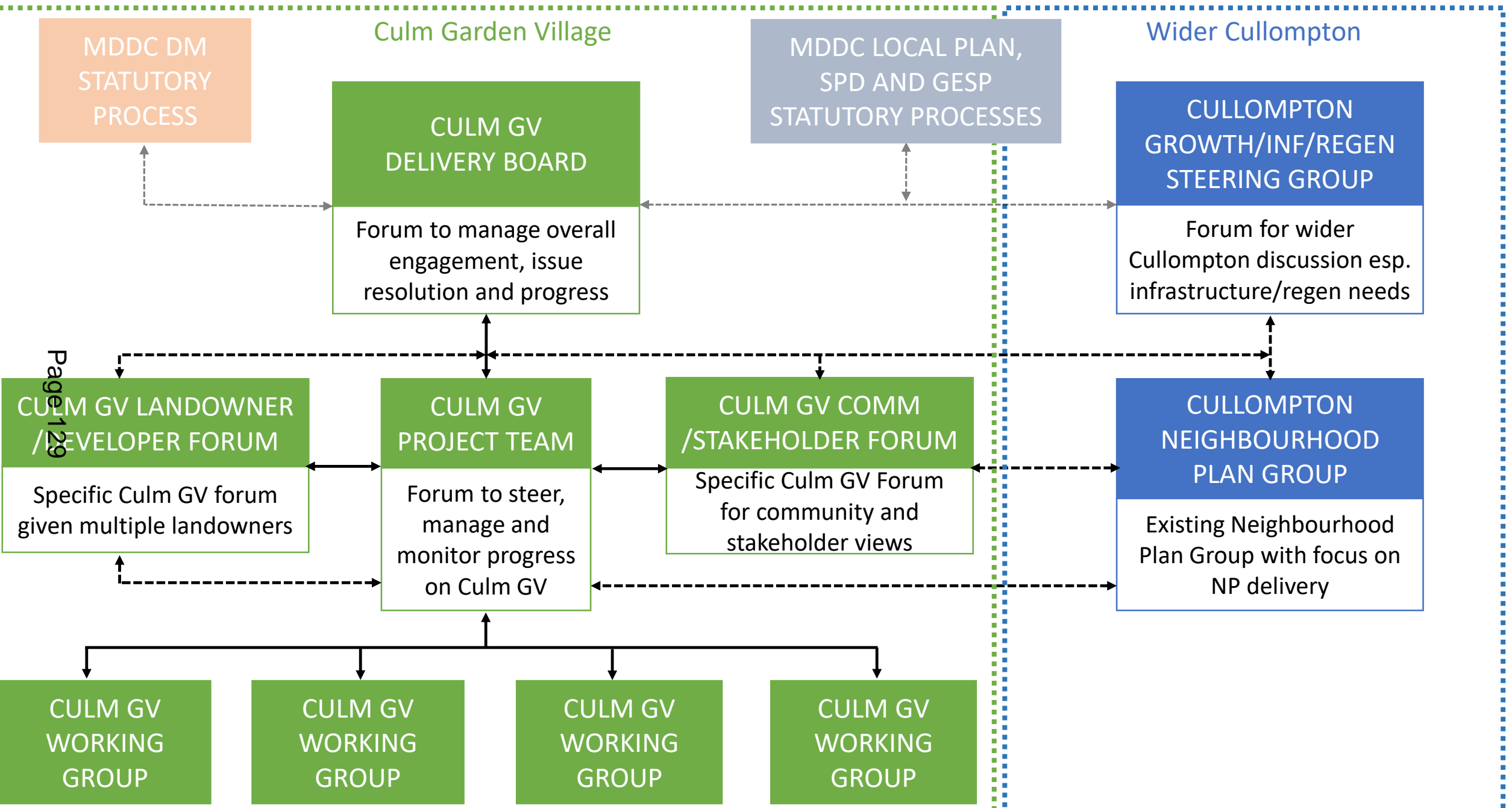
- 3.12 Technical work is ongoing to support the Council’s Housing Infrastructure (Marginal Viability) Fund bid for £10 million to deliver town centre relief road that will unlock housing growth. Delivery of the relief road will provide highway capacity for proposed growth to enable an early release of around 500 homes at Culm Garden Village. Significant progress has been made with this work. Milestones for the next 12 months include:
1. Completion of highways options and design work and related community engagement and consultation to take place in September 2018.
 2. Production of a related planning application for submission in 2019.
- 3.13 A long-term highway solution to motorway junction capacity is required for the proposed growth at the Garden Village. The Council is working with Devon County Council Highway Authority and Highways England to progress a strategic outline business case over the next 12 months for a new strategic intervention to unlock delivery of the total envisaged garden village potential of up to 5,000 homes and associated infrastructure and uses.
- 3.14 Initial timetabling work carried out to date has indicated that a new train station at Cullompton is feasible. Further work will now be undertaken (subject to funding) to move this work on to the next stage. The Council is

working closely with partners over new station provision at both Cullompton and Wellington in connection with a proposed metro service.

- 3.15 The project team has been working with the land promoters, Environment Agency, Devon Wildlife Trust and the Blackdown Hills AONB through the “Connecting the Culm” project and related Interreg funding bid, towards producing a catchment-based flood risk assessment and natural flood risk management strategy to mitigate the impacts of flooding and surface water drainage on the garden village and River Culm wider catchment area. This work will be progressed further over the next 12 months.
- 3.16 In collaboration with the land promoters, the project team will be looking at the potential for accelerated delivery of a digital network and state-of-the-art broadband service provision in the area to support future and existing residents and businesses.
- 3.17 The Culm Garden Village project has made significant progress across a wide range of work areas and identified key milestones since garden village status was awarded at the start of 2017. The project team believes the project to have established a solid project management, technical and governance footing for continued progress. Community and stakeholder engagement has been extensive supporting this as a genuinely locally-led project. The master planning work has been progressing and is about to enter a significant phase of work which will be the key focus for the project over the next 6 to 12 months, alongside continued extensive engagement and intensifying work relating to the delivery of key pieces of infrastructure.

Contact for any more information	Tina Maryan, Area Planning Officer 01884 234336 tmaryan@middevon.gov.uk
Background Papers	Cabinet report 9 th June 2016 DCLG prospectus locally led garden villages, towns and cities https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/508205/Locally-led_garden_villages_towns_and_cities.pdf Culm Garden village Expression of interest https://www.middevon.gov.uk/media/342814/culm-garden-village-mid-devon-eoi-submission_low-res2.pdf Cabinet report 6 th July 2017

File Reference	None
Circulation of the Report	Councillor Richard Chesterton, Cabinet Member for Planning & Regeneration



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CABINET
30 AUGUST 2018

REPORT OF THE HEAD OF PLANNING, ECONOMY AND REGENERATION

PROJECT MANAGEMENT CONTRACT AWARD FOR CULM GARDEN VILLAGE, CULLOMPTON.

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

Reason for Report: To seek approval to extend the Culm Garden Village project management contract for a further year and to establish delegated authority for further extensions to the contract (subject to sufficient funding being in place).

RECOMMENDATIONS:

- 1. That a 1 year extension to the Culm Garden Village project management contract be awarded to the existing supplier with an agreed annual cost of £66,000.**
- 2. That delegated authority be given to the Head of Planning, Economy and Regeneration in consultation with the Cabinet Member for Planning and Regeneration to award subsequent annual one year extensions to the contract subject to:**
 - i) Funding being in place to cover the cost of the provision of this service.**
 - ii) Continuing to be satisfied with the quality of the service provided.**

Relationship to Corporate Plan: The Culm Garden Village project contributes to the corporate priorities of facilitating housing and economic growth. The promotion of significant growth east of Cullompton forms part of Aim 2 of the priority referring to homes.

