

# Tiverton Eastern Urban Extension

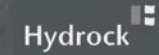
## Supplementary Planning Document

### Area B Masterplan

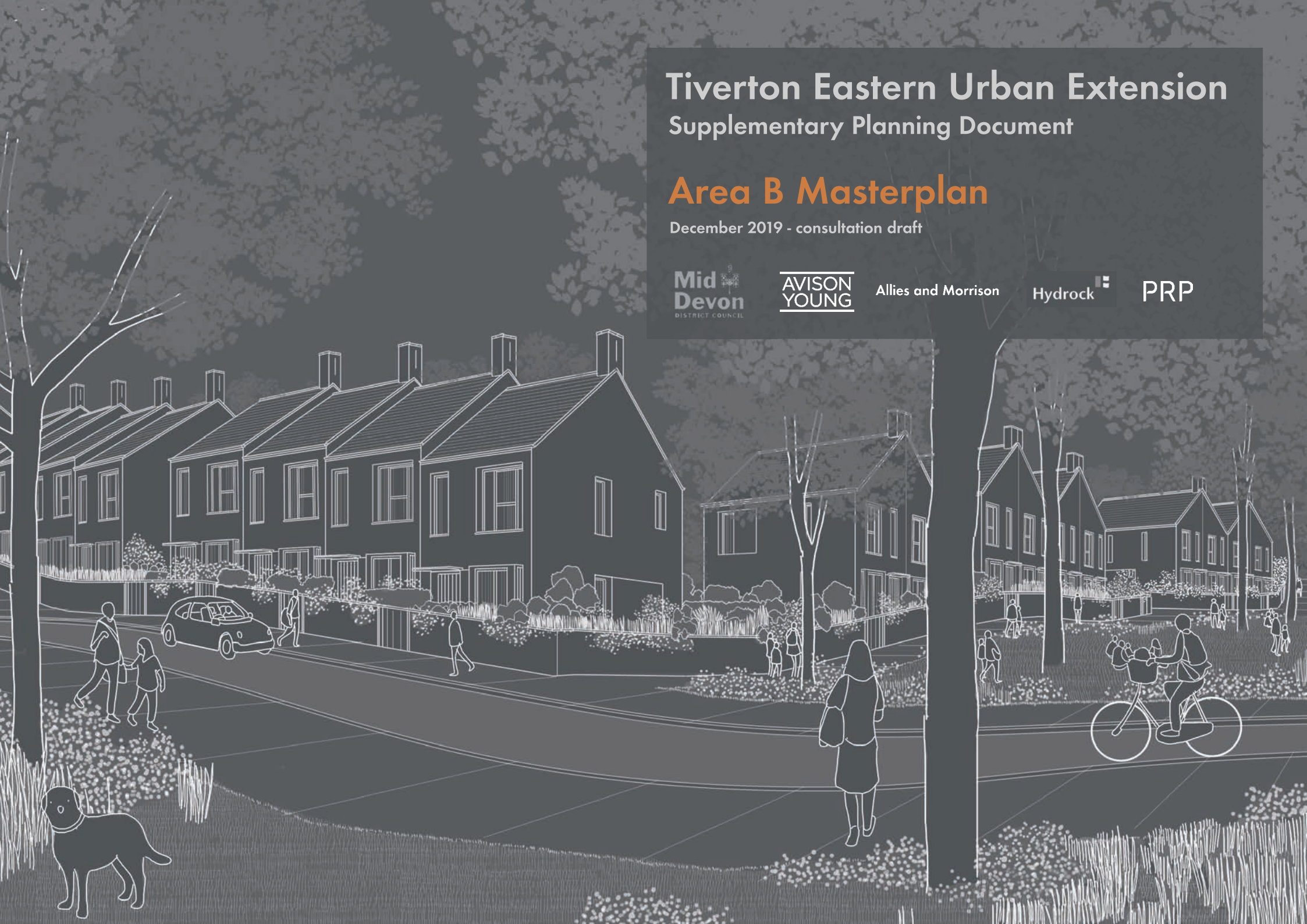
December 2019 - consultation draft



Allies and Morrison



PRP



***FOREWORD TBC MDDC***

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

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# 1 INTRODUCTION



Fig.01 Tiverton EUE Area B allocation



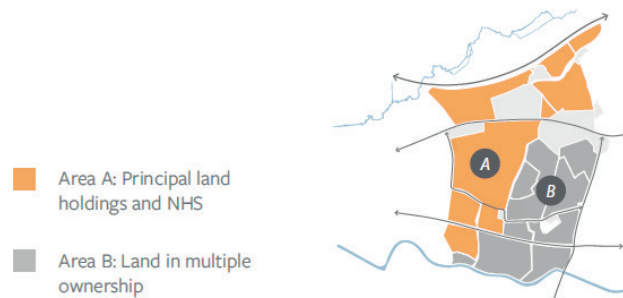
## 1.1 INTRODUCTION

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

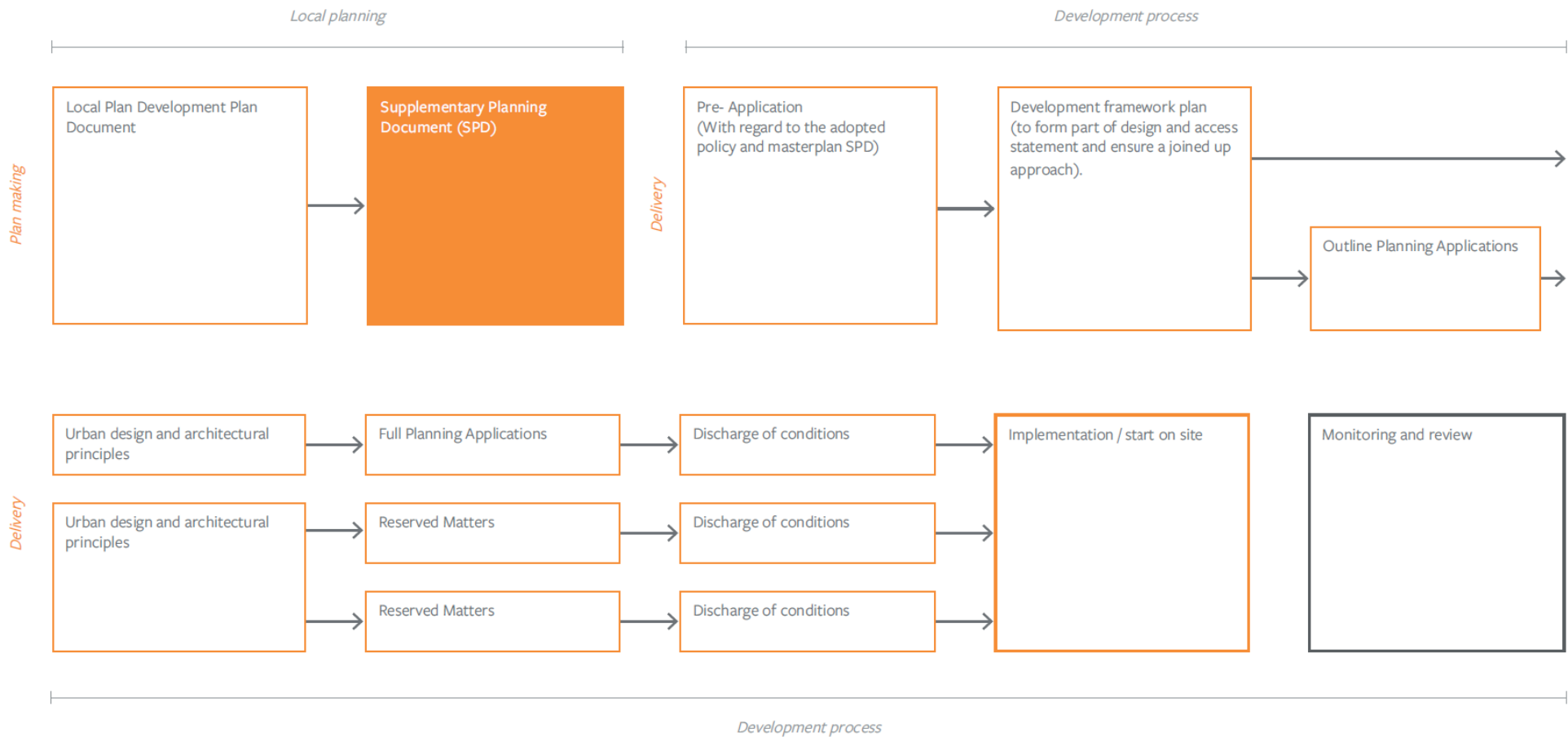
Two distinct areas were defined within the 2018 SPD, referred to as areas A and B. The adopted SPD established a detailed masterplan for Area A in collaboration with the landowners and using survey and design information available at the time of writing. Masterplan consideration was given to Area B but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

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

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



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



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

## 1.2 PURPOSE AND ROLE OF THE DOCUMENT

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

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

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

The flow diagram opposite (Fig.03) illustrates where the SPD sits in the development process.

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

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

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

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

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

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

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

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



## 1.3 MEETING PLANNING POLICY OBJECTIVES

The 2018 SPD was considered under the Adopted Local Plan Policy and the SPD provides an overview of the adopted policy context, notably policies AL/TIV/1 to AL/

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

### **Allocations and Infrastructure DPD**

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

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

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

The 2018 SPD identifies capacity of around 1520 dwellings, 30,000 square metres of employment floorspace, and community and infrastructure facilities (all subject to further design development) across the EUE. Whilst the 2018 SPD established these as guide, the Area B masterplan process has been undertaken on the basis that there is scope to consider increasing the density of Area B given the overarching policy context of AL/TIV/1 in the adopted AIDPD and emerging Local Plan Review.

### **Policy AL/TIV/2 Transport Provisions**

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

### **Policy AL/TIV/3 Green Infrastructure**

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

### **Policy AL/TIV/4 Community Facilities**

The 2018 SPD identifies the delivery of a primary school, shopping and community centre provision within Area A. Detailed proposals were being brought forward through the pre-application planning process at the time of the Area B masterplan exercise but further consideration will

need to be given at the earliest opportunity in order to ensure a satisfactory interaction with the north western section of Area B.

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

### **Policy AL/TIV/6 Phasing**

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

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

## Local Plan Review (LPR)

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

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

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

### Policy TIV1

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

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

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

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

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

#### Policy TIV2 – EUE Transport Provision

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

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

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

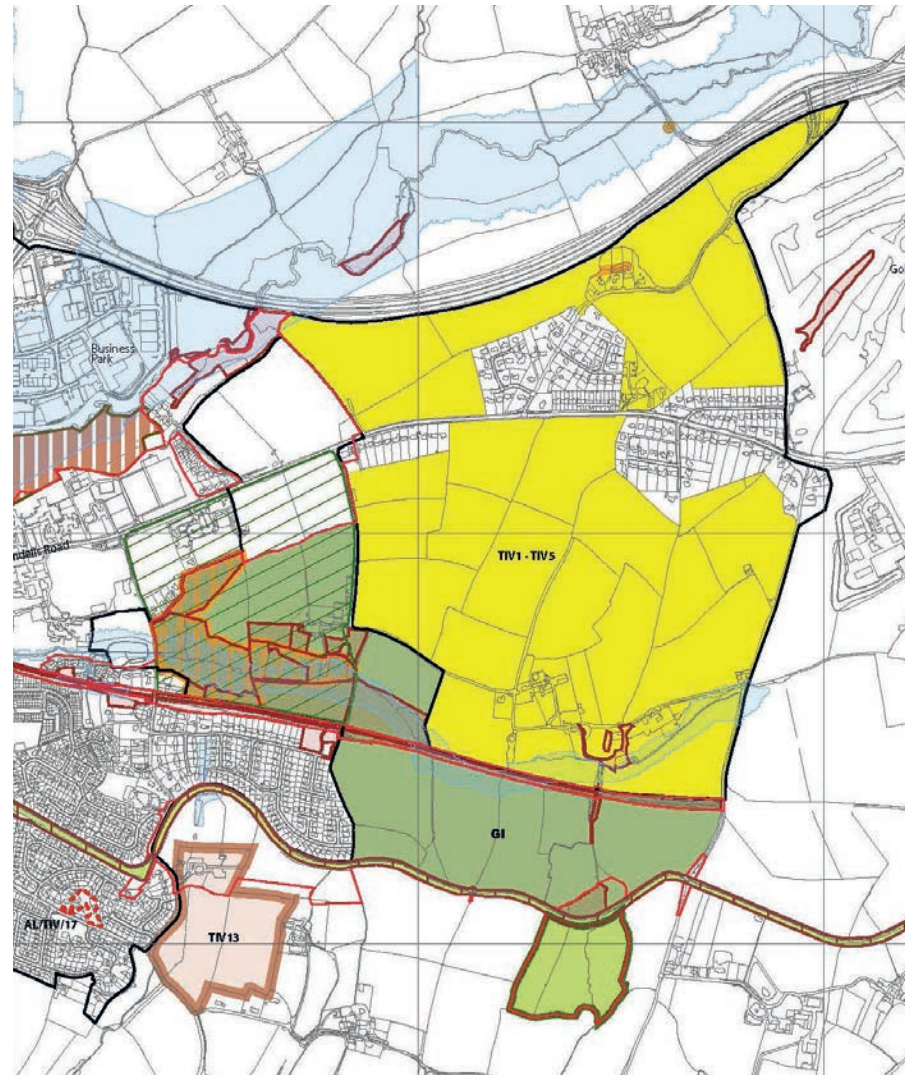


Fig.04 Extract from key diagram Local Plan Review 2013 - 2033

#### Policy TIV4 EUE Community Facilities

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

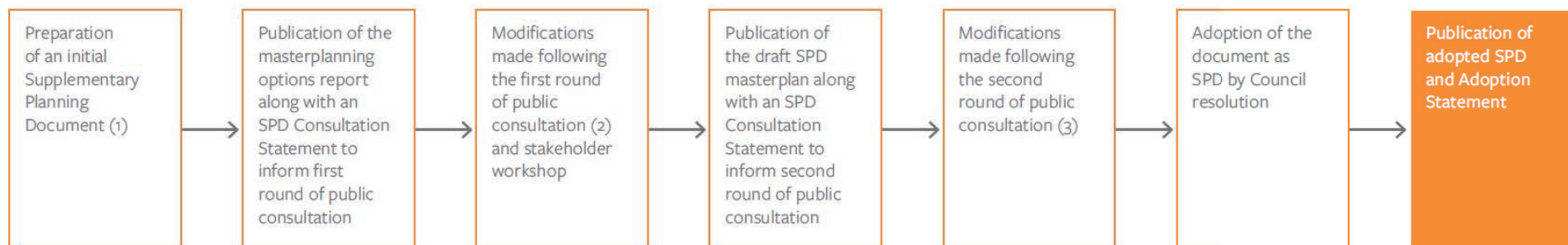
#### Policy TIV5 EUE Phasing

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

#### Other LPR Policy Considerations

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

- Policy S3 – ‘Meeting Housing Needs’ which includes reference to self-build and custom dwellings being required on sites of over 20 dwellings or more through 5% of serviced dwelling plots. Reference is also made to the provision of gypsy and traveller pitches which are discussed later into this document.
- Policy S6 – ‘Public Open Space’ sets the required standards all types of open space.



#### where we are:



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

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

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

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



Fig.05 Where we are in the process



## 1.4 THE SUPPLEMENTARY PLANNING DOCUMENT

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

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

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

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

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

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

## 1.5 CONSULTATION

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

### Workshop 1

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

### Natural landscape and public open space:

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

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

### Character and built development

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

### Movement and transport

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

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

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

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

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

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

### Sustainability and climate change

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

Further engagement will be undertaken as part of the formal consultation on the draft masterplan and comments received at this stage will help to shape the final draft of the document.

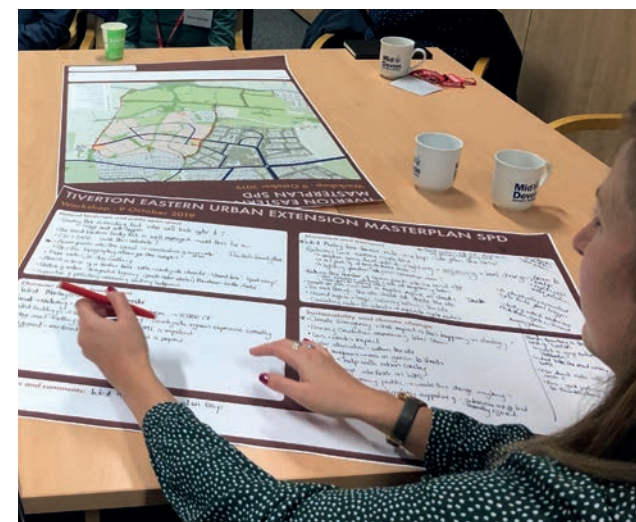


Fig.06 photos from workshop event



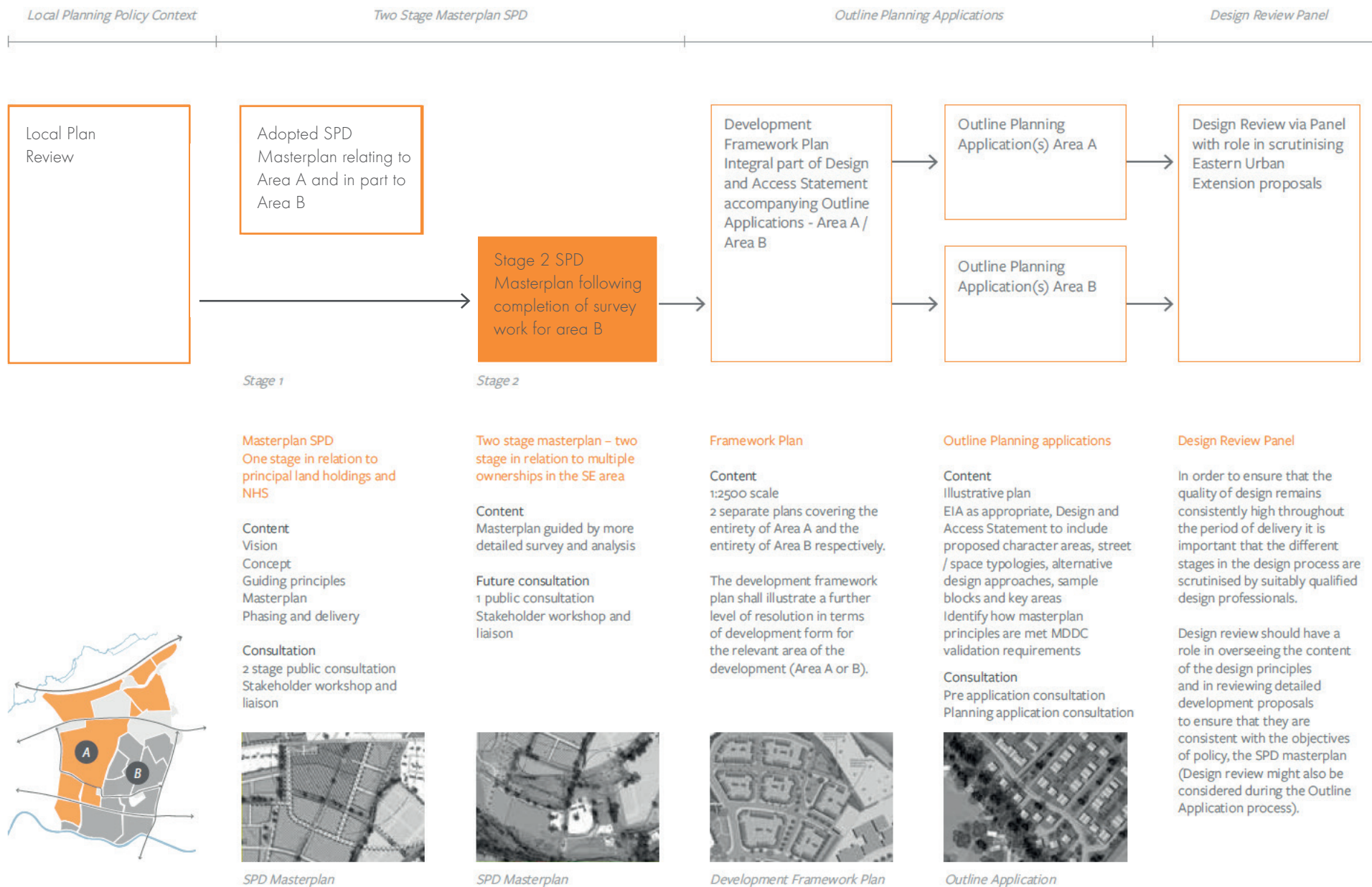
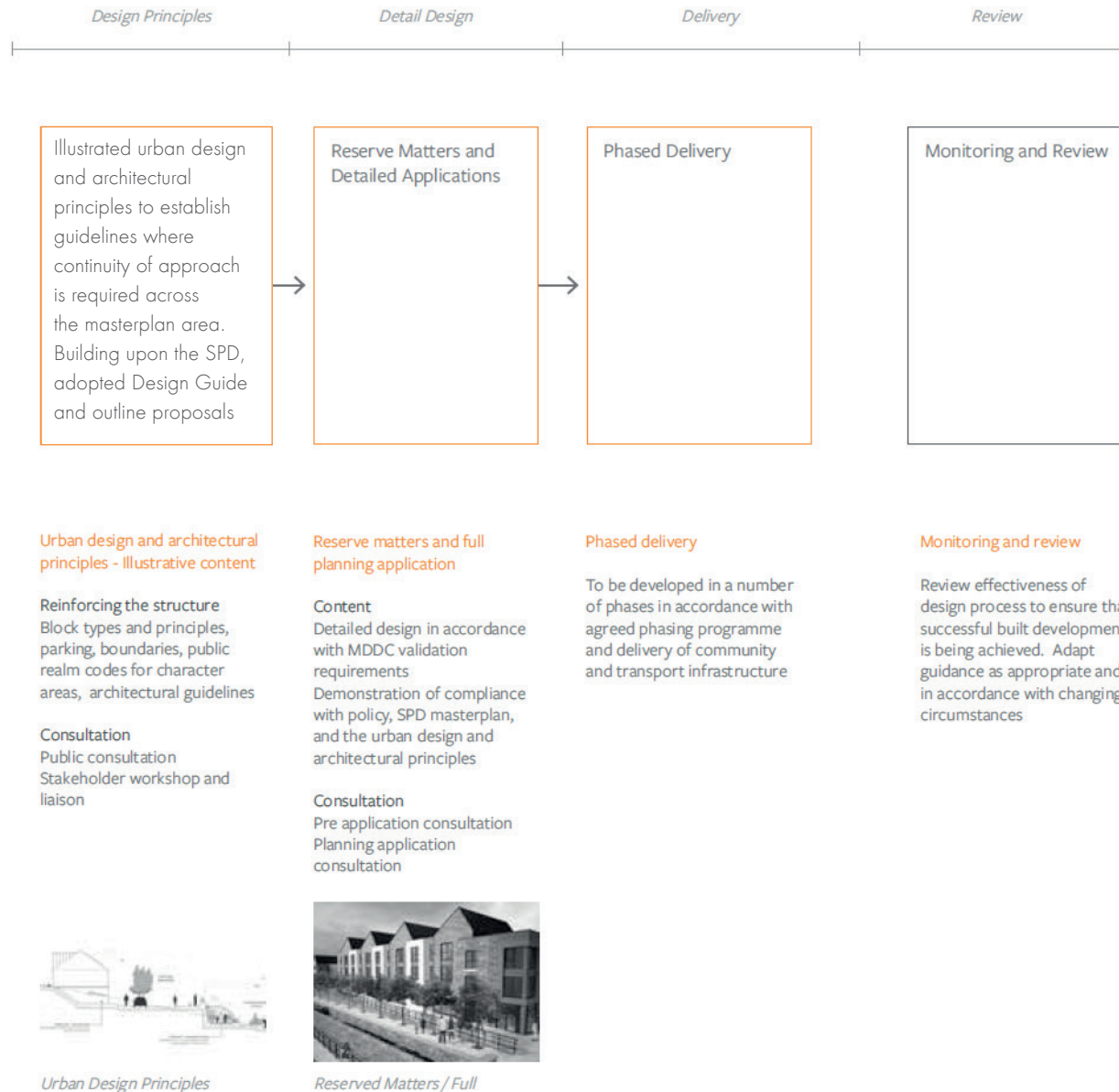