Financial Implications: The award of this contract was made for an initial period of 1 year and funded from capacity money awarded to the project by the Government. At the time of initial 1 year contract award, due to the long term nature of the project, it was expected that the Council will wish to retain a project management resource beyond the initial contract period and due to the potential for renewal, an open tender process through OJEU was undertaken. However, it has been recognised that the future extension of a project management resource is dependent upon the success of attracting further capacity funding to support Garden Villages from the Government. Sufficient capacity funding is in place from the 17/18 award to extend the contract for a further year. A bid has also recently been made for further capacity fund support for 18/19, the results of which are expected early autumn 2018.

Legal Implications: The contract will be let subject to the council standard terms and conditions for supply of services. The original suppliers that tendered for the contract are not referred to as with the exception of the successful supplier they are not considered relevant to this report. The original award of the contract including the

procurement process and evaluation of tender submissions was addressed within the Cabinet report of 31st August 2017. The suppliers referred to in that report were not identified – such information being confidential, not necessary to reach a decision and treated as exempt information.

Risk Assessment: The tender process undertaken in 2017 assessed against a series of quality criteria as well as price in order to ensure that the successful supplier not only represents value for money, but is also sufficiently experienced and suited to undertake the role. The tender process also anticipated contract extension beyond the initial 1 year period.

Were the project management resource not to be extended, this would represent a significant risk to the overall future of the project as a whole. This resource is critical to the overall management and delivery of the project, driving progress, ensuring the Council's aspirations over place making, quality and community liaison are met.

Equalities Assessment: None identified as a result of this report.

1.0 THE 2017 PROCUREMENT PROCESS

- 1.1 At the meeting of 31st August 2017, Cabinet considered and agreed the award of a contract for project management services in connection with the Culm Garden Village. This followed an open tender process through OJEU. It was resolved to award the contract to Supplier 3 with an agreed annual cost of £60,000. The contract was awarded to the contractor with the highest combined quality/price score with 70% of the total score based on quality and 30% on price.
- 1.4 The successful supplier commenced the delivery of project management services on 2nd October 2017 under a 1 year contract. The initial term of this contract was to align with the external funding already secured. To give secured consistency for the onward project, up to 9 optional one year extensions were been allowed for within the procurement process, but were not committed to at that stage. Due to the potential length and therefore high value of this procurement, the appropriate procedure was an open tender process through OJEU. This means that anyone who expressed an interest in the contract would be invited to tender.

2.0 PROPOSAL

- 2.1 The companion report on the Culm Garden Village being considered at the same meeting of Cabinet sets out progress that has been achieved on the project over the past year and looks forward to the main areas of work over the next 12-18 months. The existing project management resource is considered critical to driving forward progress and project delivery. The non-extension of this resource would place the future of the project at significant risk.
- 2.2 The successful supplier has provided project management services since October 2017. During this time the supplier has demonstrated their suitability, knowledge and experience to continue to deliver this service and has made significant progress in establishing strong working relationships with a wide

range of stakeholders and interested parties. It is therefore appropriate in terms of quality of the service provided that the existing supplier be retained.

- 2.3 The £66,000 annual cost of the service was established during the 2017 procurement process. Funding is in place from the 17/18 capacity fund award to extend this contract for a further year.
- 2.4 The procurement process allowed for up to 9 optional one year extensions. This report also proposes that delegated authority arrangements are put in place to enact further, future one year extensions. This would be subject to funding being in place to cover the cost and the quality of service. The progress of the project and standard of the project management service provided are performance managed. Progress updates are provided to the garden village Delivery Board which has *‘overall responsibility for the delivery of the project’* and *‘will be accountable for the success of the project and have responsibility and authority for the project delivery’* (Cabinet report 6th July 2017 on governance arrangements).

Contact for more Information:	Jenny Clifford, Head of Planning Economy & Regeneration. 01884 0234346 jclifford@middevon.gov.uk
Background papers:	Cabinet reports 9 th June 2016, 6 th July 2017, 31 ST August 2017 DCLG prospectus locally led garden villages, towns and cities https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities Culm Garden Village expression of interest https://www.middevon.gov.uk/media/342814/culm-garden-village-mid-devon-eoi-submission_low-res2.pdf
File reference	None
Circulation of the Report:	Councillor Richard Chesterton, Cabinet Member for Planning and Regeneration

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CABINET 30 AUGUST 2018

WORKFORCE PLANNING/HUMAN RESOURCES STRATEGY UPDATE

Cabinet Member(s): Cllr Margaret Squires
Responsible Officer: Jane Cottrell, Group Manager for Human Resources

Reason for Report: To provide the Cabinet with an updated Workforce Planning /Human Resources Strategy

RECOMMENDATION: The Cabinet is asked to note the Workforce Planning/Human Resources Strategy update.

Relationship to Corporate Plan: Workforce planning and an HR Strategy support the Council's strategic priorities in ensuring the workforce is competent and suitably skilled to deliver those priorities.

Financial Implications: Financial risk will only occur where the structure of a service changes without adherence to allocated budgets.

Legal Implications: No legal implications.

Risk Assessment: If changes to the method of providing service delivery are not implemented the Council will find it more difficult to achieve the required budget cuts and quality and continuity may be affected.

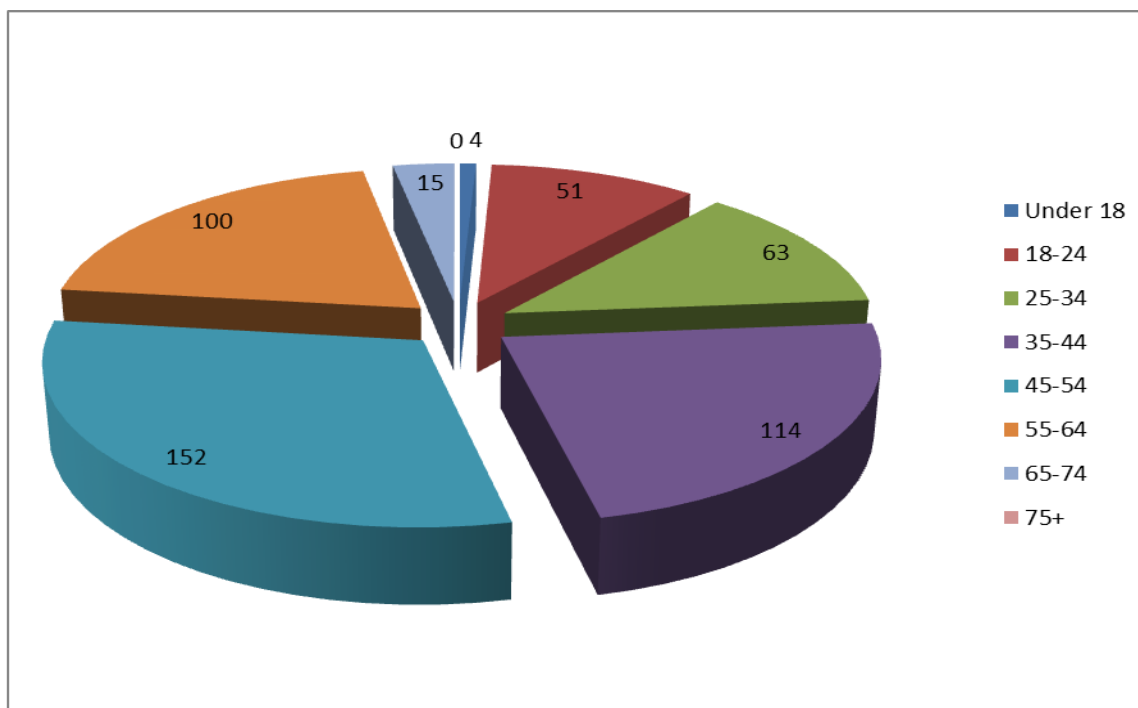
Equality Impact Assessment: No equality issues identified for this report.