Fig.07 Design process

## 1.6 DESIGN PROCESS



### 1.6.1 Background

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

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

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

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

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





## 2 ABOUT THE TIVERTON EUE SITE









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



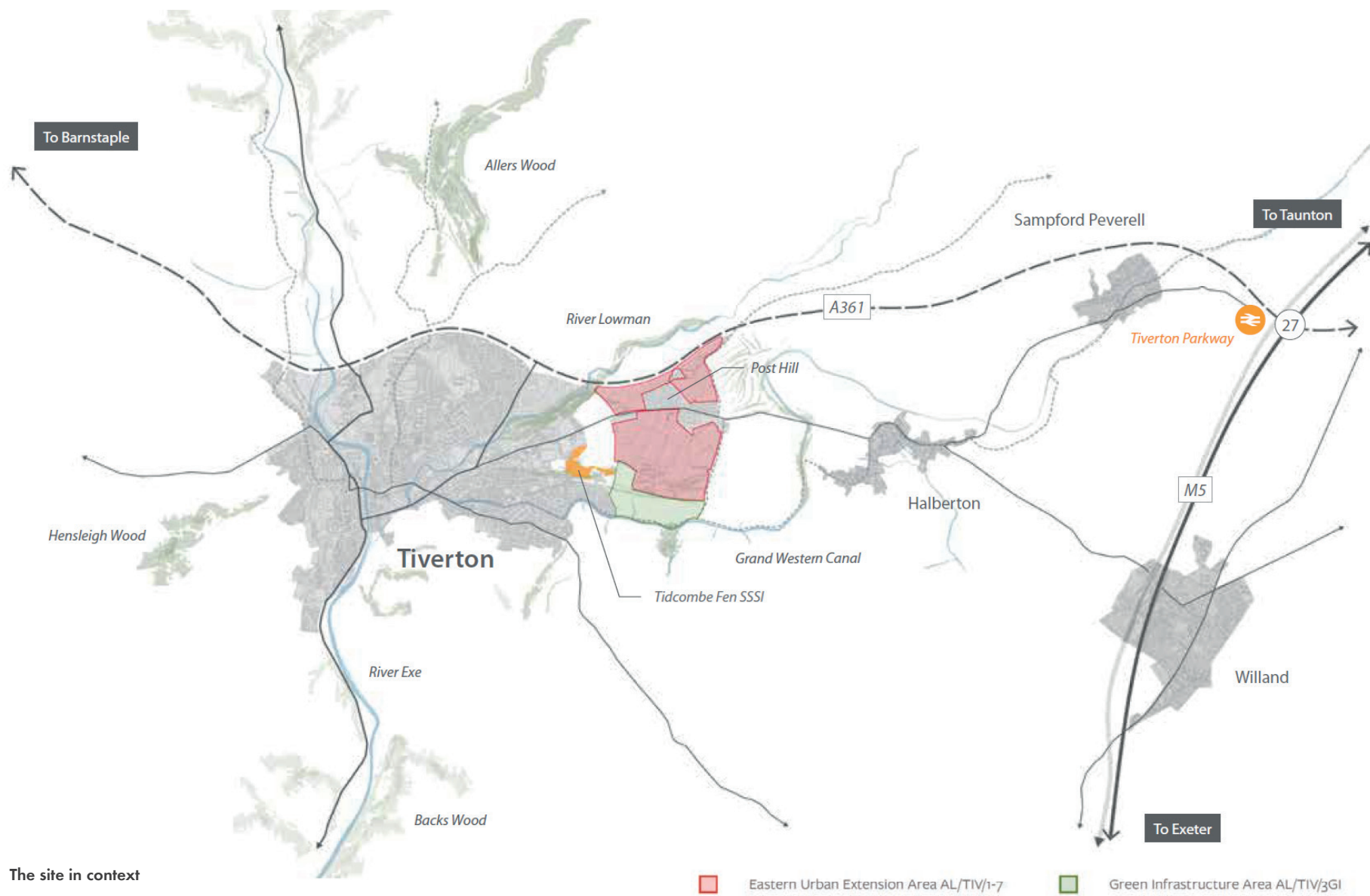


Fig.09 The site in context



## 2.1 THE SITE AND LOCATION

### 2.1.1 The Tiverton EUE Site in context

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

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

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

### 2.1.2 The site

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

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

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

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

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

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

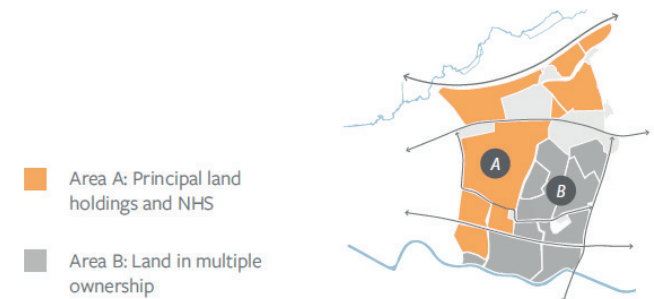
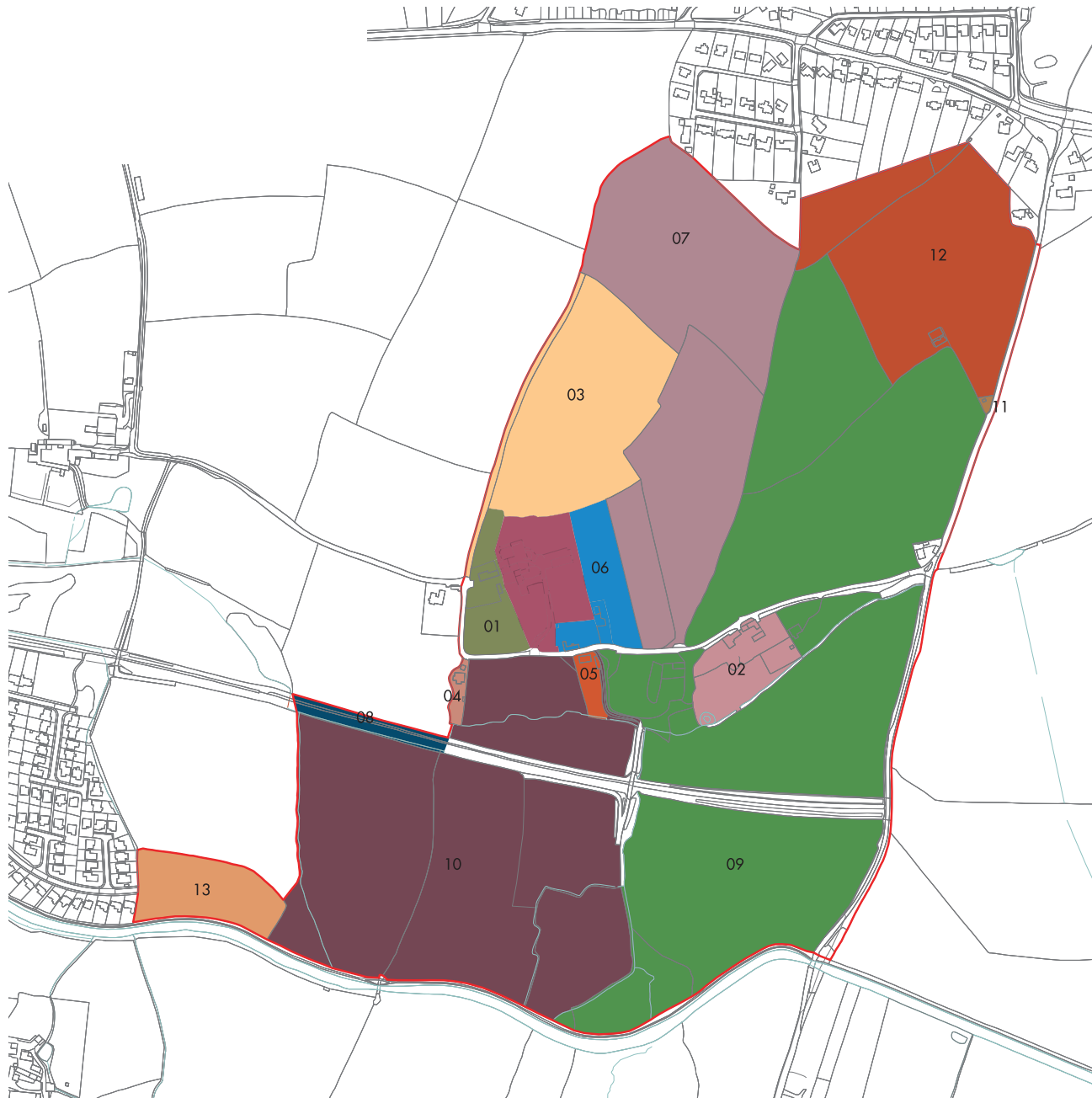


Fig.10 Tiverton EUE Area A and Area B



### Land Description

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

**Fig.11 Land ownership plan**

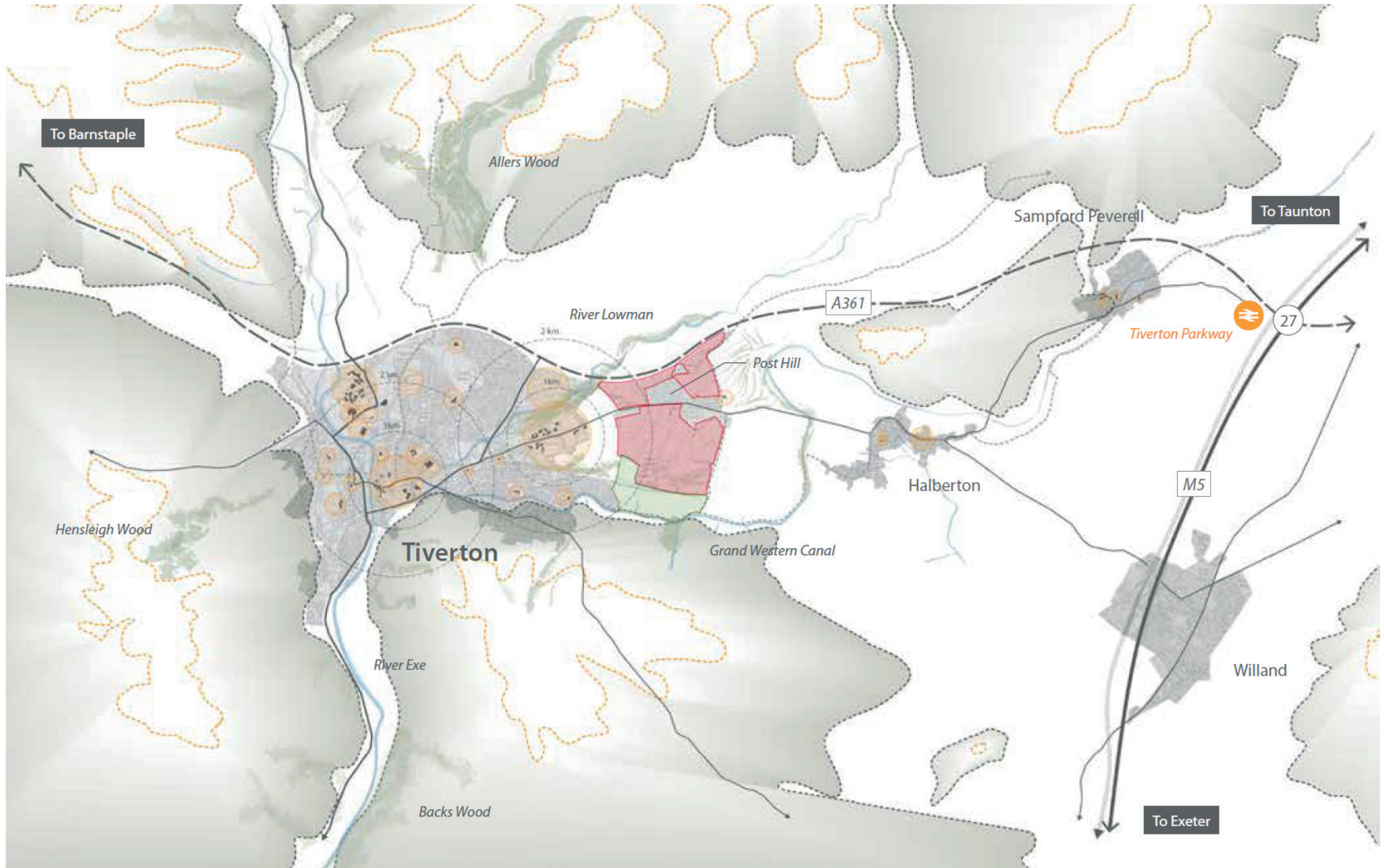
## 2.2 LAND OWNERSHIP

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

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

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

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



**Fig.12 Key constraints and opportunities at a wider scale**

Local facilities

High areas

Low areas

Eastern Urban Extension Area TIV 1-5

Green Infrastructure Area TIV 3





## 2.3 TIVERTON EUE SITE

### 2.3.1 An appropriate location

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

### 2.3.2 Topography and visual sensitivity

Whilst there are many complex localised layers to landform in the area, broadly speaking Tiverton is surrounded on three sides by hills with the landscape opening to a wide valley floor and the town lies within this plateau at the confluence of the Rivers Exe and Lowman. The site lies to the east of the town and as such is likely to be visible from a number of elevated vantage points in the surrounding hills.

From most viewpoints it is possible to view Post Hill and therefore likely that the development will be seen in this context.

### 2.3.3 Connections, access and movement

The site is well positioned with access to all modes of transport locally and regionally. Very good road and bus links exist to all local amenities. There is excellent access to a range of pedestrian and cycle routes including a Sustrans route, footpath and bridleways. Many of these routes connect directly to the town centre. Access to the rail network is available nearby at Tiverton Parkway Station near Sampford Peverell. Wider connections by both road and rail make journeys to regional centres and beyond quick and easy.

### 2.3.4 Facilities and amenities

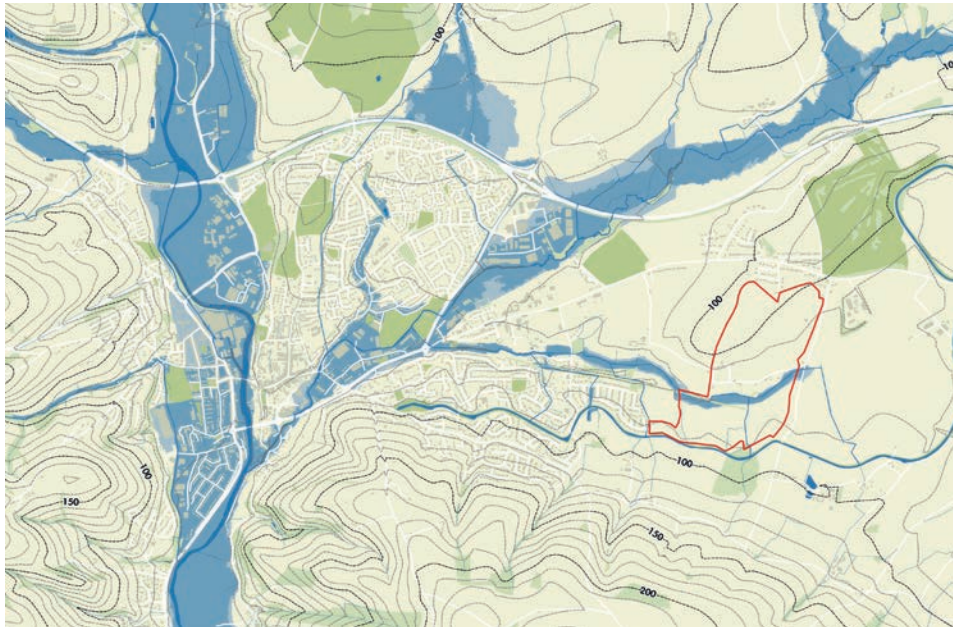
Tiverton has a wide range of easily accessible facilities and amenities including; shops, healthcare (hospital, surgeries, dentists and pharmacies), education (nurseries, primary, secondary and further education) and leisure opportunities.

Tiverton Town Centre and the area to the north west in the area of Kennedy Way are centres for facilities in the town. The main outlying villages (Halberton and Sampford Peverell) also have a number of local community facilities.

All of these facilities and amenities are within easy reach of the site by a range of transport modes.

### 2.3.5 Employment

Tiverton has a range of employment locations and opportunities which vary in scale and sector. These are primarily focused within the urban area of the town. All are easily accessible from the site by a range of modes of transport.



flooding and topography



movement and access



landscape typology



fauna



trees and hedgerows

**Fig.13** Summary diagrams of site constraints

## 2.4 AREA B CONSTRAINTS AND OPPORTUNITIES

### Surveys

A range of studies have been commissioned and undertaken on the principal land holdings comprising Area B, some by the individual landowners, some on behalf of MDDC and others by interested parties including the West Manley Lane Conservation Group.