1.0 Introduction

- 1.1 The Workforce Plan was developed and adopted by the Council in March 2010. This was the Council's first Workforce Plan and it gave us a foundation on which to build and identify the improvements as it continues to evolve. It is a continuous process of shaping the workforce to ensure that it is capable of delivering the Council's objectives as these change over time.
- 1.2 The 2010 document contained a précis of each of the services' individual workforces and associated training needs analysis; it was a snap shot of the situation at that point in time. Monthly update meetings are held between service managers and Human Resources Business Partners using current workforce information to plan the transition from current staff numbers to the required future establishment by identifying opportunities for succession planning and any associated training needs. These meetings also add value to discussions on the implications of change management programmes such as restructuring, redeployment, retirement and redundancy which in turn helps to embed the culture of workforce planning in the Council.
- 1.3 The current age profile of the Council provides valuable information for managers on the distribution of ages throughout the authority which assists in succession planning for the future.

Age Profile August 2018

Age Range	Under 18	18-24	25-34	35-44	45-54	55-64	65-74	75+
Headcount	4	51	63	114	152	100	15	0



2.0 Future Development

- 2.1 In order to continue the development of strategic Workforce Planning clearer links will be made with the evolving Corporate Plan and Medium Term Financial Plan. This will continue the 'golden thread' between these plans which will ultimately identify where we need to be and how we will get there.

3.0 Business Plans

- 3.1 Business Plans continue to provide service specific data and workforce projections for the coming three years; these will be agreed during the budget setting process in line with the corporate aims and objectives. These documents will provide detailed information on individual services, enabling managers and Cabinet members to monitor progress.

4.0 HR Strategy – Managing our people 2018 - 2021

- 4.1 The People Strategy has been updated to address the way in which the challenges and priorities of the Council will be delivered through people.

5.0 Summary

- 5.1 The planned spending cuts for the Council increases the importance of workforce planning as a tool to do things differently in order to survive the challenges of the current financial climate. As significant workforce issues emerge, it is important to ensure that these are planned for and managed at a corporate level.
- 5.2 Workforce planning is about having the right people with the right skills in the right place at the right time to deliver short and long term business objectives. To be successful it needs to be an integral part of day-to-day business management, co-ordinated by Human Resources and delivered by service managers. Ultimately, a workforce strategy needs to be robust enough to support short-term aims and flexible enough to cope with a range of future scenarios.

Contact for more Information; Jane Cottrell, Group Manager for Human Resources
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Circulation of the Report: Leadership Team, Cllr Margaret Squires

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Mid Devon District Council

HR STRATEGY
Managing our
people
2018-2021

Introduction

At the core of our HR Strategy is how we manage our most valuable asset, our people. This is an ever evolving document and will be updated as we deliver different elements of the strategy. New ideas and initiatives will develop but our immediate focus will be on the following areas:

- ACAS 7 levels of productivity
- Developing workforce skills and capacity
- Managing performance
- Succession planning and talent management
- Attraction, recruitment and retention
- Absence management
- Workforce demographics
- Health and wellbeing
- Reward and recognition
- Community enablement
- Partnership working

Increase in Productivity ACAS 7 levels

We will use the ACAS 7 levels to ensure increased productivity; these are:-

1. **Well-designed work:** jobs and work organised in a way that increase efficiency and make the most of people's skills
2. **Skilled managers:** Managers with the confidence and training to manage and lead effectively
3. **Managing conflict effectively:** systems in place to reduce the likelihood of problems arising and to deal with problems at every stage
4. **Clarity about rights and responsibilities:** a working environment where everyone understands their rights and responsibilities
5. **Fairness:** employees who feel valued and treated fairly
6. **Strong employee voice:** informed employees who can contribute and are listened to
7. **High trust:** relationships based on trust, with employers sharing information at the earliest opportunity

Developing Workforce Skills and Capacity

Any organisation is only as good as its people. The workforce for the future will need to know exactly what 'excellent service' looks like and will need the skills and the tools to deliver it. A new approach to learning and development has been developed that allows for widespread learning opportunities and employee self-development. Learning will be central to the organisational culture to help our staff to successfully deliver services in new and innovative ways.

Giving people the skills and knowledge they need to perform at their best will be a priority and we work with staff and managers to understand what skills and learning they need. New ways of delivering learning and training will be needed in order to reach as many people as possible.

Our pledge is to...Offer our employees the learning and development they need and want, in order to be even better at what they do. We will find out who is good at what and who has knowledge that could be shared by **conducting a new corporate skills audit by 31st January 2019** which will help us identify where skills we need currently are and what skills gaps there may be. This will support the progress for talent management across the Council, giving all staff the opportunity to use the skills they have by matching talent to work.

Our expectation is that managers and staff alike will engage in the opportunity to learn new skills, refine those they have and encourage their colleagues to do the same. There will also be the expectation that where work ceases in one area of the Council we will look to redeploy where possible into other areas and support individuals with training and development.

Managing performance

To truly develop as a workforce and as an organisation, performance monitoring and management is essential. 'Acceptable performance' cannot be the target; 'excellent performance' is the aim. Improving the quality of what we do and how we work together, even in small ways, will have an impact. It is about managing for high performance by challenging the norm and celebrating and rewarding exceptional performance. Managing individual performance and team performance is the way to improve overall organisational performance and should be considered as a positive step in personal /collaborative growth. By actively managing people, including setting clear goals and measuring performance, this will produce growth and change across the organisation.

Managers should manage daily, review weekly, feedback regularly and record improvement annually through appraisal. In 2017 the **Staff Charter** was rolled out across the Council reinforcing the necessity for annual appraisals, ongoing 1-1's and team meetings. The charter was discussed with every team throughout the Council and a copy of the charter is given to all new members of staff.

Our pledge is to.....ensure that every employee has the opportunity to receive feedback regularly and a full appraisal annually. We will monitor the level of appraisal across the Council and remind managers that appraisals are outstanding. We will develop performance management through coaching and mentoring and we will challenge our staff to be even better.

Our expectation is that managers and staff will ensure that meaningful appraisal happens annually and that management happens continually. Managers should encourage their staff to tell them what they need to support great performance.