The Council has commissioned the following surveys or reports (largely in 2016) in relation to Area B since the first adopted version of the SPD (2014). This information has informed the overall shape of this plan and amount of development that can reasonably be achieved thereby updating the previous masterplan work:

- Topography
- Arboriculture
- Ground conditions
- Ecology
- Noise Assessment
- Air Quality
- Area B vehicle trip forecast, options for access and capacity assessment
- Residential Amenity Assessment (produced to support the consideration of access feasibility)

In addition to the above, the evidence base for Area B also includes:

- an Archaeological Magnetometer Survey (June 2019) for a large proportion of Area B (identifies a potential archaeological feature of interest in the central northern section of the site);
- analysis of access and movement by Hydrock Transport consultants as part of the masterplan commission for Area B;
- landscape character analysis by PRP landscape architects as part of the masterplan commission for Area B.

The constraints and opportunities identified previously remain largely relevant to Area B but have been more recently updated as a result of work. It is worth highlighting the following key considerations:

- the challenging topography across Area B (to a greater extent than Area A);
- the requirement for new surface water attenuation features, and existing surface water features including Alsa Brook and its flood plain in the south of the site;
- the implications of the Tidcombe Fen Site of Special Scientific Interest with regards to ecological and hydrological characteristics and the Grand Western Canal County Wildlife Site;
- the Grade II listed buildings within Area B, largely on West Manley Lane; and
- the listed bridges over the former railway line and Grand Western Canal which is also a designated conservation area.

### Access

A key consideration for Area B is the means of vehicular access. The previous Masterplan work identifies the principal point of access into Area B as coming through Area A. Area B is therefore currently dependent upon the creation of this highway link in order to deliver development. Public consultation has previously sought to understand if access in to Area B should be supplemented by additional means of access by an additional means of access either temporary or permanent to accelerate the delivery of this part of the EUE. Options considered as part of the consultation were:

- 1 Continue to gain access solely through Area A in addition to
- 2 Two way access from Mayfair
- 3 Two way access from Manley Lane
- 4 Access via Mayfair and egress via Manley Lane; and
- 5 Access via Manley Lane and egress via Mayfair.

It was resolved at MDDC Cabinet (26th October 2017) that subject to acceptable planning impacts, alternative access arrangements may be considered as part of the scope of this master planning. However, these potential amended access arrangements should not include those at Mayfair and/or Manley Lane / Post Hill Junction.





Fig.14 Relevant nearby planning applications



## Housing Numbers

The extant planning permissions granted within Area A equate to up to 1030 dwellings in outline, of which 248 have reserved matters consent. A further 12 apartments have been granted permission in full via 14/00604/MFUL. The key applications being:

13/01616/MOUT Outline for the development of up to 330 dwellings together with public open space, associated infrastructure and other works including vehicular access, pedestrian / cycle links and highway improvements. The applicant Waddeton Park gained outline planning permission with signed S106 on 18th September 2015.

14/00881/MOUT Outline for up to 700 dwellings, 22,000sqm B1/B8 employment land, care home, primary school, neighbourhood centre with LILO junction on to A361 and access / egress on to Blundell's Road. The applicant Chettiscombe Trust Estate was given outline permission with Section 106 agreement on 12th June 2017.

18/0133/MARM Reserved Matters application, pursuant to Outline application 13/01616/MOUT, for the construction of 248 dwellings, 3 Gypsy and traveller pitches, public open space, landscape planting, pedestrian, cycle and vehicular links; and associated infrastructure. Barratt David Wilson secured consent in August 2018.

Therefore outline planning permission for 1030 homes has been granted of which, at the time of writing this masterplan (early 2020) 248 have also been granted Reserved Matters planning permission. In addition, to date, a further 12 homes have full planning permission. Accordingly, a total of 1042 homes are currently proposed within Area A. The emerging Local Plan figure (Policy Tiv 1) proposes a range of between 1580-1830 homes within the Tiverton EUE equating to a target range of 538-788 dwellings on Area B. With the AIDPD proposing upto 2000 dwellings this would allow a potential for a further 958 dwellings (approx) within Area B. However the Local Plan Review figure proposes a total figure for the EUE of 1580 to 1830 equating to 620 to 870 dwellings within Area B.



# 3 VISION AND OBJECTIVES

## A garden neighbourhood

The overall design of the masterplan is based around a series of design principles that seek to create a new garden neighbourhood with a character and appearance inspired by the defining characteristics of Tiverton and its immediate surroundings and that is reminiscent of a garden city environment. Whilst the plan is designed around modern requirements and standards (including making efficient use of land for the provision of new homes) and takes account of sustainability objectives; it seeks to establish a firm foundation for a place that is green, leafy with generous private gardens, making the most of sunlight and natural daylighting, and creating opportunities for community recycling and food production.

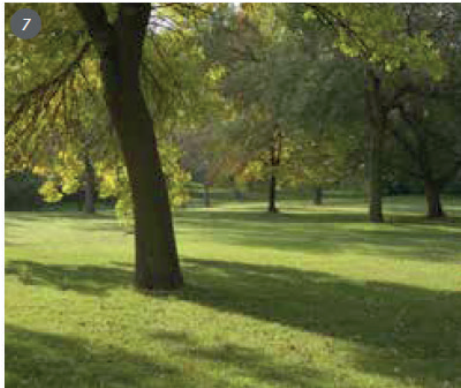


Fig.15 The vision - capturing the feeling of the place



### 3.1 THE VISION

**The overarching ambition of this project is to ensure that an attractive and well-designed garden neighbourhood creates a positive future for the east of Tiverton and Post Hill.**

**2035.** Living in the garden neighbourhood at Post Hill means being able to enjoy the best of Devon rural living, whilst also being close to the heart of Tiverton - which is a couple of miles away. Post Hill is within a lovely rural parkland setting and is a sought after place to live. It is a place that offers a healthy and sustainable lifestyle where local facilities are an easy walk away. Today, the generous green spaces provide a fabulous resource wrapping around the new neighbourhood. The new parkland extends from the Tidcombe Fen and Grand Western Canal to the Lowman River corridor.

Post Hill is unique because of its outstanding natural assets. The diverse local green spaces which dominate its character have established a great backdrop for the new housing; this has been innovatively designed to be modern, comfortable, in keeping with local traditions and to minimise its impact on the planet.

At Post Hill, it is possible to live a life where all aspects of everyday living are available nearby. Residents can work from home or in one of the many supported local business spaces; go to the local primary or Blundell's School; walk, cycle or catch a bus into town or to the Railway Station for

a train to Exeter, Bristol or London; visit the doctor or dentist at the local medical centre; shop at the Post Hill stores and post office; grow food in the numerous local allotments and community orchards – including the reestablished orchards which used to be a feature of the area.

What really sets Post Hill apart is the ability for people to live a modern lifestyle in an area that is part of Tiverton and where a parkland scene meets the countryside. This is made possible by the interplay of the landscape, the country park, and the leafy residential community. New energy efficient homes in Post Hill are sought after by people of all ages. People are choosing to live in what has become a mature and thriving garden neighbourhood set within a quintessentially Devon landscape in the heart of Mid-Devon.

Today's Post Hill is modern, green, vital with local flora and fauna, and really convenient. It is a stunning addition to Tiverton's built environment and today represents a model of how to design a new community in a market town. Its success is borne out by the pride that local residents have in where they live.

The development concept for the masterplan framework is defined by four key objectives. The masterplan and development framework....

1. Is defined by green corridors
2. Set within, but discrete from, the surrounding country lanes
3. Should support the establishment of a new Country Park
4. Create a series of connected, integrated and distinctive neighbourhoods



**Fig.16** Plan highlighting the key development concepts

## 3.2 DEVELOPMENT CONCEPT

The concept layout for the new garden neighbourhood has been determined by four key objectives which will ensure the vision is deliverable and policy objectives are met. The objectives are outlined as follows:

**The masterplan and development framework for Area B is defined by green corridors** – The distinguishing feature of Tiverton's Eastern Urban Extension will be the new garden neighbourhood's relationship with its landscape setting. The structure of Area B is defined by a grid of generous green corridors, the alignments of which are defined largely by retained landscape assets. These corridors traverse the undulating landscape, in both north-south and east-west directions, establishing easy access via green linkages for all new residents to the country park to the south.

There are two principal north-south green corridors. The first is formed by the existing informal lane, lined on each side by mature hedgerows and trees, which defines the threshold between Area A and Area B. The corridor follows the fall in the land from the western edge of the Mayfair properties, down to and across the sharp bend in West Manley Lane towards the canal corridor. At the very southern end of this axis is a small bridge over the canal.

The second north-south axis extends from the southern end of Mayfair and follows an existing hedgerow, down the slope to meet with West Manley Lane to the south. This will provide a generous green route connecting new and existing residents with the Country Park.

**The new garden neighbourhood for Area B will be set within, but discrete from, the surrounding country lanes** – The built extent of the garden neighbourhood is contained within the area bounded to the north side by the existing properties along Post Hill and Mayfair, and to the south by West Manley Lane. It is important to consider the southerly extent of the development. MDDC has previously sought to restrict development south of West Manley Lane other than in that associated with Green Infrastructure uses. It is important that the form and character of new development within Area B responds positively to its landscape setting. It is important to consider the southerly extent of the development. MDDC has previously sought to restrict development south of West Manley Lane other than in that associated with Green Infrastructure uses including sport and leisure. Further, in seeking to protect local character and amenity it is not intended that vehicular access for residents or commercial development will be gained from Area B directly from either West Manley Lane, Manley Lane or Mayfair. These principles are important to protect the rural and open character of the proposed Country Park and the existing character of West Manley and Manley Lanes.

**The new garden neighbourhood should support the establishment of a new Country Park** – The establishment of a Country Park south of West Manley Lane will provide areas of diverse ecological richness and a distinctive range of environments for wildlife, and enjoyment for local residents and the wider community. The Park has the potential to become a focus for community and educational activities and the Council will seek to prepare and agree a neighbourhood management plan jointly with the applicants prior to the commencement of development. The Park will create a unique environment, directly

connected to the Tiverton EUE garden neighbourhood, which will significantly enhance the setting of the new housing. The links and paths created through this Country Park will directly connect with the canal towpath in a controlled way through specific locations. This will enable the canal corridor to emerge as the increasing focus of activities with the potential to support ongoing investment in, and improvement of, the corridor and wider park setting.

**Creation of a series of connected, integrated and distinctive neighbourhoods** – Combining to create the opportunity for the establishment of a series of connected, integrated and distinctive neighbourhoods - the fall of the land; the distribution of existing landscape assets; the resultant proposed green infrastructure framework; the need for a range of housing types and densities and the pattern of land ownerships. The proposed network of permeable and connected routes will ensure phases of development do not result in cellular and unconnected neighbourhoods. New streets will interlink together within the site and establish direct connections beyond the site boundary to ensure new development in Area B forms a key part of a fully integrated garden neighbourhood. The scale and density of development will vary across the site. This is reflected in the local street hierarchy, location within the site in relation to the planned neighbourhood centre in Area A and the sites more rural fringes. Distinctive neighbourhoods will be established as phases of development are delivered. Each will contain a mix of housing types and tenures which respond positively to the opportunities and assets around it. Generally, higher densities will be focussed along the main routes towards the western side of Area B and closest to the proposed neighbourhood centre.





Housing on Blundell's Road (south side)



Upplowman Road



A private drive in Post Hill

Fig.17 Aerial photograph highlighting structural elements of the Post Hill area

## 3.3 GUIDING PRINCIPLES

This chapter draws together the planning policy aspirations and the key messages from the vision into a series of guiding principles from which the development concept and subsequent masterplan will be drawn. These have also been carried over from the previous masterplanning, being equally relevant to the current considerations of Area B. They have been updated where necessary to reflect the latest position.

### 3.3.1 A. Character

#### A. Establishing a garden neighbourhood character

The new neighbourhood will be an extension to the existing town and as such it is important that its character and appearance is derived from Tiverton and most especially Post Hill.

An overarching guiding principle is that the new place establishes a mature garden neighbourhood that takes its cues and inspiration from the character of the locality.

A defining character of Post Hill is the simple arrangement of houses in gardens set within a mature landscape setting. Originally developed during the inter war years, many of the design principles that guided the development of the area were taken from those of the garden city movement - these were responsible for new towns such as Letchworth and Bourneville.

More remote housing in the area such as the residential clusters on West Manley Lane have a more traditional rural character.

The challenge is to create a garden neighbourhood that is inspired by the best of the past and yet is relevant to today's requirements – this means creating a place with suitable densities, guided by sustainable design principles and responsive to the character of the site and the locality.

In order to secure a garden neighbourhood the following characteristics of Post Hill and garden city design should be considered in by designers in shaping the new place:

#### A1 Structuring elements

A united and cohesive layout – making the most of natural contours and features - a green and leafy open character – a clear overall structure to streets and spaces - views to the surrounding countryside – straight roads – straight hedgerows – consistent and straight building lines – simple rectilinear geometry – the layout of houses creates a rhythm with regular spacing and regular gaps – cul-de-sacs – single and two storey buildings – detached houses in gardens – landscape dominated streets – glimpse views of houses through landscaped front gardens – wide frontage housing – informal layout in some areas – private lanes – retention of existing routes – detached, semi detached and terraces set in front gardens – grid street patterns – open spaces and recreational areas – tree lined streets – grass verges – existing trees and hedgerows – landscape dominated streets – streets radiating from the centre – meandering country lanes – rural character in more remote areas – individual houses in the countryside – farm complexes on West Manley Lane





Fig.18 Images representing different characteristics of the Post Hill area





## A2 Detailed design

Architecture inspired by local design and the arts and crafts movement – gables – garden city aesthetic – white render – red brick – variety in architectural styles – grass verges – tree lined streets – stands of trees – timber – devon banks – hipped roofs – chimneys – beech hedges – stones walls – individual trees – some mature evergreen trees – rural lanes – slate roofs and clay tiles – hedges – painted timber





Fig.19 local architectural character

### 3.3.2 B. Urban Design - Placemaking and quality design

#### Building for Life and Safer Places

The new garden neighbourhood should be designed in accordance with best practice in urban and rural design and as such should respond to Building for Life 12, Safer Places criteria together with the National Design Guide (2019) and more locally the Tiverton EUE Design Guide (2016). These represent a tangible measure for determining how successfully a new neighbourhood has been designed including emphasis on creating a community.

#### Integrating into the new neighbourhood

##### B1 Connections

The scheme should integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site.

##### B2 Facilities and services

The development should provide (or be close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafés appropriate to the scale of the development.

##### B3 Public transport

The scheme should have good access to public transport to help reduce car dependency.

##### B4 Meeting local housing requirements

The development should have a mix of housing types and tenures that suit local requirements and need.

#### Creating a place

##### B5 Character

The neighbourhood should create a place inspired by the defining characteristics of Tiverton and its immediate surroundings with the aim of achieving a high quality environment.

##### B6 Working with the site and its context

The scheme should take advantage of existing topography, landscape features (including watercourses), wildlife habitats, existing buildings, site orientation and microclimate.

##### B7 Creating well defined streets and spaces

New buildings should be designed and positioned with landscaping to define and enhance streets and spaces. They should also be designed to turn street corners well.



### **B8 Easy to find your way around**

The development should be designed to make it easy to find your way around.

### **Street & Home**

#### **B9 Streets for all**

Streets should be designed in a way that will encourage low vehicle speeds and allow them to function as social spaces.

#### **B10 Car parking**

Resident and visitor car parking should be sufficient and well integrated so that it does not dominate the street and building frontages. Electric vehicle charging points provision should meet local plan policy requirements.

#### **B11 Public and private spaces**

Public and private spaces should be clearly defined and designed to be attractive, well managed and safe.

#### **B12 External storage and amenity space**

Adequate external storage space for bins, recycling, vehicles and cycles should be properly considered.

### **Safer Places**

The Planning System and Crime Prevention

The seven attributes of sustainable communities that are particularly relevant to crime prevention are:

#### **B13. Access and movement**

The scheme should have well defined routes, spaces and entrances that provide for convenient movement without compromising security;

#### **B14. Structure**

The neighbourhood should be structured so that different uses do not cause conflict;

#### **B15. Surveillance**

Proposals should ensure that all publicly accessible spaces are well overlooked;

#### **B16. Ownership**

The development should promote a sense of ownership, respect, territorial responsibility and community;

### **B17. Physical protection**

The neighbourhood should include necessary, well-designed security features;

### **B18. Activity**

The scheme should be designed to ensure that the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times;

### **B19. Management and maintenance**

The place should be designed with management and maintenance in mind, to discourage crime in the present and the future.



### 3.3.3 C. Movement - transport

Policy TIV-2 sets out requirements for transport provision to support the proposed EUE. The policy includes provision of a new junction onto the A361 along with other enhancements.

Trigger levels for the provision of highway infrastructure and routes have been appraised based upon greater understanding of the likely highway impacts of the development between Heathcote Way and Putson Lane. The triggers are set out in Infrastructure Requirements and Triggers for Delivery in Section 6.

MDDC expects that policy and the following guiding principles will be met.

C1. The new garden neighbourhood will have a network of movement corridors and connections with the existing town that ensures the promotion of sustainable modes of transport and the reduction of the need to travel by private motor car.

C2. The structure of the overall development should create a well connected and walkable neighbourhood focused around a mixed use neighbourhood centre. This should include good pedestrian and cycle connections throughout the area and provision for public transport.

C3. The new neighbourhood should have a clear and legible hierarchy of streets and spaces to respond to different travel and movement needs.

Refer to Local Plan Review Policy TIV-2

C4. There should be strong links and connections between the existing community, adjacent neighbourhoods, Tiverton town centre and the new community.

C5. Where appropriate streets should be designed to provide pedestrian priority.

C6: Provision should be made to enhance connections and the ability to travel by cycle.

C7. Environmental enhancements and traffic calming should be introduced on Blundell's Road and Post Hill. This should have regard to a village green focused around local facilities.

C8. Blundell's Road will continue to play an important transport role in the way that the area relates to the wider town. TIV-2 (6) requires traffic calming and environmental enhancement to Blundell's Road to ensure suitable transport management. It is to be retained as a through route, however a range of measures are proposed. Traffic calming measures and environmental enhancement on Blundell's Road between Heathcote Way and Tidcombe Lane have been designed and constructed. Development of Area B will necessitate the delivery of traffic calming measures on Blundell's Road between Tidcome Lane and Putson Lane.

These could include; shared surface and potential 20mph zones at the neighbourhood centre, new pedestrian crossings and an enhanced cycle lane.