To assist with this there will be roll out of training opportunities aimed at the various levels of management. Information from the skills audit will allow us to find the gaps in skills and knowledge to enable us to find the right level of support for each individual manager. We will be continuing to provide a **management development programme** for all new managers. In 2017 all managers, who may well have been in post for some time but have never had formal support and even those who had, were put through this programme which was supported by the Leadership Team of the Council . In this way EVERY manager has and will have the opportunity to develop the skills and knowledge necessary to manage a team. We will hold **six monthly Q and A sessions, with all staff able to attend and speak directly to the Leadership Team.**

Succession Planning and Talent Management

Planning for the future and identifying tomorrow's managers and leaders from inside the organisation will be really important to us. We need ways to identify and develop those people who want to grow their career with the Council. Talent management and knowledge sharing will help us continue to grow and maintain the highest standards of service delivery. Planning for both short term and for the longer term through employee development will be part of our workforce objective. We will utilise the systems and tools we have to identify skills, abilities and knowledge and aim to share these across the organisation. In 2017 an **Aspiring Managers Programme** was introduced to give development to staff who had an ambition to become a manager. Two of the twelve staff on the initial programme have subsequently gained promotion within the Council.

Our pledge is to.....put into place real and achievable strategies such as providing opportunities for experiential learning and project working. We will do this by identifying the talent pool we need for the future and making sure we give them the chance to attain the skills we need to deliver excellence.

Everyone will be given the opportunity to maximise their talent and contribute to the success of the Council in the future, in whatever way is most appropriate. Where skills and talents can be developed to their maximum level we will support individual and team growth.

We will find ways for best practice to be shared and for knowledge and skill to be passed across services. We will encourage employees with experience, professional talent and skill to share this with the organisation and their colleagues. We will encourage all employees to consider their future development and expect our leaders and managers to support this, creating a learning organisation for tomorrow.

In 2018 the Aspiring Managers Programme will be run again. Through the Apprenticeship route and the more conventional routes, we will ensure that all staff have the opportunity to gain recognised qualifications.

Attraction, Recruitment and Retention

Occasionally, it will be necessary to attract talented people into posts from outside the organisation. The process of attracting new talent to revitalise the workforce over a period of time will require modern strategies, i.e. different ways of working such as homeworking and more agile working to be in place that will improve and expedite the attraction and recruitment of the best people. In order to attract, recruit and retain the best people into Mid Devon District Council, such processes will need to be both efficient and effective in order to make the Council competitive. Keeping the skill and

talent we have, working for our community, will always be important. Where we can, we will grow and develop talent internally, as well as attract and recruit new talent from outside the Council when we have to.

Our pledge is to.....adopt modern and effective talent attraction and management tools. This means looking at new ways of working and more flexibility. We will seek to explore the internal and external resource market and make best use of both, promoting from within where we can and encouraging new talent when we need to.

We will seek to attract tomorrow's workforce by building the image of public sector work to today's school and college leavers. We will widen our support of this through programmes of work experience, pre-apprenticeships and full apprenticeships at all levels.

We will develop links with local schools and colleges, inviting young people to become involved, directly or indirectly, by working with us. We will be active in supporting our younger residents into working within the public sector.

Working with our external partners to support the attraction of great people, we will expect our managers to recognise when we need to attract new talent, or develop our existing people, in order to give us the strongest possible workforce.

We will offer places to 10 to 12 apprenticeships each year.

Absence management

Absence from work due to sickness is a continual issue for employers and Mid Devon District Council is no different. Reducing this will continue to be a key objective for all managers in the Council. Managers must manage and understand the rates of sickness absence in their areas and this will be monitored through regular management conversations. Reducing the number of days lost to sickness absence can have a significant effect on the costs of running the Council.

Health and Wellbeing

More and more, organisations are turning to matters of health and wellbeing to minimise the amount of sickness. Mid Devon District Council will, by using health and wellbeing initiatives, promote healthy living and will proactively provide information to help our staff gain opportunities to learn.

Our pledge is to.....lighten the burden on Council staff and Council funds by more proactively managing absence from work through applying a robust monitoring and return to work system.

Helping our staff keep fit and healthy will continue to be important to us. We will find new ways to promote and support the wellbeing of our staff, including preventative initiatives and real opportunities for staff to improve their health. This may include health awareness sessions offering opportunities to manage particular areas such as high blood pressure. We will treat genuine sickness absence with the same care and respect as always but will manage high levels of sickness absence through support, making changes to people's working environment and conditions where appropriate and, ultimately, through closer monitoring of sickness rates and the reasons for sickness absence.

We will underline the managers' responsibility for managing and, where necessary, challenging sickness absence among their staff. We will expect our staff to help us manage this process of reducing sickness absence by working with us to minimise it through health and wellbeing initiatives.

We will do this by management training and regular health awareness sessions run across the Council. We will also strengthen the return to work interview process to ensure that any issues can be supported quickly in order to help reduce further sickness absence.

Workforce demographic

As a local authority, it is important to us to make every effort to recruit in such a way so as to represent the community we support. Whilst this is not always easy to achieve, we should aim to attract people from all backgrounds, abilities, ages and ethnicities. Understanding the breakdown of our workforce means we will be able to plan attraction and recruitments policies designed to support closer alignment with the community. This includes recording and monitoring our current diversity and updating our records regularly to give us a clear picture of how our workforce is made up.

Our pledge is to.....closely monitor and report on the variances between our workforce and the general population in terms of ethnicity, age, ability and background.

In particular, we will aim to reflect the society we serve where possible. **Each year we report on the demographic makeup of the Council in respect of representation of the community through equalities reporting.**

Reward and recognition

All managers have a responsibility to ensure that their staff have done a good job, as well as when they need to develop or improve. Recognising good performance is everyone's responsibility: colleagues recognising colleagues, managers recognising their staff and the Council recognising excellence in service delivery.

Our pledge is to.....focus on excellence and dedication. We will ask staff managers to support the recognition of service excellence and nominate their colleagues where they believe it is deserved. Recognition in the form of a thank you in the 'Link' will be made to those that have been put forward; these could include presentations made by the Chairman of the Council.

Managers will identify those members of staff who have reached the 25 year service milestone and ensure that they are recognised by the Council.

We will maintain a fair and transparent job evaluation scheme to provide an objective and measurable method of determining staff pay. This will recognise the variety of skills, knowledge and attributes that staff bring to their respective roles. **We will have an electronic job evaluation scheme in place by the end of October 2018.**

Community Enablement

This strategy aims to consider our wider community as well as our staff. We will work with internal and external partners in developing strategies for community engagement, community employment and community development. By providing support where it is needed we will be a model for community engagement and enablement.

Our pledge is to.....increase our impact on the community of Mid Devon by providing opportunities for engagement and collaborative joint working with the Council.

Where it is possible to actively involve and work with communities, we will do so. We will encourage engagement from schools, colleges, young people, volunteers and the residents of Mid Devon, to help us shape, build and develop services for the future. We will learn lessons from best practice in community engagement and involvement from our public sector partners. Engaging with people means all people, employees and public.

Our expectation will be that all employees engage with our customers in a proactive and positive way and that they think of the residents of Mid Devon as not only users of services but contributors too. **We will look to run at least three events per year which will include offering training to town and parishes and job fair events at local schools.**

We will also offer all staff the opportunity to undertake a paid volunteering day per year. This scheme will be rolled out across the Council from April 2019. The work undertaken must be of benefit to the local community of Mid Devon.

Partnership Working

With limited resources all local authorities are now looking at new and innovative ways to work with partner organisations and other local authorities.

Our pledge is to....support Mid Devon District Council in working with other local authorities to achieve the best result for the community of Mid Devon. **We will also look for opportunities and connect with colleagues in other local authorities to ensure that these opportunities are explored and, if appropriate, acted upon.**

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CABINET 30 AUGUST 2018

FREEDOM OF INFORMATION AND ENVIRONMENTAL INFORMATION REGULATIONS POLICY

Cabinet Member: Cllr Clive Eginton

Responsible Officer: Catherine Yandle, Group Manager for Performance, Governance and Data Security

Reason for Report: To update the existing policy to reflect current best practice and an increase in scope of the EIR.

RECOMMENDATION(S): that the revised Freedom of Information and Environmental Information Regulations Policy be approved.

Relationship to Corporate Plan: This policy supports good governance arrangements enabling confidence in delivery of the Corporate Plan.

Financial Implications: The Freedom of Information and Environmental Information Regulations Policy does not itself have any financial implications but the Council incurs significant costs meeting the requirements of the legislation. The direct cost of the Information Management Team in responding to FOI/EIR requests is in the region of £30,000 and there is also an indirect cost for the time of many other staff in replying to requests for information. The Council reserves the right to make permitted charges for particularly large or complicated requests on a case by case basis.

Legal Implications: Not complying with the Freedom of Information Act 2000 (FOIA) and Environmental Information Regulations 2004 (EIR) would expose MDDC to enforcement action by the Information Commissioner's Office (ICO).

Risk Assessment: Approving the Freedom of Information and Environmental Information Regulations Policy reduces the risk of enforcement action by the ICO.

Equality Impact Assessment: No equality issues identified for this report.

1.0 Introduction

1.1 Since the FOIA and EIR were passed, and this policy was last reviewed, the scope of the EIR and definition of environmental information has been recognised as being extended in the courts and ICO guidance.

2.0 The Policy

2.1 The existing policy was already based on best practice which has meant the revised policy is not a complete re-write but recognition of the fact that the scope of the EIR have been extended by case law and ICO guidance.

2.2 There were minor changes to staff job titles and responsibilities, throughout.

2.3 It is expected that this revision of the policy will result in more requests for information being treated as requests under the EIR which are not subject to the same time limitations as FOIs.

3.0 **Conclusion**

3.1 That the revised Freedom of Information and Environmental Regulations Policy be approved.

Contact for more Information: Catherine Yandle, Group Manager for Performance, Governance and Data Security

Circulation of the Report: Cabinet Members, Cllr Eginton, Leadership Team

Mid Devon District Council

**Freedom of Information and Environmental
Information Regulations Policy**

Policy Number IM 003

August 2018

Version Control Sheet

Title: Freedom of Information (FOI) and Environmental Information Regulations (EIR) Policy

Purpose: To detail the commitment of Mid Devon District Council to Freedom of Information and Environmental Information Regulations and to advise Officers and Members, on the standards to be implemented.

Owner: Senior Information Risk Owner (SIRO)

Date: August 2018

Version Number: 3.0

Status: Final

Review Frequency: Every two years

Next review date: August 2020

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

Group Managers Team
Leadership Team
Cabinet Member

Document History

This document obtained the following approvals.

Title	Date	Version Approved
Group Managers Team	31.07.18	3.0
Leadership Team	31.07.18	3.0
Cabinet		3.0

Freedom of Information and Environmental Information Regulations Policy

1. Introduction

Since 1st January 2005 all requests for information received by a public authority have had to be answered in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004 (EIR). The only exception to this is a request for personal information where the individual can request their own personal data, called a Subject Access Request (SAR). The main principle behind FOI legislation is that people have a right to know about the activities of public authorities, unless there is a good reason for them not to. Access to information helps the public hold public authorities to account for their actions and allows public debate to be better informed and more productive. Access to official information can also improve public confidence and trust if government and public sector bodies are seen as being open.

The FOIA and EIR confer rights of access for members of the public to information held by public authorities. The Acts also place obligations on public authorities to proactively publish certain information and respond to requests for information in accordance with the legislation.

2. Scope

The Acts cover all recorded information held by the council. Recorded information includes printed documents, computer files, letters, emails, photographs, and sound or video recordings. It is not limited to official documents and it covers, for example, drafts, emails, notes, recordings of telephone conversations, and CCTV recordings. Nor is it limited to information the Council creates, so it also covers, for example, letters received from members of the public.

Meta-data, found within the properties of a document, is recorded information and therefore must be considered for release under the legislation. Information held on behalf of the Council is also covered, even if it is not held on Council premises.

Although individual Councillors are not public authorities in their own right, information that they hold about Council business or on behalf of the Council falls within the scope of the Acts and must also be considered for release.

Information held solely on behalf of another person, body or organisation is not covered by the FOIA but may be covered by EIR. An employee's purely private

information is not covered, even if it is on a work computer or email account; nor is information that is stored solely on behalf of a trade union, or an individual Councillor.

The Council only has to provide information that is already held in recorded form in response to a request. The Council is not obliged to create new information or find the answer to a question from an officer who may happen to know it.

3. Legal obligations under the Acts

A lot of the regulations are the same under both pieces of legislation but there are differences.

The Council has two main obligations under the Acts:

- To publish certain information proactively
- To respond to requests for information

In order to meet the requirement to publish information proactively, the Council is required to maintain a publication scheme. This lists the information that is currently made available to the public, describes how such information can be accessed and any charges associated with providing this information.

The Council will use the Information Commissioners Office (ICO) template for the publication scheme. This is in accordance with ICO guidance and means that the scheme does not need to be submitted for approval. The scheme will be reviewed annually and periodically, in accordance with changes made to the model scheme by the ICO.

Section 1 of the FOIA states:

- (1) Any person making a request for information to a public authority is entitled-
 - (a) To be informed in writing by the public authority whether it holds information of the description specified in the request, and
 - (b) If that is the case, to have that information communicated to him.

A request for information under FOI is valid if it is made in writing (an EIR request may be verbal) and provides a name and a postal or email address to which the requested information can be sent. Organisations as well as individuals can make requests, including newspapers, companies and campaign groups. Under the legislation, a response must be issued within 20 working days, providing the requested information or stating the reason that it has been withheld.

The Council must make staff, contractors and customers aware of how the legislation may affect them. It should be made clear that the Council cannot guarantee complete confidentiality of information. As a public body, the Council must consider for release any information that is held if it is requested.

In addition, two codes of practice contain recommended good practice when applying the Act. The section 45 code of practice gives recommendations for public authorities on their handling of requests. The section 46 code of practice covers good records management practice and the obligations of public authorities under the Public Records Acts to maintain their records in an ordered and managed way, so they can readily retrieve information when it is needed.

These codes of practice are not directly legally binding but failure to follow them is likely to lead to breaches of the Acts. In particular there is a link between following part II of the section 45 code of practice and complying with section 16 of the Act in relation to advice and assistance.

Compliance with this policy is compulsory for all staff employed by the Council. A member of staff who fails to comply with the policy may be subject to disciplinary action under the Council's disciplinary policy.

Managers are responsible for ensuring that their staff are made aware of the existence and content of this policy.

4. Enforcement of the Acts

FOI and EIR are regulated by the ICO, who provide guidance in relation to the Acts and can issue decision notices that require the Council to release previously withheld information. Under the provisions of section 54 of the FOIA, if the Council fails to comply with a decision notice, the Commissioner may certify in writing to the court that the public authority has failed to comply with that notice. The court may inquire into the matter and, after hearing any witnesses who may be produced against or on behalf of, the public authority, and after hearing any statement that may be offered in defence, deal with the authority as if it had committed a contempt of court.

Destruction or concealment of information with the intention of preventing disclosure is a crime under section 77 of the FOIA. Depending on the nature of the incident, an authority or its individual members of staff could be charged with this offence. The penalty is a fine.