Fig.20 sustainable movement

- 1 A361 to North Devon, the M5 and Tiverton Parkway
- 2 Local road connections to Tiverton and villages
- 3 Pedestrian and cycle routes to town and countryside
- 4 Pedestrian and cycle routes to town and countryside
- 5 Shared surface, 20mph zone at key locations

- Neighbourhood centre
- Employment
- Green Infrastructure and open space
- Proposed development
- Existing development
- Existing routes
- Grand Western Canal
- Walk distances (circa 400m distance)
- Connections

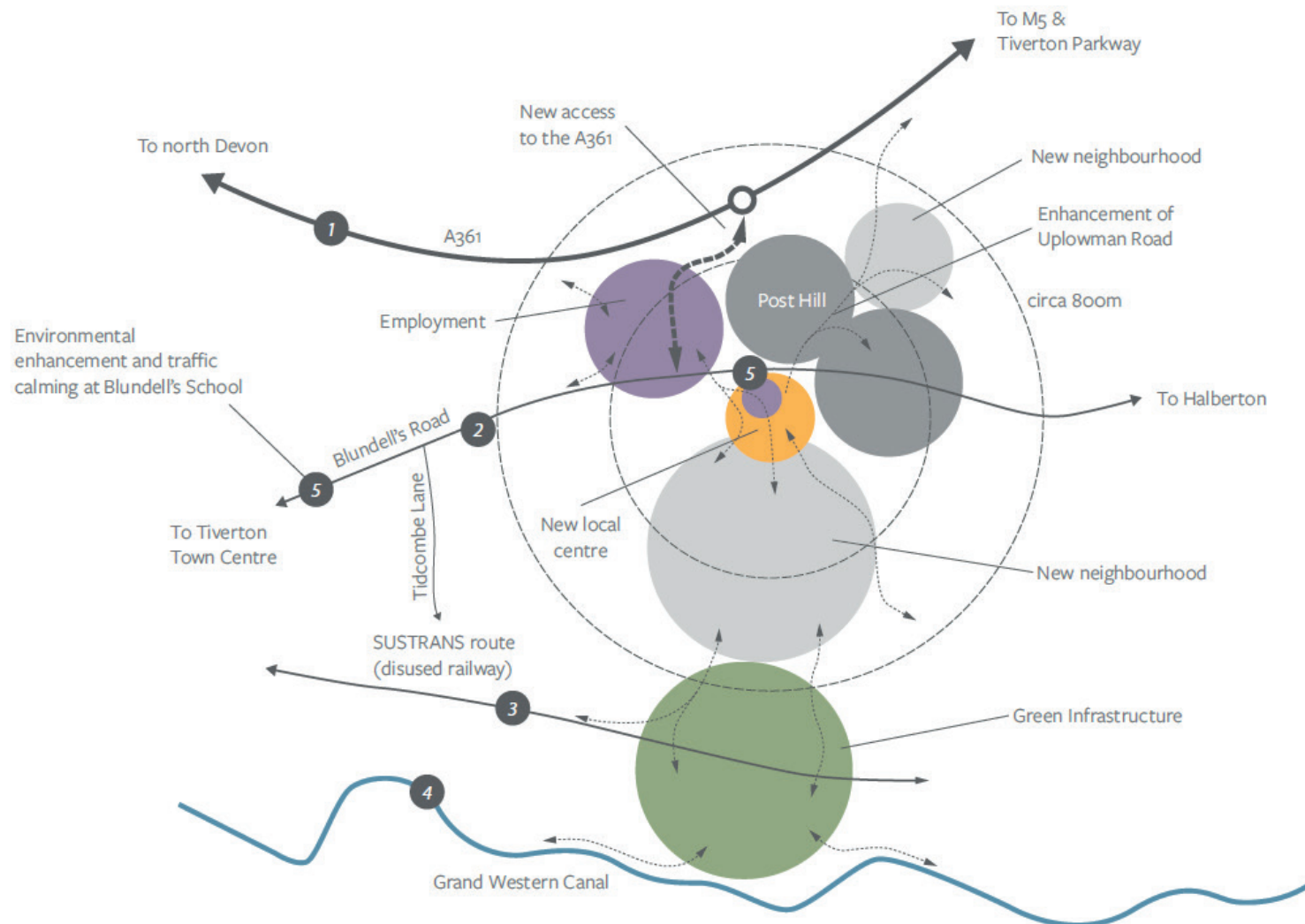


Fig.21 A well connected and walkable neighbourhood focused around the neighbourhood centre

The impact of traffic and air quality will need to be taken into account in the design of the scheme.

Guiding principles for the detailed design of this section of traffic calming and environmental enhancement scheme should include:

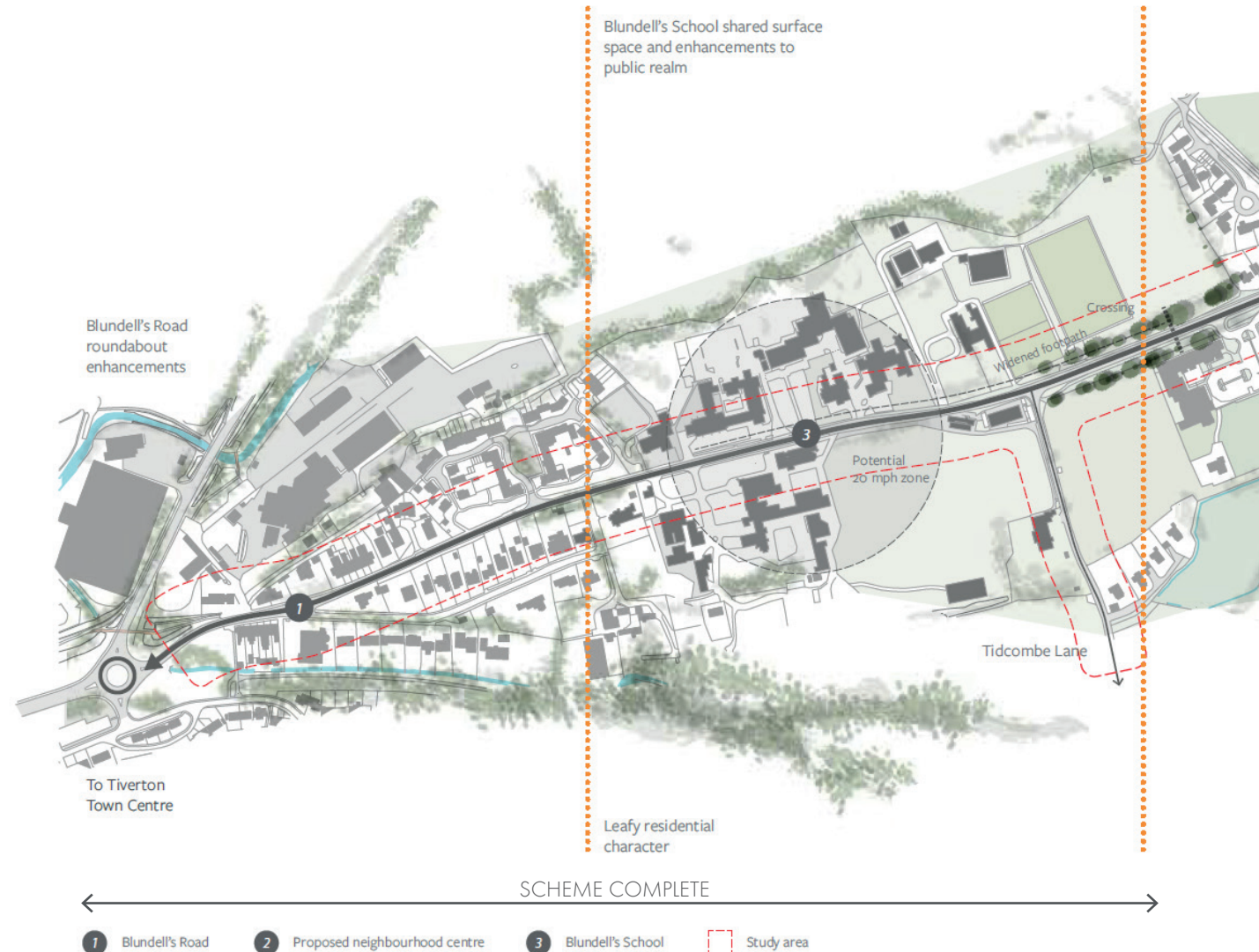
C8a. Reducing traffic speeds;

C8b. Reducing pedestrian / traffic conflict and ensuring safe pedestrian crossings;

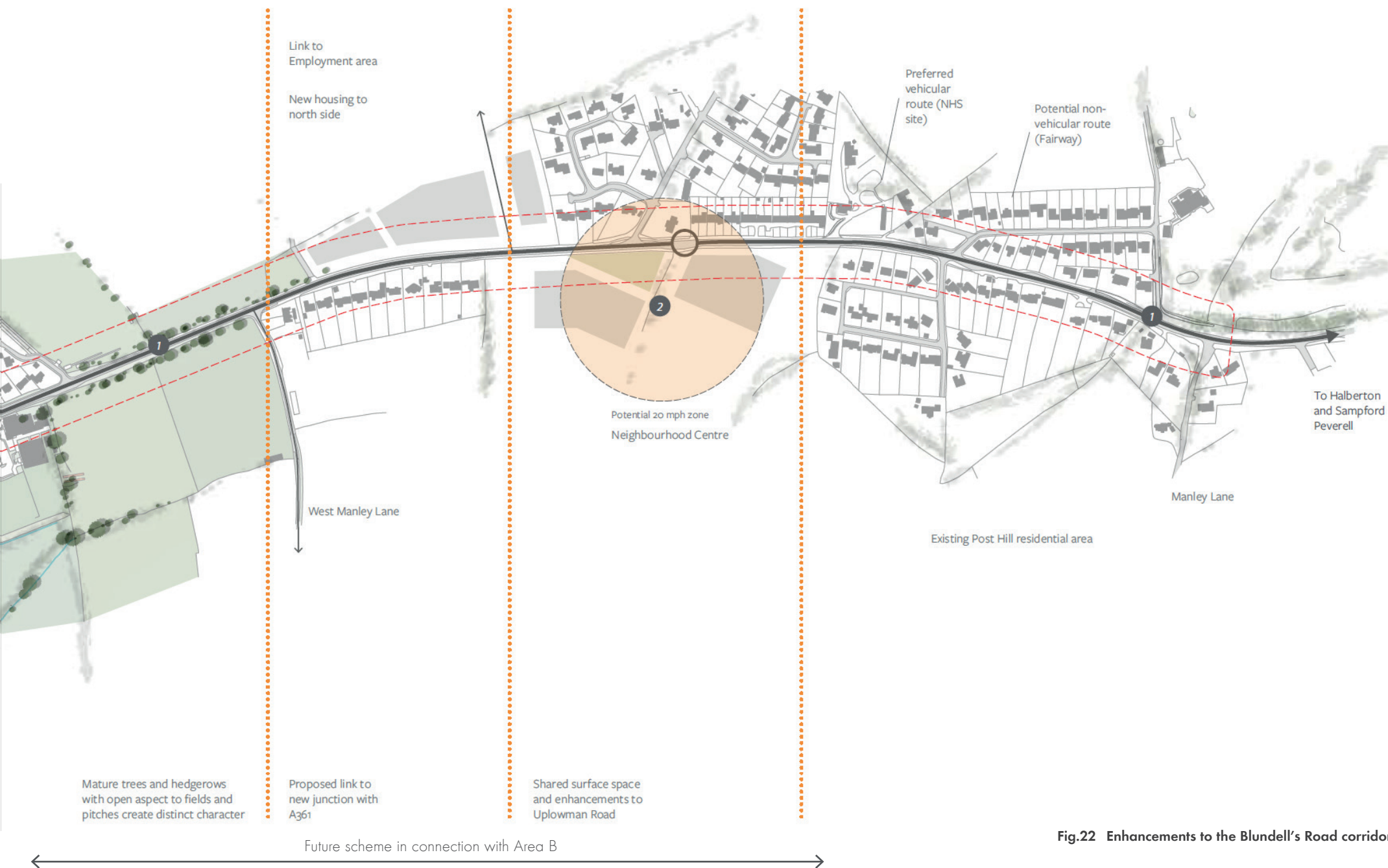
C8c. Enhancing cycle provision;

C8d. Creating an attractive traffic calmed environment reflective of the significance of Blundell's Road as a gateway to Tiverton from the east; and

C8e. Ensuring air quality is not detrimentally affected and mitigation measures (as appropriate) are incorporated.







**Fig.22 Enhancements to the Blundell's Road corridor**

### 3.3.4 D. Landscape, open space and recreation

Policy TIV-3 sets out policy requirements for green infrastructure including open space, sports and recreation provision and environmental protection and enhancement, to support the proposed EUE. The new garden neighbourhood will comprise significant areas dedicated to landscape, open space, Sustainable Urban Drainage Systems (SUDS) and wildlife habitats commensurate to the scale of development.

Policies within the Local Plan Review set out policy expectations for the delivery of infrastructure as part of the overall approach to the phasing of the development. This includes triggers for the provision of areas of green infrastructure. Development will be required to deliver public open space and Green Infrastructure in a comprehensive and co-ordinated manner. Means of delivery and timing of public open space and green infrastructure need to be secured in phases with residential development.

With the exception of identified areas of deviation, MDDC expects that policy and the following guiding principles will be met.

D1. The structure of the development should be shaped around the existing character and features of the landscape, reinforcing the qualities of the neighbourhood.

D2. Development should protect and enhance existing important fauna and flora across the site.

D3. Development should ensure that landscape and open space is integrated into the new community, and is used to connect the various parts of the neighbourhood together, creating strong green links and corridors into the wider landscape.

D4. The landscape and greenspaces should be multi-functional, incorporating water attenuation (SUDS), food growing (allotments and orchards), informal, formal and children's play and recreation.

D5. Provision should be made for appropriate management regimes to be put in place to ensure ongoing maintenance and stewardship of the landscape areas and SUDs.

(Tidcombe Fen, its catchment and buffer zone to the west of Pool Anthony Railway Bridge is identified as Green Infrastructure in the Local Plan Review - no change is proposed to this area).

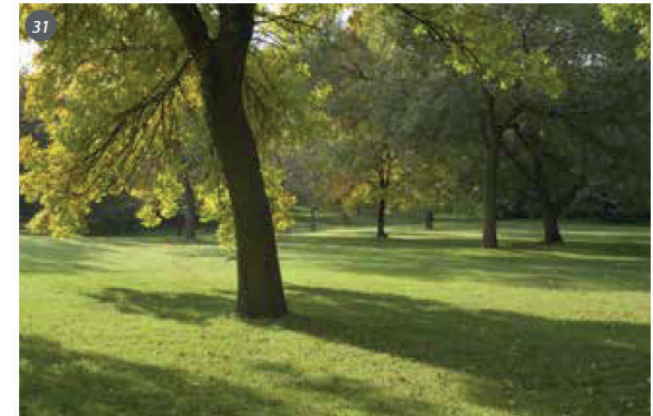
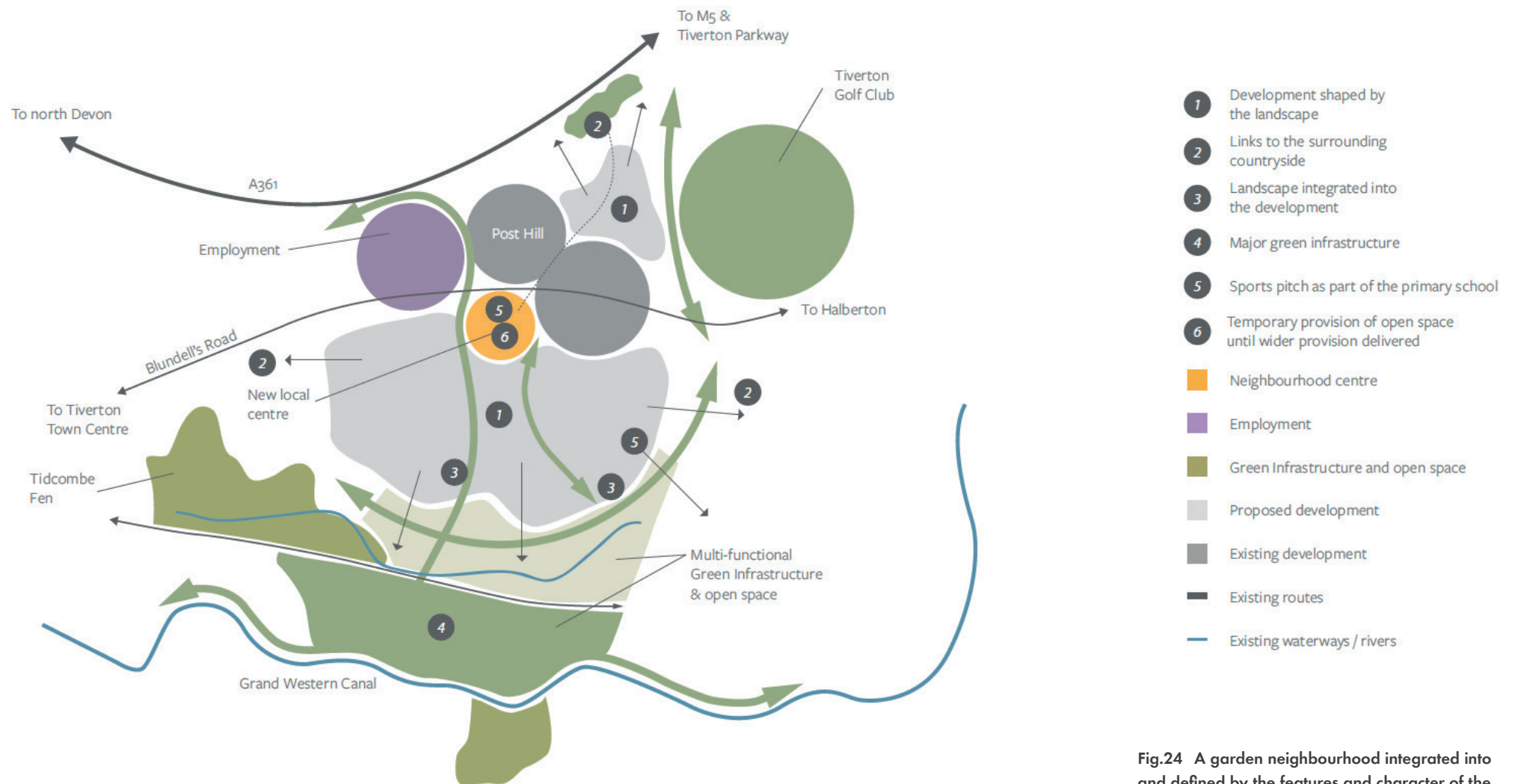


Fig.23 local landscape and open space



**Fig.24** A garden neighbourhood integrated into and defined by the features and character of the landscape. Green links connecting the community and landscape together.



### 3.3.5 E. Socially equitable

The role of the wider EUE will be as a new neighbourhood for Tiverton that is self sustaining, respectful of the existing Post Hill community and part of the wider town. The new neighbourhood should be designed to be equitable, balanced and fair.

E1. In the new neighbourhood there should be access for all to employment opportunities - either within the community or within easy reach.

E2. There should be access for all to nursery and primary education. Wider opportunities should be available for secondary, further and adult education.

E3. In the new neighbourhood there should be access for all to health facilities, either within the community or within easy reach.

E4. Open space and landscape should be an integral part of the new community. Opportunities for food growing, safe walking and cycling, sports and play should be available to everybody.

E5. The new neighbourhood should have a suitable balance and distribution of housing comprising homes of all types and tenures including; affordable housing (target of 28% subject to viability), self and custom build serviced plots and at least 5 pitches for gypsies and travellers across the wider EUE area.

E6. The neighbourhood should be designed so that it respects and integrates positively with existing communities and so that they share the benefits.

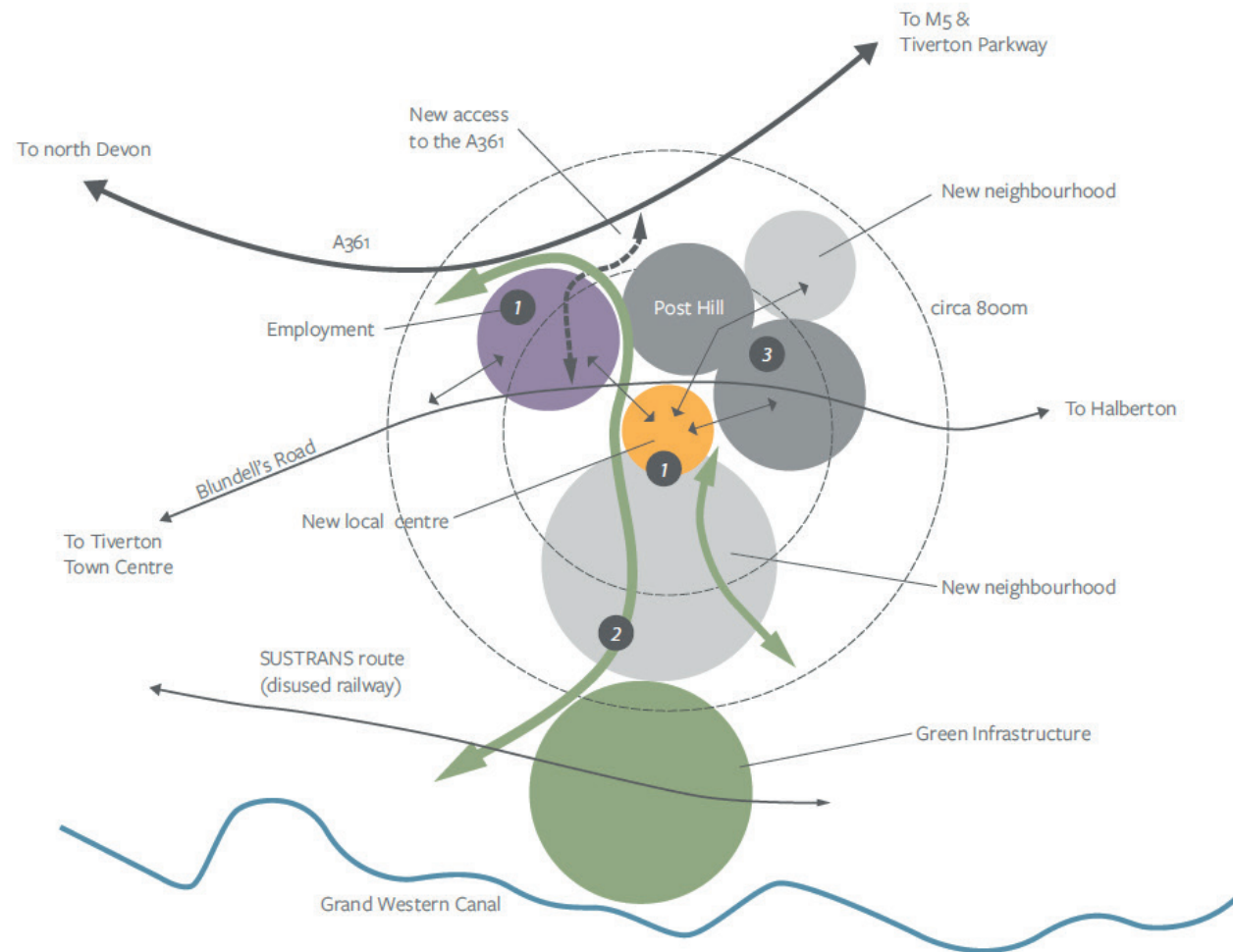


Fig.25 A balanced neighbourhood where everyone is able to access facilities and services

- 1 Employment, services and facilities accessible by all
  - 2 Open space and landscape integrated into the development
  - 3 Existing communities at Post Hill
- 
- Neighbourhood centre
  - Employment
  - Green Infrastructure and open space
  - Proposed development
  - Existing development
  - Existing routes
  - Grand Western Canal
  - Walk distances (400m and 800m distance)
  - Connections



Fig.26 Existing route along the canal

### 3.3.6 F. Economy and employment

Policy TIV-1 sets out a requirement for at least 30,000sqm of employment floorspace to be provided over the whole of the Tiverton EUE area and phased in relation to the delivery of housing and infrastructure. Of this 22,000sqm of B1/B2 employment land together with a care home has been granted outline planning permission in Area A. Area B will be expected to deliver the outstanding balance of employment floor space of circa 2,500 sqm.

The level of employment provision also takes into account the need to create a high quality, attractive approach to Tiverton along the Blundell's Road corridor and from the A361.

MDDC expects that policy and the following guiding principles will be met. Whilst the major of employment land will be provided north of Blundell's Road adjacent to the new A361 junction opportunity also exists to provide small 'satellite' clusters within the proposed residential areas.

It is important that the character and appearance of the employment area contributes positively to the sense of place of the new neighbourhood. The following guiding principles should be considered in shaping the form and character of the area.

### Integrating into the neighbourhood

#### F1 Visibility and connections

The scheme should integrate into its surroundings by reinforcing existing connections and creating new ones; ensuring employment land is located to give businesses the best chance of success. The scheme should provide accessible employment land in a high quality environment at the heart of the community.

#### F2 Facilities and services

The employment land should be complementary and be located (or be close to) residential areas, community facilities and amenities in the neighbourhood centre as well as being well connected to services in the wider town.

#### F3 Public transport

It is envisaged that the EUE will drive greater bus patronage and service provision. This is likely to be linked with the phased delivery of the development, with initial phases served by buses on Blundell's Road/Post Hill, and subsequent phases providing bus access through Area B. In this regard, the main spine road has been designed to facilitate two-way bus movements, and a 'loop' has been provided which would enable buses to enter Area B, circulate and exit back onto Blundell's Road. Employment land should be positioned so that businesses will be directly linked to the new and existing communities in order that people can walk, cycle and use public transport to get to work.

#### F4 Meeting local employment requirements

Enterprises in the new neighbourhood should where possible support existing business and the wider Tiverton economy helping to meet local requirements and need. The new neighbourhood should provide a varied range of employment opportunities from different sectors and at different scales.

#### Creating a place

#### F5 Character

The employment area should create a place that is locally distinctive and complements the wider neighbourhood.

#### F6 Working with the Area B site and its context

Employment land should be accommodated satisfactorily from an environmental, residential and viability perspective.

#### F7 Creating well defined streets and spaces

New employment buildings should be designed and positioned with landscaping to define and enhance streets and spaces. They should also be designed to turn street corners well.



## F8 Easy to find your way around

The employment area should be designed to make it easy to find your way around.

## Street & workplace

### F9 Streets for all

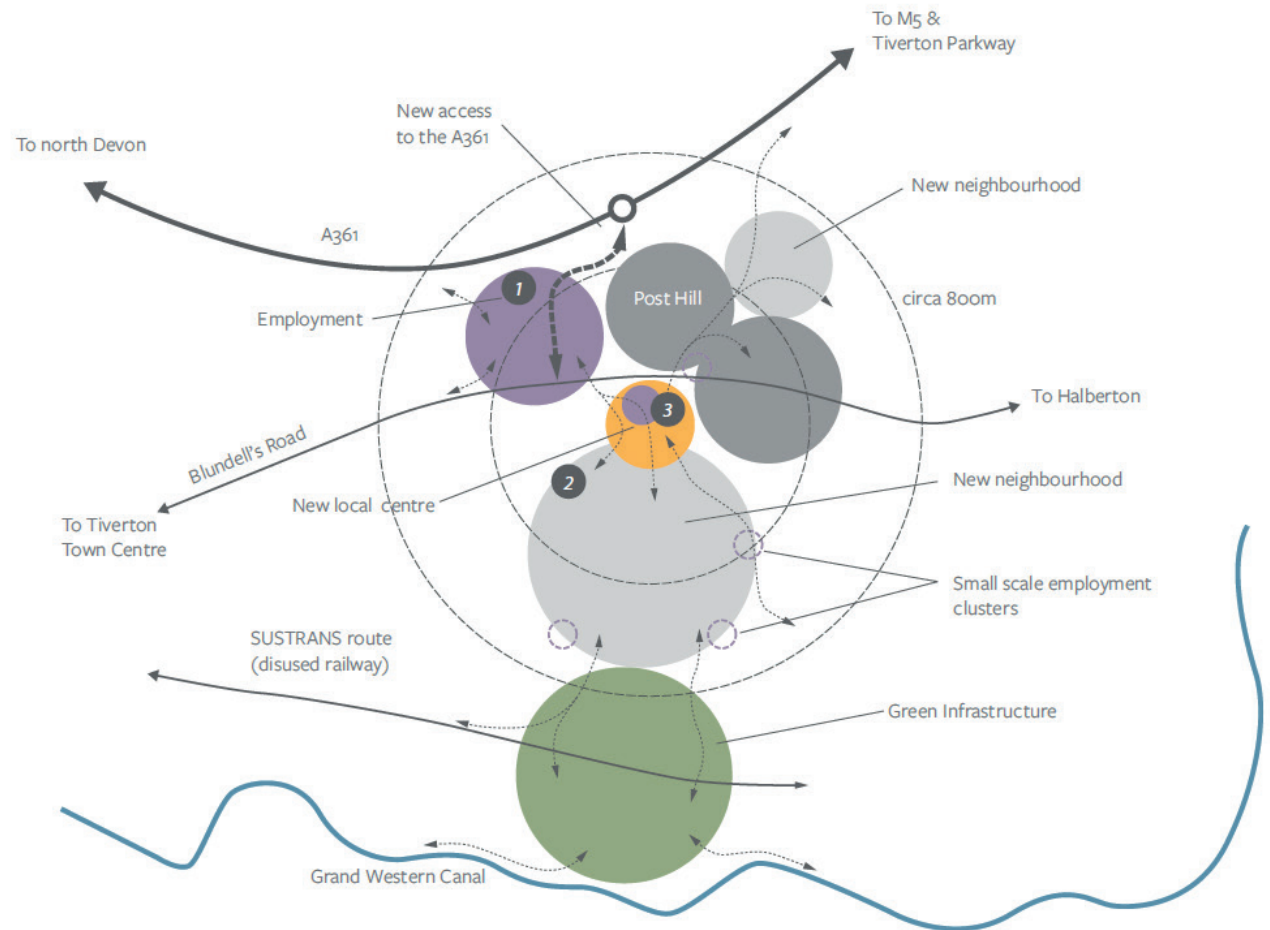
Streets should be designed to take account of all transport modes and servicing and access requirements within an attractive public realm.

### F10 Car parking and servicing

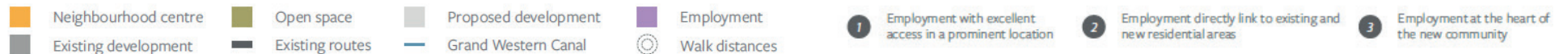
Car parking and servicing arrangements should be sufficient and well integrated so that it does not dominate the street and building frontages. Electric vehicle charging point provision should meet or exceed Local Plan policy requirements.

### F11 Public and private spaces

Public and private spaces should be clearly defined and designed to be attractive with well managed and safe service areas.



**Fig.27** Employment integrated into the heart of the neighbourhood, located to ensure the best chance of success



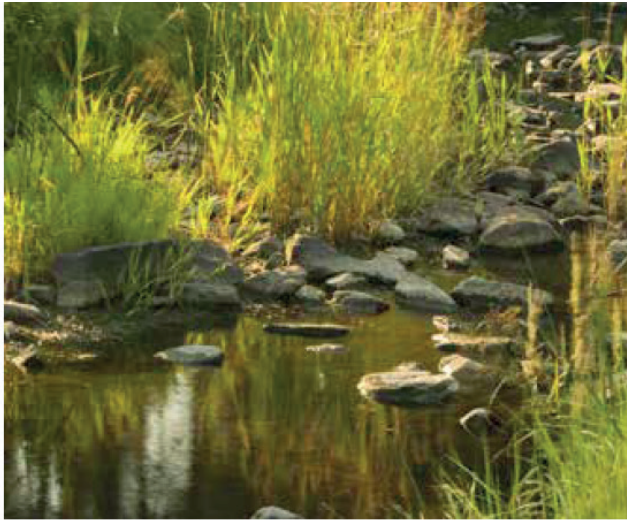


Fig.28 Energy and resource efficiency

## **F12 External storage and amenity space**

Adequate external storage space for bins, recycling, vehicles and cycles should be properly considered.

### **3.3.7 G. Energy and resource efficiency**

Policies S1 sets out the sustainable development priorities. Sustainability and carbon reduction are also dealt with through Building Regulations. MDDC expects that policy and the following guiding principles will be met.

Within the Devon Waste Plan (2011-2031) the Tiverton EUE is identified as a site option for the location of an 'Energy from Waste' facility to serve North and Mid Devon (Policy W6). Planning permission granted in Area A to date have secured the ability for development to connect into the heat network if such a facility should be delivered at a future date.

It is anticipated that reduced carbon levels will be achieved across the site through a combination of enhanced building fabric and provision on site renewables e.g. solar thermal and photovoltaic panels, where appropriate.

The new neighbourhood should be designed with energy and resource efficiency in mind.

G1. Development layout and massing should consider solar access for domestic properties - allowing passive heating and maximising natural day lighting.

G2. Streets, blocks, plots and buildings should be designed to consider the ability for renewable energy technologies to be introduced. This can be achieved for example by providing south facing roof slopes, large south facing gardens and larger windows on the south facing elevations.

G3. Consider the design of streets and buildings to enable passive solar control - avoiding summer overheating and permitting the benefits of solar gain in winter.

G4. Better buildings - consider the adoption of high standards of fabric efficiency to reduce the requirement for space heating.

G5. Consider the introduction of energy efficiency controls so that they are user friendly and can operated as they are intended by residents. For example provision of solar hot water.

G6. Water management measures (Policy S9, Local Plan Review) should be put in place across the new neighbourhood to ensure that SUDS and attenuation ponds are provided reducing flood risk and retaining run off within the site.

G7. Water harvesting and reuse should be considered.

G8. Opportunities should be taken to provide permeable surfacing of streets and landscape.

G9. The new neighbourhood should be designed to reinforce the importance of waste recycling and the efficient treatment of waste.

G10. The masterplan should be designed and delivered to ensure that residents and employees are encouraged to travel in the most sustainable ways. This should be achieved by distributing land uses, residential densities, public transport, pedestrian and cycle routes and community facilities in convenient and interrelated locations. Applications will need address these issues and submit a comprehensive travel plan. Electric vehicle charging points should be incorporated. Proposals should also consider a wide range of green travel initiatives. This may include the provision of a car club scheme.





# 4 THE MASTERPLAN



Fig.29 Illustrative Framework Plan (see figure 35 for open spaces plan)



## 4.1 THE MASTERPLAN

The Masterplan contained in this Area B SPD provides a spatial representation of the Tiverton's new garden neighbourhood at Post Hill – to help illustrate how neighbourhoods, streets, open space and land uses should be arranged in order to ensure that the vision, concept and guiding principles are delivered in the right way.

The plan for Area B has been designed around a number of structuring elements that will define the quality and sense of place of the new neighbourhood. These are shaped and knitted together by the guiding principles.

### Terms of the masterplan

The framework plan is illustrative and as such is designed to provide guidance about the quantity and location of different land uses as well as where key connections should be made throughout the neighbourhood. The plan is intended as a flexible tool so that the shape of different aspects of the new garden neighbourhood can be designed in many ways to respond to different circumstances. The actual position and alignment of routes, shape of blocks, streets and open space will of course vary from what is illustrated in the framework plan.

### Responding to context

The context for Area B is largely established by the progress that has been made in the masterplanning of the adjacent Area A. There are two aspects of Area A in particular which are of critical importance to Area B:

- 1 The location of the planned neighbourhood centre which is proposed to be located north-west of Area B;
- 2 The alignment of the principal street providing access to Area B crossing over Area A.

The adjacent proposed neighbourhood centre, centred around a new village green, will be an important focal point for community life in the area. As well as housing accommodation – a mix of town houses and apartments of a slightly higher density than the surrounding parts of Area A – the centre is anticipated to comprise a new primary school, shared community facilities including public open and formal sports spaces, local shopping facilities to meet every day local retail needs and some smaller scale employment opportunities. The neighbourhood centre would also be a hub for bus services into the town centre. The neighbourhood centre is located to serve both Areas A and B.

### Working with the landscape assets

Area B's gently undulating topography affording views down to, and across the canal corridor, is one of its principal environmental assets. The rolling character of the landscape presents opportunities to inform the alignment of streets and lanes across the site.

The site also benefits from an existing network of mature and ecologically rich hedgerows and areas of mature trees and pockets of mature woodland, principally south of West Manley Lane. It is important that these assets are retained as the site comes forward for development. Retention of these assets has formed the basis of the landscape strategy for the site which underpins the masterplan outlined in this SPD.

### Establishing a Country Park

As outlined in the 2018 SPD, there is a unique opportunity to establish a new Country Park between West Manley Lane and the canal corridor. This would provide a defining characteristic of the garden neighbourhood and the masterplan has been designed around making the most of this opportunity. As part of this concept, no built development (unless directly associated with the Country Park GI uses including sport and recreation (will be permitted south of West Manley Lane). West Manley Lane therefore defines the southern boundary of the area to be developed.

The Country Park would be a community, open space, recreation and ecological resource for the Tiverton EUE. The vision for the Park includes the establishment of the following features and attractions:

- Improved links to the canal corridor and towpath/via specific managed access points;
- Wetland areas, attenuation ponds and other SUDs features;
- Woodland areas with retained veteran trees and new tree planting;
- Retained and enhanced hedgerows for enhanced biodiversity;
- Areas of pasture;
- Open spaces and flat landscapes and in the parkland; and
- Informal areas for play and recreation;
- Generous green links with the garden neighbourhood to the north.

Opportunities are likely to arise for the creation of allotments and orchards throughout the parkland providing easy access from all parts of the community. Improving connection to the canal is a key priority as there is scope to improve and intensify leisure activities along this beautiful corridor. Similarly, improving links to the old railway line which is now part of the National Cycle Network Route 3 long distance route connecting Land's End in Cornwall to Bristol.

Some areas of the park will feel remote from housing and others will be overlooked directly. The

new parkland will provide a fabulous resource for the community, as well as a beautiful setting for the new neighbourhood.

### **A permeable and connected network of streets and lanes**

It is essential for the garden neighbourhood to be integrated, accessible and connected. A permeable network of streets, fully integrated as a natural continuation of Area A to the west, is required. Access to the local bus service network will be provided, with the nearest stops likely to be within the proposed adjacent neighbourhood centre.

Establishing vehicular access to the residential part of the site is clearly a pre-requisite for development. The site however does not benefit from direct access to Blundell's Road / Post Hill. Manley Lane to the east and West Manley Lane to the south form the only existing highway boundaries to the area to be developed. These historic narrow country lanes, lined on either side by mature hedgerows, are not suitable for the levels of traffic that would be generated by the garden neighbourhood. Vehicular access to the site must therefore be secured from access points that operate independently of these lanes. With the exception of emergency access, no direct vehicular access to serve the residential and employment development areas shall be provided via Manley Lane, West Manley Lane or Mayfair.

The principal point of vehicular access to Area B is established through the masterplan for Area A. The main road linking the neighbourhood centre and central part of Area A with Blundell's Road turns

east to meet the boundary with Area B. This road alignment is continued in the Area B masterplan, west-east across the site towards Manley Lane. The delivery of Area B would benefit from additional alternative vehicular access point. There are a number of potential opportunities for this to be delivered, although all would require land beyond the direct influence of this SPD.

The masterplan for Area B establishes a hierarchy of streets and lanes which provide direct, safe and overlooked pedestrian and cycle routes across the site as a whole which align with potential routes within Area A to the west. Pedestrian and cycle connections are also established to the south, linking with the Country Park and its network of paths, spaces and facilities.

### **A collection of neighbourhoods and places**

Conditions associated with the land surrounding Area B present a range of different contexts. Existing properties along Post Hill and Mayfair present their south facing back gardens to the northern part of the site. Older, detached rural dwellings, dispersed informally along West Manley Lane, create a more informal threshold to the south of the area to be developed. To the west, the development of Area A creates a less sensitive threshold where development should naturally transition to create an integrated garden neighbourhood.

These different conditions create opportunities for a range of different housing types and densities to be provided across the site. The character of

new development in different parts of the site will therefore vary, with different neighbourhoods and respond positively to their particular contexts.

Whilst housing will be the predominant land use across the site, there is a requirement for a modest amount of employment development. Employment uses are considered to be most appropriately located at either end of the principal street that crosses the site, close to the neighbourhood centre to the west and the commercial uses of Hartnell Business Centre assuming appropriate access can be secured.

### **A network of open spaces**

In addition to the Country Park, the redevelopment of Area B will be delivered with the benefit

of a site-wide network of green routes, parks and open spaces, allotments and formal sports facilities. The distribution of these community assets will ensure they are accessible to all new and existing local residents.

The network of green routes, connecting spaces and places is determined, where possible, by existing hedgerows. A key objective of the green infrastructure network across the site is to secure good access from all parts of the site to the Country Park. A key north-south green spine extending the hedgerow axis from the south of Mayfair all the way to West Manley Lane will provide pedestrian access to the Country Park.

There is a requirement for formal sports provision within Area B which will provide facilities for all new and existing residents. These sports pitches are best located on the flatter central part of the site north of West Manley Lane. Other open spaces will provide opportunities for community allotments, informal play spaces and a centrally located community green within which opportunities to express or interpret the site's archaeological features should be taken.

The play spaces are distributed evenly across the northern, residential part of Area B so that opportunities for informal and formal play for all ages are located within 300m (6-7mins walk) of the new homes and so that a range of play experiences can be provided. This is in accordance with the draft local plan.

### **A sustainable settlement**

The masterplan for Area B has been designed to provide a suitable foundation for achieving a sustainable development form. Similar to the proposed development of Area A, this is manifest in a number of the key characteristics of the proposed neighbourhood:

- New development will be within walking distance of the adjacent planned neighbourhood centre;
- The neighbourhood centre provides critical community facilities for new residents, including a primary school;

- Public transport and good quality cycle infrastructure will ensure residents are well connected to Tiverton and other nearby centres.
- The framework provides scope for a range of different housing neighbourhoods, typologies and tenures to be provided, at a range of housing densities. This will help to deliver mixed, vibrant and sustainable communities;
- The establishment of a new Country Park, with integrated links to the canal corridor, will evolve into an important ecological, recreational and community resource for the Tiverton EUE urban extension.
- Opportunities are provided for community food production close to home;
- Play, sports pitches and attractive parkland areas provide the basis for a healthy lifestyle;
- Opportunities to enhance biodiversity throughout the plan area are numerous;
- SUDs features along key streets and wetland areas in the Country Park provide opportunities for sustainable water management.



- residential  
14.26ha
- employment  
0.41ha
- allotments  
0.38ha
- country park  
28.95ha
- main equipped play space
- formal sports  
1.95ha
- water attenuation swales (no ponds)  
1.11ha
- Green area and play spaces  
3.15ha
- infrastructure  
7.88ha



Fig.30 Amount and use

## 4.2 AMOUNT AND LAND USE

The Area A SPD contains the land use budget. The land use budget for Area B is contained in Fig 31. In combination with Local Plan Review Tiv-1, with a total of 1580-1830 dwellings and at least 30,000sqm of employment floor space it has been used as a guide in testing the capacity of Area B.