There are no financial or custodial penalties for failure to provide information on request or for failure to publish information. But you could be found in contempt of court for failing to comply with a decision notice, enforcement notice, or information notice. This could lead to a fine or, in theory, jail for a senior officer of the authority.

5. Environmental information

The EIR create additional rights of access to environmental information. It is important that requests for environmental information are identified as such and dealt with in accordance with the appropriate legislation. The EIR operate broadly in the same way as the FOIA. The most significant differences relate to the circumstances under which information can be withheld. It is the role of the Information Management Officer (IMO) to determine whether the information requested falls within the scope of the EIR, to process the request appropriately and to determine the correct exceptions.

6. Personal information

A member of the public is entitled to request third party personal information under the FOI/EIR. It is important to carefully balance the case for transparency and openness under the FOI/EIR against the data subject's right to privacy under the Data Protection Act 2018 (DPA). A decision will have to be made on a case by case basis as to whether the information can be released without breaching the data protection principles, redacting information before release as necessary.

FOIA does not give people a right of access to their own personal data. If a member of the public wants to see information that the Council holds about them, they should make a Subject Access Request under the DPA. For more information please refer to the separate Data Protection Policy (IM 001).

7. Copyright and intellectual property rights

The Council is not entitled to place any conditions or restrictions on access to information under the Acts. The Council is entitled to include a copyright notice with the information that is disclosed, bringing the requestors attention to any restrictions on redistribution of the requested information. This will enable the Council to make a claim in the courts if the requestor or someone else uses the information in breach of copyright.

The ICO encourages public authorities to use an open government license provided by the National Archives. This describes any restrictions on redistribution and reuse of information provided.

9. Withholding information

An applicant does not need to provide a reason for wanting the information but justification must be made for refusing to disclose the information. When deciding whether to release information to the public there is a presumption in favour of disclosure. This means that disclosure of information should be the default position

for the Council. Information should only be withheld when there is a good reason to do so and it is permitted by the legislation.

The FOIA contains several conditions under which the Council is entitled to refuse information. These are described as exemptions and are contained within different sections of the Act itself. Requests can be refused for a number of reasons, including confidentiality, commercial interests, personal information and when there are statutory prohibitions on disclosure. It is the responsibility of the IMO to decide whether information can be withheld and to provide written justification to the requestor within the formal response. Any appropriate exemptions will be quoted as will any associated public interest test. Please refer to Appendix 1 for a complete list of these exemptions.

The EIR contain exceptions under which environmental information can be withheld, these are similar but not the same as the exemptions under FOIA. Please refer to Appendix 1 for a complete list of these exceptions.

Information should only be disclosed under the Acts if it would be disclosed to anyone else who asked for it. Information should be released under the Acts as if it was being released to the world at large i.e. it can be made public unless there are express reasons why not.

The FOIA itself does not prevent the Council from voluntarily disclosing information outside the provisions of the Act.

10. Advice and assistance

The Council is obliged to provide advice and assistance to members of the public who wish to request information. This obligation extends to assistance with the formulation of a request, modifying a request to bring it in line with the 'appropriate limit' set out in section 12 (FOIA), and identifying the potential location of information that is not held by the Council.

11. Costs

There is a limit to the amount of time a local authority can be asked to spend on a single request. For FOI the 'appropriate limit' is 18 hours and is set out in section 12 of the FOIA. The Council is entitled to refuse a request if it is estimated that responding to the request will exceed this limit. The EIR do not have this same time limit.

Mid Devon District Council is entitled to charge a fee against costs reasonably incurred when informing the requestor whether information is held and communicating that information. Such costs may include postage and photocopying

but not locating or retrieving the information itself. Any fee charged must be calculated in accordance with the Freedom of Information, Environmental Information Regulations and/or Data Protection (Appropriate Limit and Fees) Regulations 2004 SI No. 3244 as appropriate.

It is the current policy of MDDC to provide information free of charge whenever possible. The Authority does reserve the right to charge for particularly large or complicated requests on a case by case basis.

12. Complaints procedure

If a member of the public is not satisfied with the response that they receive to an FOI/EIR request, or believes the charges to be excessive, they are entitled to complain to the Council and request that an internal review of the decision is conducted. Complaints can be submitted to:

Information Management Officer
Mid Devon District Council
Phoenix house
Phoenix Lane
Tiverton
Devon
EX16 6PP

Email: foi@middevon.gov.uk

Complaints are to be passed to the IMO who will then convene a review panel. The review panel will consist of the Senior Information Risk Owner (SIRO) or their nominated representative with relevant FOI/EIR and Data Protection knowledge and in contentious cases a member of Legal Services. The panel will review the way in which the request was handled and address any particular concerns that were referred to in the complaint. A formal response will be sent out detailing the outcome of the review. EIR reviews must be completed within 40 working days, FOI reviews are best practice rather than a statutory requirement but it is our policy to do them and every effort would be made to complete the review within 20 working days.

If the requestor remains dissatisfied, s/he is entitled to complain directly to the Information Commissioner and request that she investigates the way in which their request has been handled. The Commissioner may then decide to issue a decision notice which upholds, partially upholds or overturns the Council's decision.

Either party can appeal a decision notice issued by the Information Commissioner to the Information Tribunal which will then either uphold the decision notice or

substitute it with an amended or entirely new decision. This is the final point of appeal for FOI/EIR requests.

13. Identification of roles and responsibilities

The IMO will be responsible for processing requests for information. This will include logging each request on the Register, coordinating the retrieval of requested information, determining what of the requested information should be released and issuing a formal response to the requestor.

They will also be responsible for maintaining the publication scheme and conducting an annual review of its contents. This will involve ensuring that the most recent versions of documents are available and that the information published is accurate and up to date.

At the end of each month a disclosure log of all FOI/EIR requests received and completed in the month is published on our website.

Service FOI/EIR Representatives will be nominated from each service area. FOI/EIR Representatives will be responsible for the retrieval of requested information and providing it to the IMO. They are also responsible for communicating any concerns or problems with the disclosure of the requested information, as soon as possible after the request is allocated to them.

All officers will have a responsibility under the Acts to ensure that requests are identified and handled in accordance with the legislation. Officers will undertake mandatory training to ensure they are aware of these responsibilities.

Requests for information will be passed to the IMO at the earliest opportunity and information requested under the Act will be retrieved in sufficient time for any exemptions or exceptions to be considered and a response issued within the statutory 20 working day time limit.

14. Training and awareness

It is essential that all Council officers and elected members are familiar with the requirements of the Acts.

The Data Protection Officer will ensure that there is a training plan to raise awareness of the Act across the Council. Reference material and guidance is available on SharePoint and regular updates are provided via the Council's internal communications. There is also mandatory training on the Council's e-learning software; completion of this is monitored.

Training will also be offered to Councillors, this training will be specifically tailored to ways in which the Acts apply to elected members in addition to more general guidance and information about the legislation.

The Council's commitment to proactive publication will be communicated to the public through the website. This will include details of how a request can be submitted, advice about what information is already published and guidance about how to submit a request.

15. Performance measures

The IMO will maintain records of all requests received and the response issued. Monthly statistics will be reported to The Data Protection Officer, the SIRO and Members. A disclosure log of all FOI and EIR requests is published on the website at the end of each month.

Open data is also published on the website, providing details of statistics that are regularly requested. Each dataset includes details of what is contained and how frequently it will be updated.