The assessment takes account of the need for green infrastructure including the Country Park, other open spaces within residential areas, SUDs and highways infrastructure. In order to safeguard character MDDC Cabinet has previously indicated areas south of West Manley Lane should only be used for Green Infrastructure and associated sport and recreational development. At the application stage, arrangements will need to be put in place for the long term management and stewardship of these important community assets.

Informed by an understanding of prevailing property market conditions, the assessment for the developable land indicates that the capacity assessment of 553 dwellings at 34 dph should be considered a minimum. Studies reveal that Area B has potential for additional dwellings which would still be delivered at densities and heights in accordance with the guidance in this SPD and other relevant guidance and policy. Updated figures are provided as a new column to the original Area A SPD capacity table in Fig 31.

However, the overall level of development will be, to a large extent, determined by the mix of dwellings proposed. Higher density forms of development may be appropriate in design and planning terms, but

they must also be deliverable and viable. Market conditions will continue to change. However, the planning requirements outlined in the NPPF will remain that development proposals should meet identified market demand, making efficient use of land, taking account of:

- a. the identified market demand for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b. local market conditions and viability;
- c. the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d. the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e. the importance of securing well-designed, attractive and healthy places.

Tiverton Eastern Urban Extension						
Area B						
Area A	Phase 1a	Phase 1b	Phase 1c	Total	Total	Total
Residential	5.9ha	10.6ha	8.55ha	25.05ha	<b>14.26 ha</b>	41.31ha
Avg resi density 36dph	200 dwellings (34dph)	445 dwellings (42dph)	290 dwellings (34dph)	935 dwellings	<b>684 dwellings (35dph)</b>	1488 dwellings *
Employment	4000sqm (circa 0.8ha @ 50%)	8,500sqm (circa 1.7ha @ 50%) <sup>§</sup>	15,000sqm (circa 3ha @ 50%)	27,500sqm (5.5ha) <sup>§</sup>	<b>0.41 ha</b>	30,000sqm (6ha) <sup>§</sup>
Neighbourhood centre	n/a	0.5ha	1.5ha <sup>±</sup>	2ha <sup>±</sup>	n/a	2ha <sup>±</sup>
School (inc sports pitch)	n/a	1.93ha (land / delivery of 1 <sup>st</sup> part)	(build out continues)	1.93ha	(build out continues)	1.93ha
Total	6.7ha	14.73ha	13.05ha	34.48ha	<b>14.67</b>	51.24ha
Allotments	n/a	n/a	2.25ha	2.25ha	<b>0.38 ha</b>	2.45ha
POS including children's play	1ha	5.38ha	20.73ha	27.11ha	<b>29.96 ha</b>	55.44ha
Formal sports	0	On school site (circa 0.4ha) accounted for above	0	0	<b>1.95 ha</b>	2.23ha
Water attenuation	1ha	0.4ha	0.78ha	2.18ha	<b>1.11 ha</b>	2.9ha
Infrastructure	2ha	1.5ha	2.6ha	6.1ha	<b>7.89 ha</b>	8.16ha
Total	4ha	7.28ha	26.36ha	37.64ha	<b>43.41 ha</b>	71.18ha
Grand total	10.7ha	22.01ha	39.41ha	72.12ha	<b>58.09 ha</b>	122.42ha

**Fig.31 Area B land use budget table**

This updated land use budget reflects the revisions to the original masterplanning exercise that have resulted from this Area B masterplanning work





Fig.32 Existing site and land use context



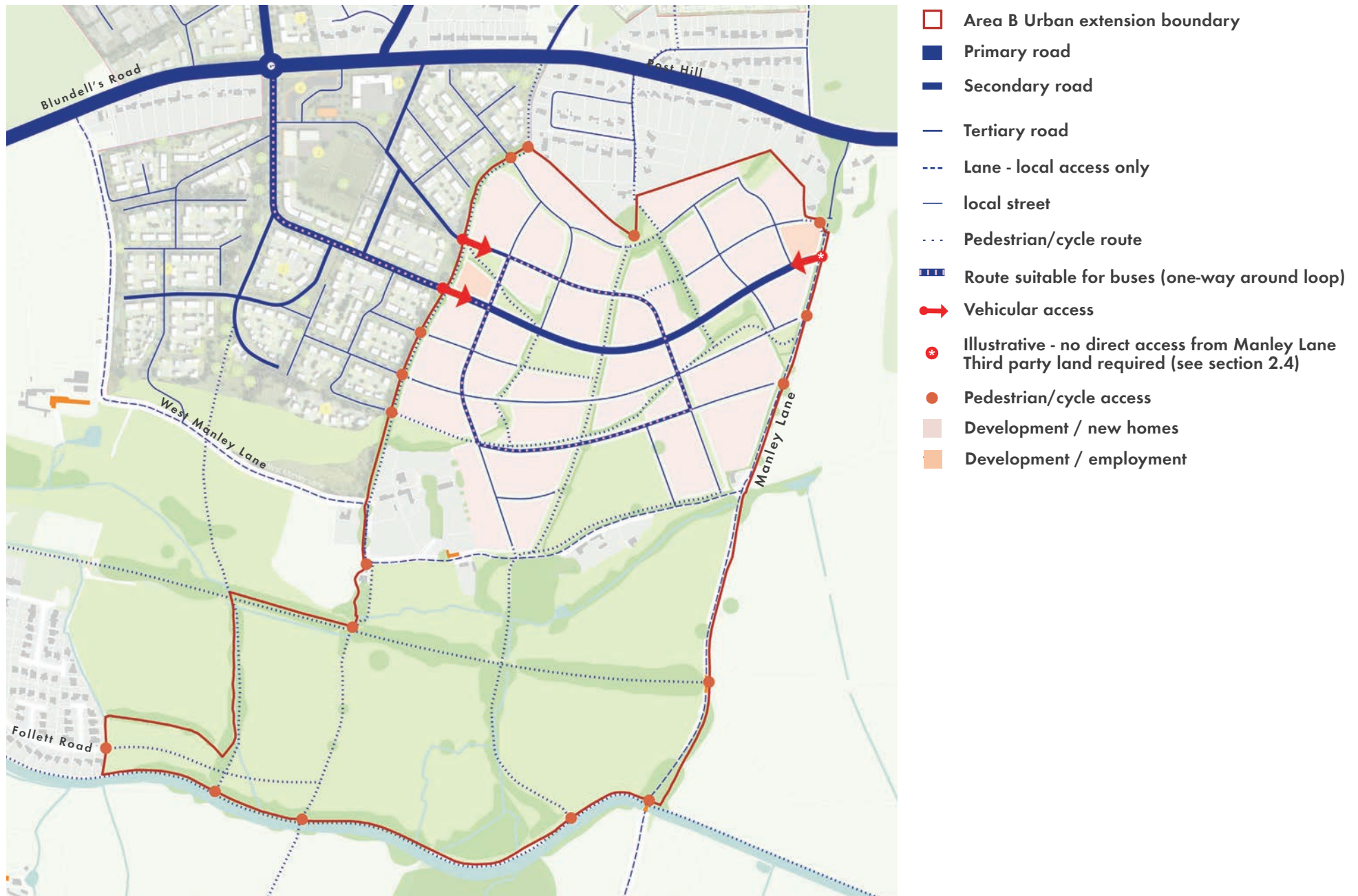


Fig.33 Movement

## 4.3 MOVEMENT

The masterplan is focussed on a network of permeable and easy-to-use sustainable transport corridors, enabling walking, cycling and public transport access. These comprise of footways, paths, shared spaces and access through the green infrastructure spines within the site. Alongside this, the masterplan incorporates appropriate provision for motor vehicle access, with streets designed to provide for a range of vehicle types (including cars, vans, delivery vehicles and buses) whilst creating a safe, low-speed environment for all users.

The development builds on the 'walkable neighbourhood' principles described in Manual for Streets, ensuring ease of access on foot to the neighbourhood centre, bus routes, and into the surrounding network - including recreational access to the canal. The site benefits from wider sustainable transport links, including the direct National Cycle Network (NCN) route to/from Tiverton town centre via the former railway line. This direct, off-carriageway route is an existing amenity which provides an exceptional and unusual (in a rural context) connection to the site for pedestrians and cyclists alike, as well as recreational opportunities for residents.

At the time of writing this SPD the national trend is that travel patterns and transport preferences are rapidly changing, with diminishing levels of car ownership/licence holding amongst younger people, and technological advances including increasing demand for Electric Vehicles and the development of Autonomous Vehicles. The masterplan takes account of such changes through the provision of flexible spaces which accommodate current travel needs, and which can be re-purposed or adapted to differing levels of demand.

Vehicle access from the surrounding highway network will be principally via Area A, with connections reflecting the pattern and grain of streets within the adjacent Area A Masterplan SPD area. Consideration has also been given to the provision of an alternative or additional vehicular access via Post Hill or to the east of the site (but protecting Manley Lane from additional vehicular traffic movements). Pedestrian, cycle and emergency vehicle access would be provided at locations around the site boundary. Other alternative or additional access arrangements have been carefully considered, but have been ruled-out on the basis of acceptability.

### Development Plan Position

Policy TIV-2 describes the transport infrastructure required as part of the Eastern Urban Extension. Much of the key infrastructure has been delivered or is in the process of delivery, as described in the Area A Masterplan SPD - including the new A361 junction and the environmental enhancement scheme on Blundell's Road. The Area B masterplan engages with policy, delivering:

- Bus, pedestrian and cycle routes
- Cycle & pedestrian links - including to the former railway path (NCN) and the canal
- Sustainable travel links through the green infrastructure network

The development will carry-forward other policy requirements including the completion of the A361 junction and Blundell's Road traffic calming and environmental enhancement of bus, cycle and walking provision across the wider area, and the delivery of a robust Travel Plan including

measures and targets to maximise the transport sustainability of the development, minimising its carbon footprint and any adverse air quality effects.

### Local Connections

The Area B masterplan provides connectivity by all modes through Area A, including to the local centre, and onwards to Blundell's Road/Post Hill. Alongside this, there is the potential for a new vehicular access onto Post Hill or to the east of the development should these opportunities become available and be acceptable (but protecting Manley Lane from additional traffic movements). Pedestrian/cycle connections would be formed on the northern boundary via Mayfair (including a potential emergency vehicle only access with a knock-down bollard or similar), onto Manley Lane to the east, and south onto the canal towpath/existing residential streets. West Manley Lane would be retained in its current form, respecting the historic context of the lane and its buildings, delivering vehicular access for residents whilst also continuing to provide a quiet rural route for pedestrians and cyclists.

The principal route through the site has been designed in liaison with Devon County Council Highways in order to accommodate two-way bus movements. The internal network provides for a range of vehicle types, and key corridors within the masterplan area provide off-carriageway footways and cycleways. Quieter streets provide safe, low-speed environments, including shared spaces, which prioritise sustainable transport users over vehicle movements. Overall, this creates a high-quality, direct and convenient network for non-car travel.



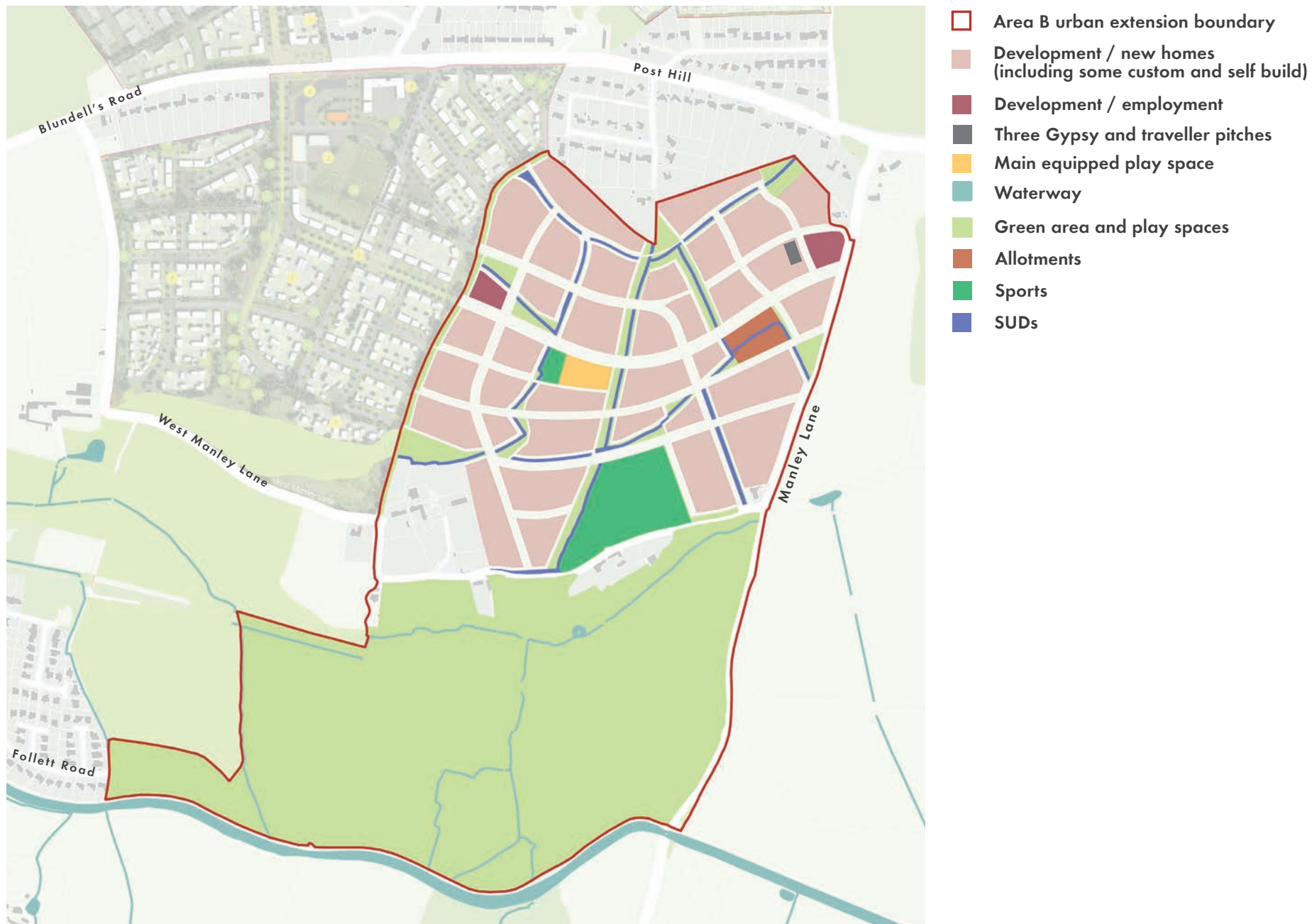


Fig.34 Illustrative land use plan

## 4.4 LAND USE

The Area B masterplan defines a new development that will complement the Area A development and allow Areas A and B together to establish a well-balanced and sustainable community that is positively integrated with the existing built form and green infrastructure. The land uses to be delivered within Area B comprise:

### Residential

A mix of housing types and tenures including affordable housing at a variety of densities. An affordable housing target of 28% will be sought, subject to viability. Whilst the average residential density is calculated at 35 dwellings per hectare (dph) (giving circa 680 units), housing will be developed at different densities across the site in response to site circumstances. For example housing in the centre of the site will be developed at densities of between 40dph and 50dph, whilst housing on the periphery is likely to be developed at around 20 – 30 dph. It is expected that custom and self build will comprise 5% for serviced plots and they the Gypsy and Traveller community will also be provided for.

### Employment

Areas for new and relocated businesses which will principally fall within use classes B1 (office and light industrial) are proposed within development parcels with a typical plot ratio of 40% - 50% (achieving circa 2,500 sqm).

### Green Infrastructure

A new multi-functional Country Park comprising informal, publicly accessible areas, childrens' play areas, habitat areas, community orchards, allotments, and water attenuation ponds will be provided and forms the largest area of Green Infrastructure. The new Country Park will be linked to the residential areas by a central pedestrian route connecting new homes to the country park and cycleway and integrating existing hedgerow and trees with new paths, swale and meadows.

The proposed SPD masterplan includes a series of accessible, green spaces distributed evenly amongst the new homes in the northern part of the site and connected by footpaths to the wider neighbourhood and the Country Park in the south. The green spaces incorporate existing and new planting and will also provide a wide range of opportunities for play, exercise and activity for children of all ages within walking distance of their homes. The central green space will be the main formal play area with equipment, seating and bespoke play elements relating to interpretation of the archaeological site and the rural site setting. The more peripheral areas will be informal green

spaces and linear routes for scooters, bikes and walking which include natural play elements and playable features such as landforms rather than formal equipment. The sports area to the south of the site will include spaces for older children and teenagers and the country park will also provide a variety of green spaces, paths, routes for cycling and scooters and natural play elements.

The quantity and distribution of the play spaces is in line with the draft local plan which sets out a requirement for play spaces to be within 300m or 6-7mins walking distance of new homes and spaces for teenagers to be within 600m or 12-13mins walking distance (policy S5). The provision of a variety of informal and formal play spaces and safe walking routes is also in line with Play England Guidelines and other movements in planning for children's play such as UNICEF's Child Friendly Cities Initiative.



- 1 Country Park
- 2 Canal
- 3 Disused railway /cycleway
- 4 Green spine
- 5 Sports area
- 6 Allotments
- 7 The Green

Fig.35 Illustrative landscape and open spaces plan



## 4.5 LANDSCAPE AND PUBLIC OPEN SPACE

Critical to achieving the vision of a garden neighbourhood is the delivery of green and open space located towards the south of the wider Tiverton EUE. It will be a green environment incorporating established vegetation and the field structure of the site. Area B will be designed as a collection of new neighbourhoods. By working with the topography it will be in keeping with the surrounding landscape character. The path and road network are designed to retain and follow the existing hedgelines and blocks of trees and will provide direct walking and cycling routes to open space, sports and recreational facilities and attractions within the urban extension. This will be supplemented with street trees and areas of open space within the development that together will connect into the surrounding rural landscape to enhance biodiversity and green corridors. This will help integrate the new roads and development into their surroundings.

The character of the country park will be informed by the existing hedges, groups of trees, wildflower meadows and wetland and will connect to the landscape and rural setting of the urban extension as well as the former railway line and Grand Western Canal. This will form a green setting for the new homes.

Please see section 5.4 for more detail about the green spine, the Green, allotments, sports areas and the country park.



# 5 CREATING THE PLACE





#### BUILT TYPOLOGIES:

- A** A higher density residential neighbourhood
- B** A medium density residential neighbourhood
- C** A lower density residential neighbourhood
- D** Custom and self build (within lower density plots away from the main street)
- E** Gypsy and traveller pitches

#### Density:

lower  higher

   See section 5.2

#### STREET TYPOLOGIES:

- Main street
- Loop street
- Local streets
- Central spine
- Edge paths
- Hedgerow paths
- Local street with hedgerows

#### OPEN SPACE TYPOLOGIES:

- F** The country park
- G** Central play space
- H** Sports provision
- I** Allotments
- J** Central spine

Fig.36 Street typologies and placemaking

## 5.1 REINFORCING THE STRUCTURE

This chapter helps to communicate the varied character of new development and green infrastructure across Area B of the Tiverton Eastern Urban Extension garden neighbourhood. Eight distinctive locations are described in more detail within the following pages, alongside a series of street sections which are important to convey the varied character and response required in different areas of the masterplan.

### Design approach

The guidance within this section should be used to help inform more detailed design work required in the design of detailed development proposals across the site. In view of the fractured land ownership across Area B, the guidance is intended to assist in ensuring a coordinated approach is taken the development of the site. The more detailed guidance within this section is intended to elaborate on the series of structuring principles that are illustrated within chapter 4 of this SPD and that should also be read in conjunction with the Tiverton EUE Design Guide (2016).

Whilst the guidance is not a blueprint, co-ordination will be required in the provision of site infrastructure, the design and management of streets, the provision and maintenance of the area's green infrastructure and in the layout and design of new buildings.

The eight areas identified here, alongside the street sections, take into account the existing characteristics of Area B, including the topography, landscape and built character. The design and character of new development will vary across the site, with schemes taking account of their immediate context. The guidance seeks to take account of the range of housing densities, open spaces and different street types that will be delivered across the site and will complement the design approach already established for the Tiverton EUE with existing masterplanning work and design guide.

**5.2 Built character:** provides guidance on the range of anticipated housing densities and typologies, providing a steer on appropriate building heights and how different approaches to car parking should be adopted. An illustrative layout for a sample part of the site provides the basis of the guidance. Covering locations A, B and C on Fig 38, this sample area provides a range of different housing and street conditions, including areas of higher and lower densities.

**5.3 Street typologies:** provides guidance on the range of street types that are considered to be appropriate for Area B. Care will need to be taken to ensure a consistent approach is taken across both Areas A and B and liaison with the highway authority will be essential in ensuring the design and delivery of site infrastructure of this type is to adoptable standards. The street guidance has

been prepared in view of the aspiration to create distinctive streets and neighbourhoods, which respond positively to garden community principles and which respect existing landscape character and assets across the site.

**5.4 Open spaces:** describes the locations F to J as labelled on Fig 36. The masterplan will be served by a rich and diverse range of public open spaces which include a new country park, play spaces, formal sports provision and growing spaces / allotments for new residents. These all form distinctive components of a green infrastructure network which is linked by a network of landscaped streets and lanes.

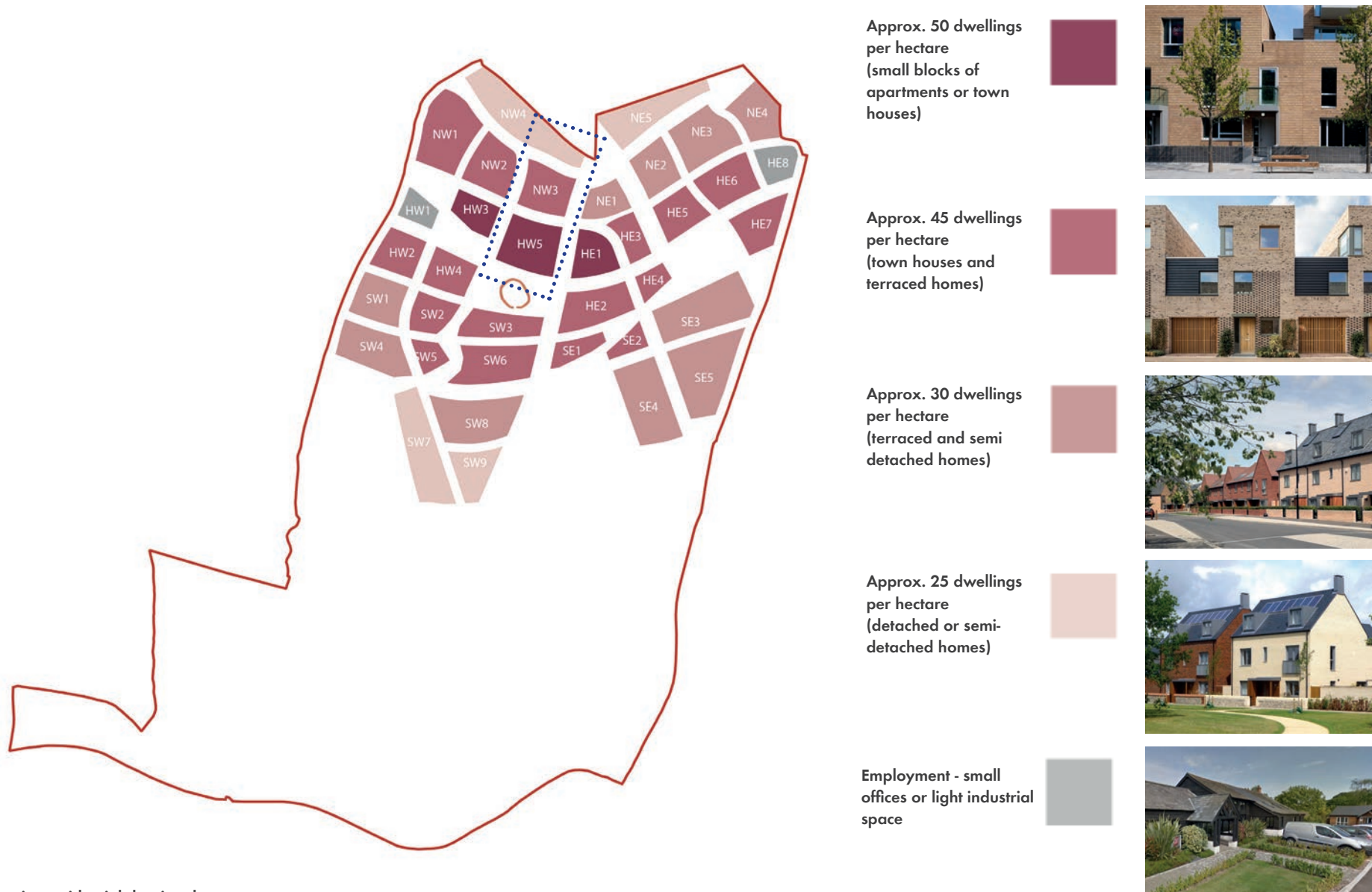


Fig.37 Illustrative residential density plan



## 5.2 BUILT CHARACTER

The Tiverton Eastern Urban Extension Design Guide of June 2016 provides useful design guidance. Reflecting on some of this guidance, the following housing high-level design principles should be applied in the design of new development across Area B:

### Topography and layout design

- New streets and development parcels should work with the undulating landscape (where gradients permit).
- Where possible, streets should either align with topographical contours or be perpendicular to them to avoid costly excavation and in-filling.
- Individual buildings within development parcels should respond to the natural topography of a site in a range of ways.
- Higher densities should be delivered along the central tree lined boulevard with lowest densities at the edges of the site.

### Boundary treatment

- Boundary treatments should clearly distinguish between public and private land - maintenance responsibilities should be clear and unambiguous.
- Boundary treatments for principal streets should be more formal - low walls, hedges and railings, not higher than 1m.
- Boundary treatments on secondary and less prominent streets can be softer, incorporating low walls, hedges and planting.
- Materials used for boundary walls should complement those used for the main building.

#### C A lower density residential neighbourhood/block

*summary characteristics: larger gardens, bigger plots, on plot parking, detached and semi-detached homes.*

#### B A medium density residential neighbourhood/block

*summary characteristics: medium sized gardens, on plot parking, semi-detached and terraced homes.*

#### A A higher density residential neighbourhood/block

*summary characteristics: smaller gardens or balconies, on street or small shared parking courts with some integrated garages, terraced homes and small blocks of apartments or town houses*



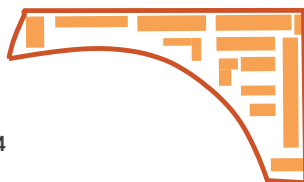
Fig.38 Indicative plan for residential neighbourhood

**ACCORDIA**  
 Location: Cambridge  
 Developer: Countryside Properties  
 Size: 378 units  
 Area: 9.5 Ha  
 Density: 40 - 50 dph  
 Code: Sustainable Homes Code 4



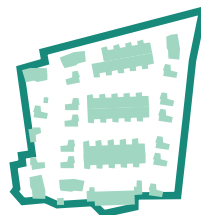
Architects: Feilden Clegg Bradley

**SEVEN ACRES**  
 Location: Cambridge  
 Developer: Skanska  
 Size: 128 units  
 Area: 3 Ha  
 Density: 42 dph  
 Code: Sustainable Homes Code 4



Architects: Formation Architects

**NEW HALL**  
 Location: Harlow  
 Developer: Linden Homes/Galliford Try  
 Size: 84 units  
 Density: 50 dph



Architects: Alison Brooks

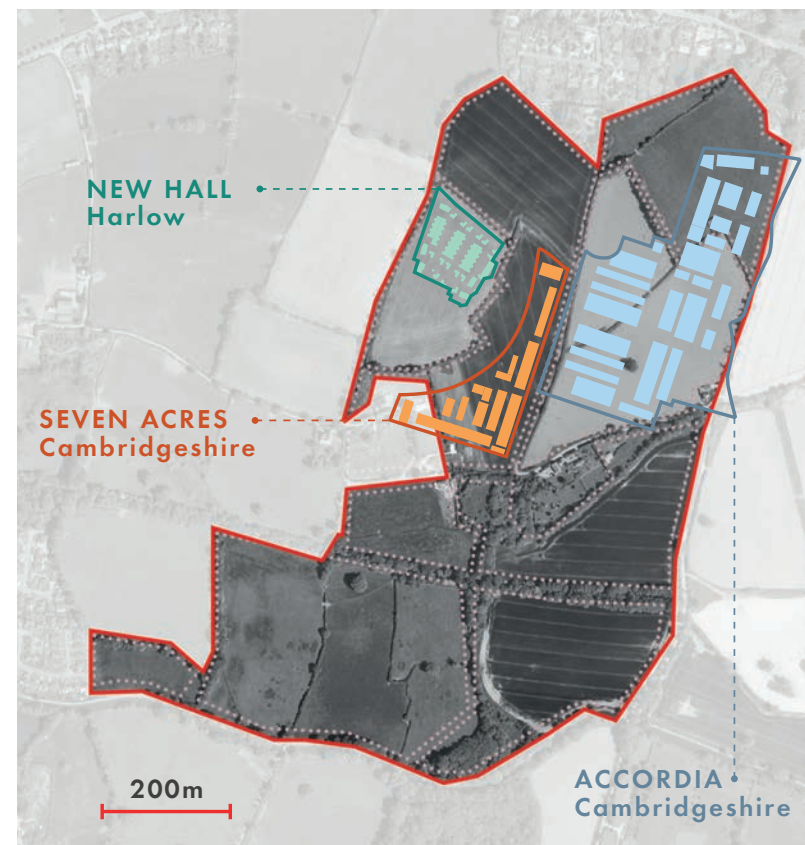


Fig.39 Three successful housing developments have been placed at the same scale on a plan of the masterplan area. This helps to demonstrate the scale of the site, but also helps to indicate appropriate housing densities. The higher density areas of the framework along the main tree lined boulevard (45 and 50dph) will need to be delivered at similar densities as the examples on this page



### Building lines and types

- Building lines should be strong and consistent on principal streets.
- Building lines along secondary and less prominent streets and lanes can be more informal and varied.
- Whilst variety is important, each different building type should be simple in its design and economical in its delivery.

### Elevations

- Access to all houses and properties should be gained directly from the street front.
- All ground floors should include windows which create a direct relationship between building and street.
- Window reveals should be at least 100mm deep to help add visual richness and shadows to the elevation.
- Roofs should project from buildings by a minimum of 150mm, the direction of the pitch may vary from building to building to create a sense of visual diversity across a roofscape.
- The roof lines of proposed buildings should complement rather than dominate their natural setting.

### Waste management and cycle storage

- The design of bin stores should be fully integrated into housing design
- Bin stores should be easily accessible, though not visually prominent, from the street
- Dedicated bicycle storage should be provided to facilitate everyday ease of use (e.g. space at the front of garages, not the back).

### Building materials and construction

- Local building materials should be used where possible to help reflect and strengthen local character.
- Where brickwork is employed, a multi-brick palette should be used that complements the vernacular of the area.
- Where a render finish is employed, a neutral (not pure white) colour should be used.
- New buildings should be of sustainable design and construction in accordance with the latest building regulations.
- The Council encourages new developments embracing the highest standards in environmental performance – as supported by RIBA 2030 Climate Challenge.

- 1 storey
- 2 - 3 storeys
- 3 - 3.5 storeys



Fig.40 Building heights



## Residential densities and building heights

Building heights and rooflines should give consideration to the topography of the landscape and proximity to existing dwellings in terms of impact on views and skyline. The highest densities will be at the heart of the residential area along the Main Street running east west across the masterplan area; this area will deliver at density of circa 40 dph to 50 dph and will provide town houses with gardens and small blocks of flats at 3-3.5 storeys.

Density will reduce in the areas moving away from the Main Street and in the areas adjacent to the eastern boundary of the Area A masterplan, which will be delivered at medium densities of circa 30 dph to 40 dph in the form of terraced, semi-detached and detached 2 storey housing.

The residential areas on the edges of the country park and the northern edge of Area B adjacent to existing housing will provide the lowest density housing at circa 25 dph to 30 dph, allowing the built form to gradually feather into the landscape at the edges of the development. Housing in the lowest density areas will respond to the character of existing development both adjacent to and in proximity beyond the limits of the masterplan area. This comprises relatively large 2 storey homes set within generous gardens and arranged in small groups with informal layout and distinctive rural character. The new housing in the lowest density areas will be designed to evoke and sustain the rural character created by existing development.

## Employment densities

The employment parcels are situated at the eastern and western extremities of the Main Street and will deliver circa 2,500 sqm of B1 accommodation. Businesses would be in close proximity to bus services and the centre of the residential area which will make it a good location for new and relocated businesses. Employment buildings will be delivered at appropriate density for dispersed employment floorspace adjacent to residential dwellings, with associated car parking and parkland landscaping, at a typical plot ratio of circa 40%-50% achieving circa 2,500 sqm in total. In scale and form, the employment floorspace will be two storeys with consistent form and related scale. Form will be flexible to respond to eventual end user requirements. Townscape, landscape and architecture will be designed so that it is complimentary to the adjacent residential neighbourhood and its landscape setting. Buildings which incorporate employment uses as part of a mix, for example, office spaces on lower floors with residential accommodation above, will be acceptable in principle.



Fig.42 examples of small offices or light industrial employment



Fig.41 Examples of integrated and attached garages

## Car parking

Onsite parking will be provided in line with current Mid Devon District Council policy, which presently requires at least 1.7 vehicle parking spaces per dwelling, alongside comprehensive on-plot cycle parking, and one Electric Vehicle charging point per 10 dwellings. The masterplan allows for sensitive on-street parking - e.g. for visitors - which also serves to manage speeds.

It is anticipated that consumer demand and changes in transport technologies (e.g. the widespread adoption of Electric Vehicles) will result in a more comprehensive network of Electric Vehicle charging points in the future - for example, delivered by homeowners, potentially supported by Government grants. Likewise, it is reasonable to assume that parking policy could change over time to adapt to prevailing demand - e.g. the longer-term adoption of Autonomous Vehicles and/or differing car ownership levels.

Consideration has therefore been given to the provision of parking in a way which enables technological change, and which facilitates the ongoing use/re-purposing of parking areas (e.g. changing on-plot parking to private gardens) in a coherent and appropriate manner, retaining high-quality urban design principles in the long-term.

A range of methods will be used to meet required parking standards for residential dwellings, including:

- Small off-street landscaped courtyard parking areas. This will be very limited and only used to meet the requirements for small apartment blocks which are likely to be located within higher density parcels on the main street. These areas should be designed so they are directly overlooked by adjacent properties.
- The largest proportion of car parking will be provided through dedicated spaces for each home, through:
  - an integrated garage
  - attached garages
  - detached garages
  - parking spaces within gardens
- On-street car parking - when unallocated, this makes very efficient and flexible use of street space and can also have the benefit of helping to slow vehicular speeds and accommodate visitors.
- There will be more limited on-street car parking within the local streets / shared space neighbourhoods to prevent these spaces being dominated by cars.

- landscaped parking court
- on-plot garage
- integrated garage
- on-street spaces



Fig.43 Car parking typologies









Fig.44 This sketch is designed to illustrate the scale and design of the higher density buildings and spaces in Post Hill. Their detailed design will follow as part of future planning applications. The adjacent plan illustrates the location of the view



Local residential streets will have a shared surface environment with an integrated green infrastructure network that provides space for trees and sustainable urban drainage

The main street is slightly wider than in other areas of the masterplan so that it could accommodate a bus route if required. A segregated cycle route and generous pavements provide a comfortable environment for pedestrians

Delivering a range of types of dwelling will meet the needs of a wide cross section of people. Slightly higher densities at key locations along the main tree lined boulevard, such as opposite the park will help improve legibility and create a more varied character. Lower densities will be located at the edges of the site.

Ground floors that provide the street edge with overlooking and activity - to help make streets and spaces feel safer for all uses

High quality cycling infrastructure will help to encourage residents and commuters to choose other means of transport than the private car

These new homes face 'the green'. This is a central play and green space which will be central and well overlooked, at the heart of the new community to help build community spirit









**Fig.45** This sketch is designed to illustrate the scale and design of the mid and lower density buildings and spaces in Post Hill. Their detailed design will follow as part of future planning applications. The adjacent plan illustrates the location of the view

Topography has influenced the route of the street and the roofline and design of properties

A range of building typologies are illustrated here including terraced houses, semi-detached and detached homes in the lower density areas

Boundary treatments help to formalise the definition between public and private areas. The space between dwellings and the public highway will be used in a carefully designed way to accommodate bikes and bin storage, and in some areas, parking spaces for private vehicles

This greened route provides a direct connection from the existing homes at Post Hill, through area B to the country park and canal. This will be a safe, attractive and car free route that will have new homes facing onto the space





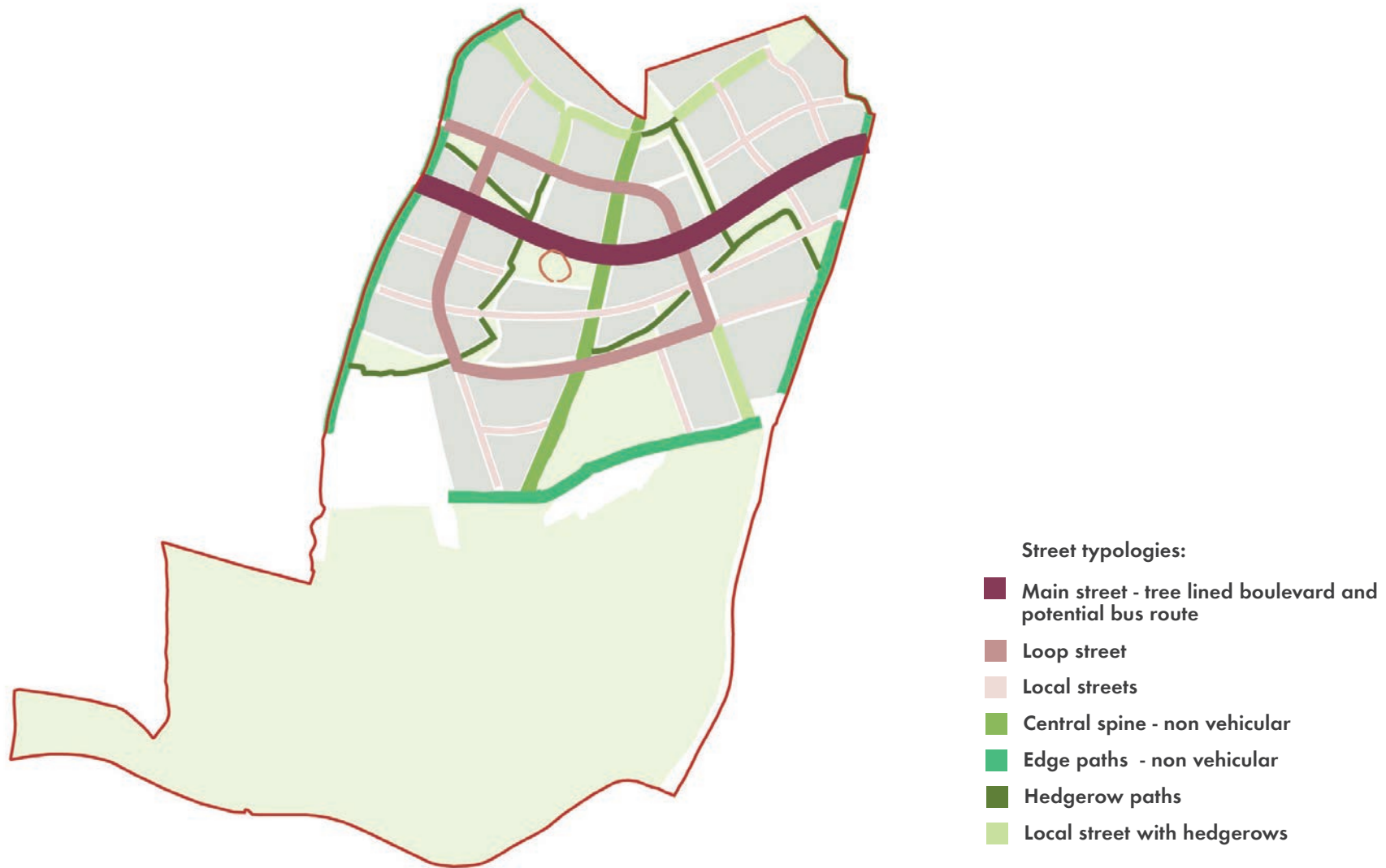


Fig.46 Street typologies and placemaking areas

## 5.3 STREET TYPOLOGIES

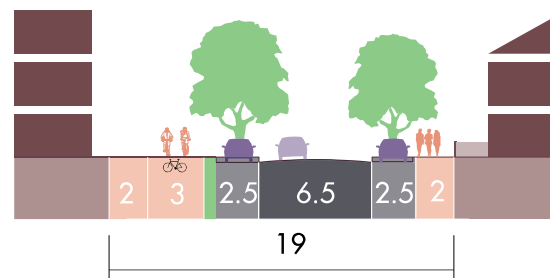
### Introduction

The masterplan has identified eight street typologies which are designed to help to deliver a varied character across Post Hill. These street typologies help to define the widths, parking requirements, green infrastructure and relationships between modes in each of the route types.