16. Review of policy

This policy will be reviewed in 2020 in accordance with any changes made to relevant legislation and to ensure the policy reflects any changes required.

17. Relationship with existing policies

This policy has been formulated in accordance with the following Council documents:

IM 001 Data Protection Policy
IM 002 Records Management Policy

Compliance with this policy will also facilitate compliance with the Data Protection Act 2018 and the GDPR.

Appendix 1

Exemptions under the FOIA

Section 12 – Exceeds the appropriate limit for cost and time.
Section 14 – Repeated or vexatious requests
Section 21 – Information reasonably accessible by other means
Section 22 – Information intended for future publication
Section 23 – Security bodies
Section 24 – Safeguarding national security
Section 25 - Certificates under ss.23 and 24: supplementary provision
Section 26 – Defence
Section 27 – International relations
Section 28 – Relations within the UK
Section 29 – The economy
Section 30 – Investigations
Section 31 – Law enforcement
Section 32 – Information contained in court records/transcripts
Section 33 – Public audit
Section 34 – parliamentary privilege
Section 35 – Policy formulation
Section 36 – Effective conduct of public affairs
Section 37 – Communications with Her Majesty and the awarding of honours
Section 38 – Health and safety
Section 39 – Environmental information
Section 40 – Personal information
Section 41 – Information provided in confidence
Section 42 – Legal professional privilege
Section 43 – Public sector contracts, commercial interests
Section 44 – Prohibitions on disclosure

Exceptions under the EIR

Regulation 12(4)(a) – Information not held
Regulation 12(4)(c) – Request formulated in too general a manner
Regulation 12(4)(d) – Material in the course of completion
Regulation 12(4)(e) – Internal communications
Regulation 12(5)(a) – Internal relations, defence, national security or public safety
Regulation 12(5)(b) – The course of justice and enquiries
Regulation 12(5)(c) – Intellectual property rights
Regulation 12(5)(d) – Confidentiality of proceedings
Regulation 12(5)(e) – Confidentiality of commercial or industrial information
Regulation 12(5)(g) – Protection of the environment

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MID DEVON DISTRICT COUNCIL – NOTIFICATION OF KEY DECISIONS

September 2018

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)
Exe Valley Area of Outstanding Natural Beauty To consider the setting up of a partnership to explore an AONB for the Exe Valley and other issues.	Environment Policy Development Group Cabinet Council	4 Sep 2018 27 Sep 2018 24 Oct 2018	Adrian Welsh, Group Manager for Growth, Economy and Delivery Tel: 01884 234398	Leader of the Council (Councillor Clive Eginton)	Open
Gas Safety Policy To consider a report regarding the revised Gas Safety Policy.	Homes Policy Development Group Cabinet	11 Sep 2018 27 Sep 2018	Mark Baglow, Group Manager for Building Services Tel: 01884 233011	Cabinet Member for Housing (Councillor Ray Stanley)	Open
Rechargeable Repairs To receive a report reviewing the Rechargeable Repairs policy.	Homes Policy Development Group Cabinet	11 Sep 2018 27 Sep 2018	Mark Baglow, Group Manager for Building Services Tel: 01884 233011	Cabinet Member for Housing (Councillor Ray Stanley)	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)
Neighbourhood Management Policy To receive a report from the Group Manager for Housing presenting the revised Neighbourhood Management Policy.	Homes Policy Development Group Cabinet	11 Sep 2018 27 Sep 2018	Claire Fry, Group Manager for Housing Tel: 01884 234920	Cabinet Member for Housing (Councillor Ray Stanley)	Open
Illegal Encampment Policy To receive a report of the Group Manager for Corporate Property and Commercial Assets presenting a policy regarding Illegal Encampment	Community Policy Development Group Cabinet Council	18 Sep 2018 27 Sep 2018 24 Oct 2018	Andrew Busby, Group Manager for Corporate Property and Commercial Assets Tel: 01884 234948	Cabinet Member for Community Well Being (Councillor Colin Slade)	Open
Customer Care Policy To receive the 3 yearly review of the Customer Care Policy from Director of Corporate Affairs and Business Transformation.	Community Policy Development Group Cabinet	18 Sep 2018 27 Sep 2018	Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381	Cabinet for the Working Environment and Support Services (Councillor Margaret Squires)	Open
Town Centre Masterplan following public consultation To consider that masterplan.	Cabinet	27 Sep 2018	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor	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)
				Richard Chesterton)	
Greater Exeter Strategic Partnership To consider a report with regard to proposed consultation documents.	Cabinet	27 Sep 2018	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Dulm Garden Village - Dulmpton (c) To consider the project constraints, opportunities, issues (masterplanning)	Cabinet	27 Sep 2018	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Greater Exeter Strategic Plan (GESP) - update and consideration of GESP To consider matters with regard to the Greater Exeter Strategic Partnership.	Cabinet Council	27 Sep 2018 24 Oct 2018	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Channel Access Strategy	Cabinet	27 Sep 2018	Lisa Lewis, Group Manager for Business	Cabinet for the Working Environment and	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)
			Transformation and Customer Engagement Tel: 01884 234981	Support Services (Councillor Margaret Squires)	
Proposals for improvements to Tiverton Town Centre To receive a presentation on proposals for improvements to Tiverton Town Centre, seeking authority to go out to tender with a view to progress project work'.	Cabinet	27 Sep 2018	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Housing (Councillor Ray Stanley)	Fully exempt
Cullompton Town Centre Masterplan To consider the contract award	Cabinet	25 Oct 2018	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Tiverton Eastern Urban Extension Area B Masterplanning To consider the outcome of the tender process	Cabinet	25 Oct 2018	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Part exempt

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
Complaints Policy To receive a review of the Complaints Policy from Group Manager for Business Transformation and Customer Engagement	Scrutiny Committee Cabinet	8 Oct 2018 25 Oct 2018	Lisa Lewis, Group Manager for Business Transformation and Customer Engagement Tel: 01884 234981	Cabinet for the Working Environment and Support Services (Councillor Margaret Squires)	Open
ICT Strategy Report regarding a review of the ICT Strategy	Cabinet	25 Oct 2018	Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381	Cabinet Member for Community Well Being (Councillor Colin Slade)	Open
Statement of Community Involvement Review 2018 Report to seek authority to consult on the draft revised text	Cabinet	25 Oct 2018	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Medium Term Financial Plan To consider the MTFP.	Cabinet	25 Oct 2018	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Peter Hare-Scott)	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)
Draft 19/20 General Fund and Capital Programme To consider options available in order for the Council to set a balanced budget for 2019/20.	Cabinet	25 Oct 2018	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Peter Hare-Scott)	Open
Treasury Management Strategy and Mid Year Review Report To consider a report of the Treasury performance during the first 6 months of the financial year.	Cabinet Council	25 Oct 2018 19 Dec 2018	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet Member for Finance (Councillor Peter Hare-Scott)	Open
Information Security To consider a revised policy	Cabinet	25 Oct 2018	Catherine Yandle, Group Manager for Performance, Governance and Data Security Tel: 01884 234975	Cabinet Member for Community Well Being (Councillor Colin Slade)	Open
Information Security Incident To consider a revised policy	Cabinet	25 Oct 2018	Catherine Yandle, Group Manager for Performance, Governance and Data Security Tel: 01884 234975	Cabinet Member for Community Well Being (Councillor Colin Slade)	Open

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
Modernisation of Council Homes 2018-2023 To consider the outcome of the tender process.	Cabinet	25 Oct 2018	Andrew Pritchard, Director of Operations Tel: 01884 234950	Cabinet Member for Housing (Councillor Ray Stanley)	Part exempt
Market Rights Policy A report proposing the adoption of a new Market Policy.	Economy Policy Development Group	8 Nov 2018	Adrian Welsh, Group Manager for Growth, Economy and Delivery Tel: 01884 234398	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
	Cabinet	22 Nov 2018			
	Council	19 Dec 2018			
Economic Strategy To consider a new policy.	Economy Policy Development Group	8 Nov 2018	Adrian Welsh, Group Manager for Growth, Economy and Delivery Tel: 01884 234398	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
	Cabinet	22 Nov 2018			
	Council	19 Dec 2018			
Void Management Policy To receive a report from the Group Manager for Building	Homes Policy Development Group	13 Nov 2018	Mark Baglow, Group Manager for Building Services Tel: 01884	Cabinet Member for Housing (Councillor Ray Stanley)	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)
Services presenting the revised Void Management Policy.	Cabinet	22 Nov 2018	233011	Stanley)	
Corporate Asbestos Policy To receive a report from the Group Manager for Building Services presenting the revised Corporate Asbestos Policy.	Homes Policy Development Group Cabinet	13 Nov 2018 22 Nov 2018	Mark Baglow, Group Manager for Building Services Tel: 01884 233011	Cabinet Member for Housing (Councillor Ray Stanley)	Open
Asbestos Management Plan To receive a report from the Group Manager for Building Services presenting the revised Asbestos Management Plan.	Homes Policy Development Group Cabinet	13 Nov 2018 3 Jan 2019	Mark Baglow, Group Manager for Building Services Tel: 01884 233011	Cabinet Member for Housing (Councillor Ray Stanley)	Open
Supply and Demand Policy To receive a report from the Group Manager for Housing presenting the revised Supply and Demand Policy.	Homes Policy Development Group Cabinet	13 Nov 2018 22 Nov 2018	Claire Fry, Group Manager for Housing Tel: 01884 234920	Cabinet Member for Housing (Councillor Ray Stanley)	Open
Severe Weather Emergency Protocol and Extended Winter Provision Protocol To receive a report from the	Homes Policy Development Group Cabinet	13 Nov 2018 22 Nov 2018	Claire Fry, Group Manager for Housing Tel: 01884 234920	Cabinet Member for Housing (Councillor Ray Stanley)	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)
Group Manager for Housing presenting an updated Severe Weather Emergency Protocol and Extended Winter Provision Protocol.					
Community Safety Partnership Plan 2 yearly review	Community Policy Development Group Cabinet	20 Nov 2018 3 Jan 2019	Andrew Pritchard, Director of Operations Tel: 01884 234950	Cabinet for the Working Environment and Support Services (Councillor Margaret Squires)	Open
Community Engagement Strategy (inc Action Plan) To receive a report from the Director of Corporate Affairs and Business Transformation updating Members on progress made with the Community Engagement Action Plan and to review the strategy and focus for 2018/2019.	Community Policy Development Group Cabinet	20 Nov 2018 3 Jan 2019	Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381	Cabinet Member for Community Well Being (Councillor Colin Slade)	Open
Design Supplementary Planning Document To consider a report seeking approval to consult on the	Cabinet	22 Nov 2018	Jenny Clifford, Head of Planning, Economy and Regeneration Tel:	Cabinet Member for Planning and Economic Regeneration	Open

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
draft Supplementary Planning Document.			01884 234346	(Councillor Richard Chesterton)	
Vehicle Maintenance Contract To consider the maintenance contract.	Cabinet	3 Jan 2019	Stuart Noyce, Group Manager for Street Scene and Open Spaces Tel: 01884 244635	Leader of the Council (Councillor Clive Eginton)	Open
Statement of Community Involvement Review 2018 - post consultation To consider the review post consultation and make recommendation to Council	Cabinet Council	3 Jan 2019 27 Feb 2019	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open
Public Health Enforcement Policy To receive the 2 yearly review of the Public Health Enforcement Policy from Group Manager for Public Health and Regulatory Services.	Community Policy Development Group Cabinet	22 Jan 2019 7 Feb 2019	Simon Newcombe, Group Manager for Public Health and Regulatory Services Tel: 01884 244615	Cabinet for the Working Environment and Support Services (Councillor Margaret Squires)	Open

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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)
Cleaning Contractors To approve the outcome of the procurement exercise.	Cabinet	7 Feb 2019	Andrew Jarrett, Deputy Chief Executive (S151) Tel: 01884 234242	Cabinet for the Working Environment and Support Services (Councillor Margaret Squires)	Open
Bereavement Services Fees & Charges Annual Review	Environment Policy Development Group Cabinet	5 Mar 2019 4 Apr 2019	Andrew Pritchard, Director of Operations Tel: 01884 234950	Cabinet Member for the Environment Cabinet Member for the Environment	Open
Play Area Safety Inspection Policy To receive a 3 year review of the Play Area Safety Inspection Policy	Environment Policy Development Group Cabinet	5 Mar 2019 4 Apr 2019	Andrew Pritchard, Director of Operations Tel: 01884 234950	Cabinet Member for the Environment Cabinet Member for the Environment	Open
Design Supplementary Planning Document - post consultation To consider the Supplementary Planning Document post consultation	Cabinet	7 Mar 2019	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard)	Open

Title of report and summary of decision	Decision Taker	Date of Decision	Officer contact	Cabinet Member	Intention to consider report in private session and the reason(s)
				Chesterton)	
ASB Policy and Procedures To receive a report from the Group Manager for Housing presenting the revised Anti-Social Behaviour Policy and Procedures.	Homes Policy Development Group Cabinet	12 Mar 2019 4 Apr 2019	Claire Fry, Group Manager for Housing Tel: 01884 234920	Cabinet Member for Housing (Councillor Ray Stanley)	Open
Tenancy Strategy To consider a report regarding the revised strategy.	Homes Policy Development Group Cabinet	12 Mar 2019 4 Apr 2019	Claire Fry, Group Manager for Housing Tel: 01884 234920	Cabinet Member for Housing (Councillor Ray Stanley)	Open
Regulation of Investigatory Powers To receive the 3 yearly review of Regulation of Investigatory Powers from the Director of Corporate Affairs and Business Transformation.	Community Policy Development Group Cabinet	19 Mar 2019 4 Apr 2019	Jill May, Director of Corporate Affairs and Business Transformation Tel: 01884 234381	Cabinet for the Working Environment and Support Services (Councillor Margaret Squires)	Open
Corporate Health & Safety Policy To receive the annual review of the Corporate Health &	Community Policy Development Group	19 Mar 2019	Jill May, Director of Corporate Affairs and Business Transformation Tel:	Cabinet for the Working Environment and Support 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)
Safety Policy from the Director of Corporate Affairs and Business Transformation.	Cabinet	4 Apr 2019	01884 234381	(Councillor Margaret Squires)	
Greater Exeter Strategic Plan To consider a report of the Head of Planning, Economy and Regeneration regarding draft strategic plan.	Cabinet Council	Not before 20th May 2019 Not before 31st May 2019	Jenny Clifford, Head of Planning, Economy and Regeneration Tel: 01884 234346	Cabinet Member for Planning and Economic Regeneration (Councillor Richard Chesterton)	Open

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