These typologies range from the most formal boulevard environment envisaged for the main street, through to a shared street environment for the more local streets between residential parcels. Green infrastructure is incorporated into each of these street types through a range of methods including street tree planting, retention of existing hedgerows, inclusion of SUDs and front gardens.

### Main street

The Main Street through the development provides an east-west spine capable of accommodating two-way bus movements, as requested by Devon County Council Highways, alongside a full range of other vehicles. The carriageway will be 6.5m wide, with 2.5m parking bays either side. The street will be a tree-lined avenue/boulevard, incorporating two 2m footways and a 3m two-way cycleway, separated from kerbside parking by a verge (protecting users of the cycleway and parking areas from collisions due to car doors opening).



### Loop street

The Loop Street provides for two-way movements, including by large delivery vehicles, as well as providing a circular route enabling bus permeability into the heart of the masterplan area. The carriageway width is consistent with the recommendations of Manual for Streets, alongside which there will be on-street parking and generous footways. Carriageway geometry will manage-down vehicle speeds, providing a safe environment for on-street cycling. The overall street width is slightly narrower than the main street, with no segregated cycle lane, but with on street car parking spaces identified between places for trees.

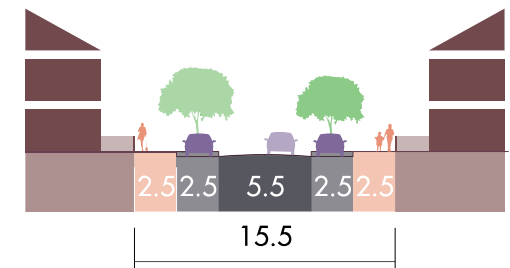
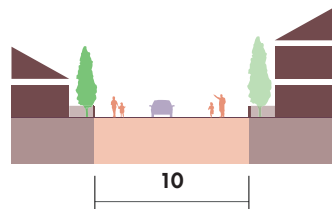


Fig.47 Street sections

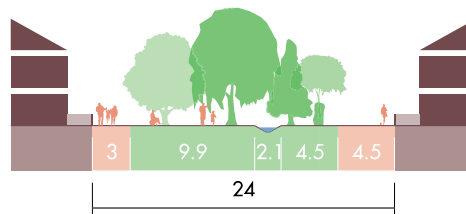
## Local streets

Local Streets will generally have shared-space characteristics, being low-speed environments with equal priority given to all users. An indicative total width of 10m would provide a generous space for vehicles (generally utilising the 5-6m central area of the street), pedestrians (able to use the whole space, but with at least 2-2.5m space at the street edges if traffic is passing), and cyclists. Detailed design should incorporate contrasting materials and textures for users with visual impairments. Verges could also be incorporated at property boundaries. Car parking will generally be provided within each residential plot.



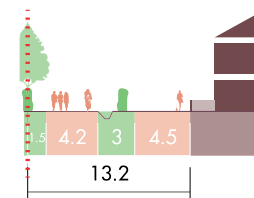
## Central spine

The site includes a significant green spine which runs through the centre of the site along an existing hedgerow, proving safe and direct off road access between existing residential areas at Post Hill with the new country park and sports facilities at the south. The route accommodates 3m and 4.5m foot/cycleways, which are generous spaces accommodating quick, safe and convenient sustainable movement through the site. These widths could also provide emergency vehicle access if required, with access control measures (such as lockable bollards). Front doors will be accessed via pedestrianised routes along this spine with properties facing this route to provide overlooking.



## Edge paths

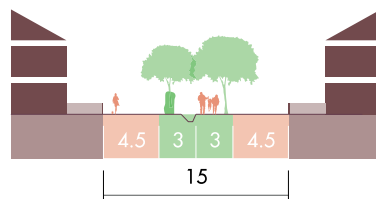
In some places at the edge of the site (such as the westerly Drovers Track), an existing path runs between two existing mature hedgerows which should be enhanced and protected. An additional access path should be set back from this existing route and green infrastructure spine for access to properties. Edge Paths provide generous spaces for recreation and sustainable access, improving existing access routes between current hedgerows. This route between the hedgerows should be a permeable bound surface material such as hoggin. Access controls may be needed to prevent access by motor vehicles.





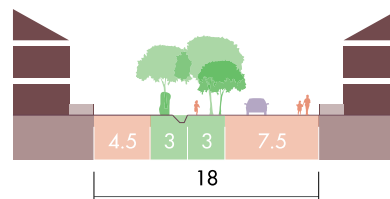
## Hedgerow paths

Existing hedgerows within the site should act as the centre of a connected green infrastructure network. Existing hedgerows should be retained where possible, help shape the location of development and form features within the public realm. These routes also provide generous spaces for recreation and sustainable drainage. New homes should have frontage and front doors facing these spaces.



## Local street with hedgerows

Shared space streets, abutting residential frontages, would sit alongside new green corridors running parallel with existing hedgerows. Beyond these hedgerows, generous paths would create sustainable travel corridors whilst also permitting frontage access to properties.



**Fig.48 Precedent: Saxmundham, Suffolk**  
The successful integration of existing green infrastructure such as hedgerows, trees and green spaces which are fronted by new homes

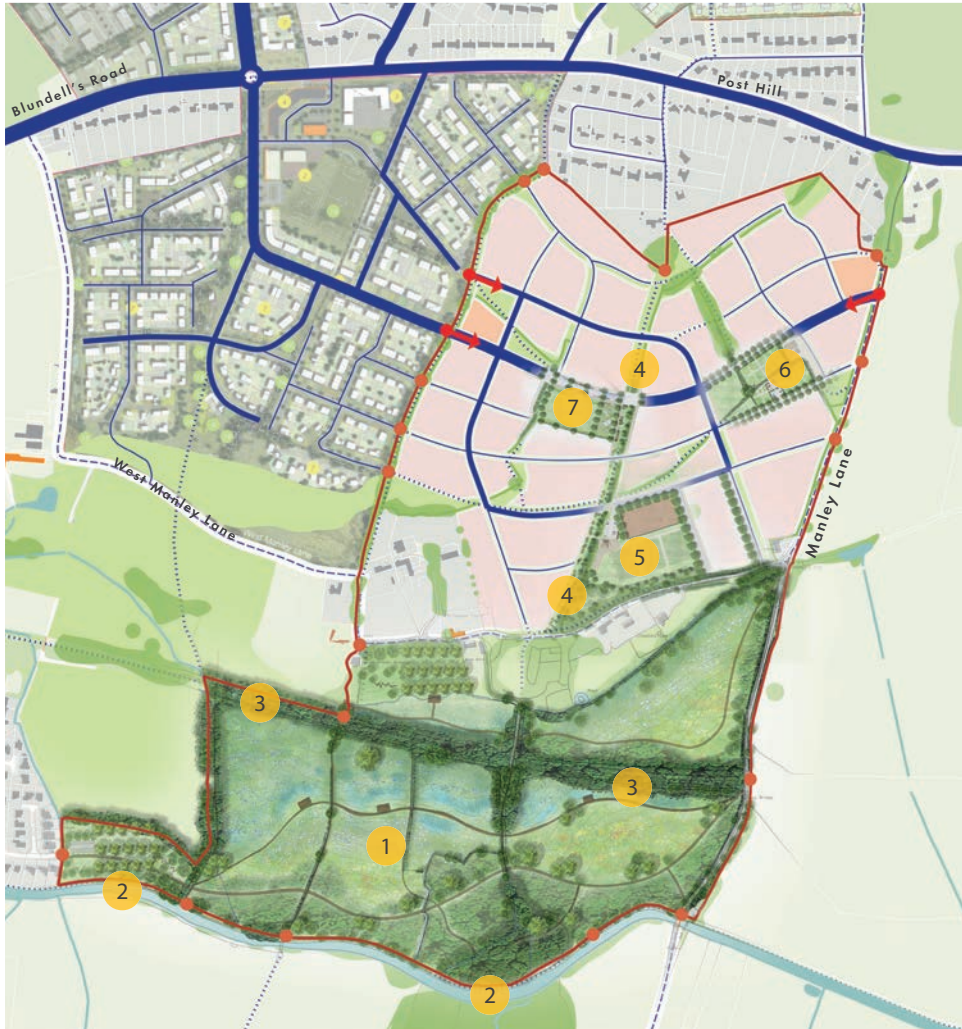
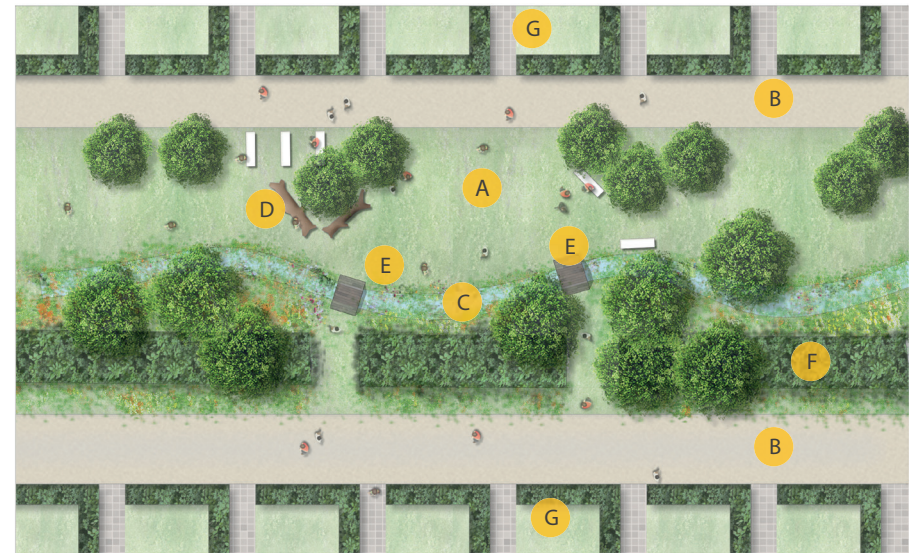


Fig.49 Open spaces plan

- 1 Country Park
- 2 Canal
- 3 Disused railway /cycleway
- 4 Green spine
- 5 Sports area
- 6 Allotments
- 7 The Green

- A Informal grass area
- B Path
- C Swale
- D Informal play
- E Footbridge
- F Existing hedgerow
- G Front gardens (indicative design)



I



## 5.4 OPEN SPACES

The open spaces in Area B are distributed across the site so that they can be easily accessed on foot and by bike. They are designed to provide spaces for a variety of activities from play and sports to food growing, walking and relaxation. The provision of open spaces has been designed to meet the requirements set out in previous masterplanning work and to tie in with requirements Local Plan Review.

### Green spine - Greenway

The existing hedgerow running between Mayfair and West Manly Lane will be retained and will form the spine for a generous pedestrian and cycle route through the centre of Area B, providing a link between the Canal and country park, the main street, local centre and school. The green spine will be an attractive and comfortable route which encourages walking and cycling and adds to the green setting of the new neighbourhood.

The green spine illustrated in Fig 49 will be 24m wide and defined by two informal paths, one on either side of the existing hedgerow. The spine will be a richly planted, active route with play, fitness equipment, and broad paths for jogging, walking and cycling. Seating will be located in sheltered areas alongside play equipment and footbridges. A swale will be introduced to the west of the hedgerow and will collect surface water run off from the surrounding areas and connect into the wider sustainable urban drain system (SUDS). Timber footbridges over the swale will provide a connection between the east and west side of the green spine.

Ecology and biodiversity will be improved through planting of wildflower meadows alongside the existing hedgerow and reinforcement of the hedgerow planting using native species. Trees will also be introduced along the Green spine, both as part of the hedgerow and alongside the paths.



Fig.51 Illustration of the greenway concept



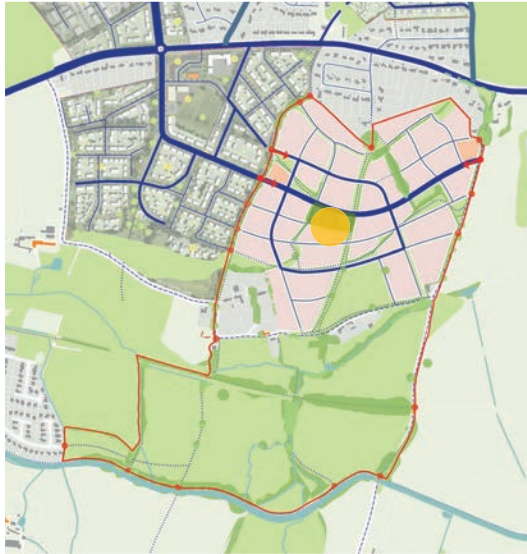


Fig.52 Location plan of The Green

- 1 Informal grass area
- 2 Main street
- 3 Existing archaeology feature
- 4 Play area
- 5 Green spine
- 6 Existing hedgerow



Fig.53 Key features of The Green

## The Green

The central green is located on the main street in the centre of Area B. It provides 0.4Ha of open space and incorporates the existing below ground archaeological feature. The green will be within easy walking distance of all the new homes, close to the school and the local centre in Area A.

The main part of the green will be a grass space, which can be used for play and sports and for community events such as fetes and fairs, whilst protecting the archaeology. Trees and planting will screen the south and western edges of the green whilst the eastern edge links into the green spine.

The Green will be the main play space for the northern part of the site with a large play area located to its eastern edge next to the green spine. Play features and equipment will be integrated into the sloping topography to create a whole environment for play which links closely to the green spine.

Seating under trees and planting around the perimeter of the green will create shelter and shade and quieter places for people to relax.



Fig.54 Illustrations of The Green concept



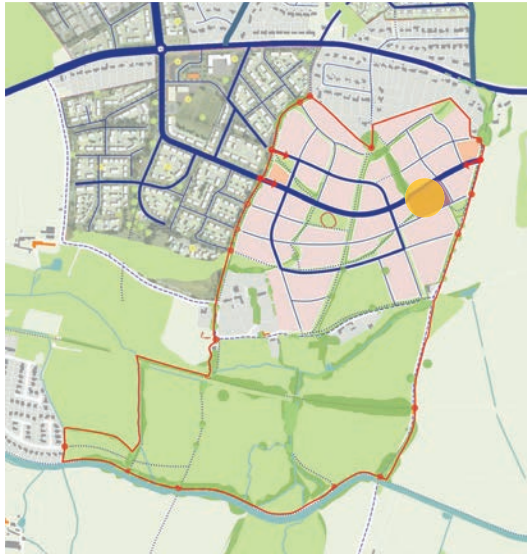


Fig.55 Location plan of the allotments ●

- 1 Half plots
- 2 Starter plots
- 3 Shed
- 4 Compost/soil stores
- 5 Parking and bikes
- 6 Existing hedgerow



Fig.56 Key features of the allotments



## Allotments

The allotment site is to the south east of Area B at a junction between two existing hedgerows, near West Manly Lane. The allotments will be easy to walk or cycle to and are located near the main street.

The site is 0.5Ha and will provide space for 20 half plots and 3 starter plots. Shared facilities such as compost bins and water butts will be located in the centre of the allotments alongside 8 parking bays and a communal storage shed.

The existing hedgerows and trees will be retained and enhanced to increase screening and shelter using native tree and shrub species.

The allotments will provide an opportunity for people to grow their own fruit, vegetables and flowers. The allotments could also provide space for other outdoor activities related to conservation, gardening, ecology and food and will form one of the landscape community hubs set out in this masterplan.



Fig.57 Illustrations of the allotment concept



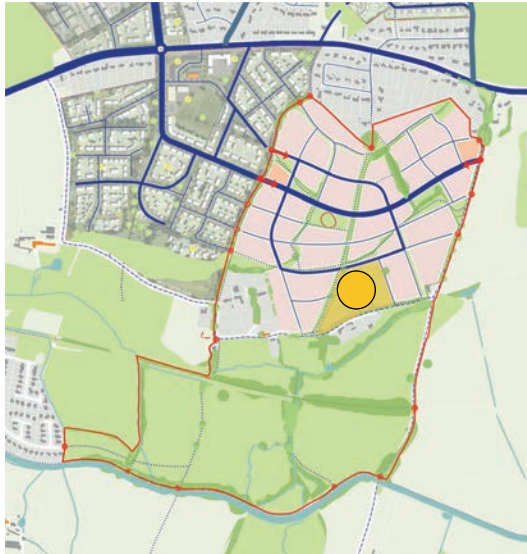


Fig.58 Location plan of the sports provision

- 1 Grass sports pitches
- 2 Multi Use Games Areas (MUGAs)
- 3 Informal space for outdoor gym and informal sports
- 4 Changing rooms
- 5 Parking and bike store
- 6 Existing hedgerow
- 7 Green spine
- 8 No vehicular access to West Manley Lane



Fig.59 Key features of the formal sports facilities

## Sports

The sports area is located to the south east of Area B on a relatively flat area east of the green spine and near West Manly Lane. The sports area provides 2 Ha for formal sports.

The site is easily accessible by foot and cycle from the surrounding residential areas and will also be accessible by car from the new road network.

Existing hedgerows and trees around the perimeter of the sports ground will be retained and enhanced with new planting to increase screening and enhance biodiversity.

Reference should be given to the Local Football Facilities Plan and Local Planning Pitch Strategy. The sports area provides 4 Multi Use Games areas (MUGAs) which can be used for tennis, netball, basketball and/or 5 a side football. The grass field to the south of the MUGAs will be a flexible natural, grass sports field with drainage which can be laid out with line markings for a range of junior and senior sports.

On the western side of the sports area a car park, changing rooms and cycle stores are located and an area for an outdoor gym and informal sports is located to the south.



Fig.60 Illustrations of the formal sports provision concept





Fig.61 Key features of the Country Park

## Country Park

The new country park will provide 26 Ha of open space and provides the largest area of open space in the Eastern Urban Extension. The country park is also a significant area of green space and natural habitat and, in accordance with the SPD, will provide green infrastructure.

The natural habitats in the park connect to the existing local nature reserve on the canal and the existing SSSI at Tidcombe Fen. The design will be developed to strengthen links with the SSSI and enhance ecology. It will be important to ensure the design takes account of water run off rate and quality in order to safeguard the hydrology of the SSSI. The future maintenance and management of the park will be taken on by a local organisation and the arrangements and funding for future maintenance and management will be established and agreed with the local planning authority as part of the planning application(s) for Area B. (please see Section 6 for further details).

- |                                       |   |                   |
|---------------------------------------|---|-------------------|
| 1 Existing cycleway (disused railway) | 5 Informal and natural play               | 9 Bird hide       |
| 2 Existing canal tow path             | 6 Wet meadow to be extended and protected | 10 Spring meadow  |
| 3 Car park                            | 7 Wetland scrape-ephemeral pond           | 11 Summer meadow  |
| 4 Orchard and picnic area             | 8 Boardwalk                               | 12 Canal car park |





Fig.62 Access and connections



## Access and connections, experience

Access on to the canal tow-path and existing cycle way will be improved and new wayfinding signage will be added at key park entrances and path junctions. A car park will be introduced from Follett Road on the West of the park and sensitively integrated with the surrounding trees and hedges. The existing field beyond the new car park will be planted with an orchard which will be a community resource and opportunity for food growing and conservation activities. Picnic tables and informal play facilities will also be added to this area to provide a resting area away from the tow path. Other play and picnic facilities and a second orchard will be added to the area east of Chapel Anthony near the southern end of the green spine route.

New footpaths will link the tow path with the cycleway and West Manley Lane opening up the existing fields to public access. Secondary footpaths and timber boardwalks will run east west through the existing fields and new wetland meadow areas providing opportunities for longer walking routes and access to the meadows and bird hides.



**Fig.63 Illustrations of the Country park  
- access and experience**





Fig.64 Ecology and green infrastructure



## Ecology and green infrastructure

The existing fields between the canal and railway will be modified to create a series of wetlands, ephemeral ponds and meadows, linked to Alsa Brook and the Tidcombe Fen SSSI to the west. The wetland areas will be planted with native fen and marsh plants extending the existing marshy grassland and fen and increasing the habitat for birds, invertebrates and water vole.

A series of flowering meadows will be planted to the south of the new boardwalk using perennial wildflowers and grasses to provide shows of flowers in spring and summer.

The new boardwalk will provide a secluded route through the meadows and wetland and bird hides will be provided along the boardwalk for bird watching.

The existing woodland and hedgerow planting around the edges of the park will be managed and enhanced with new planting to strengthen the boundaries, screen views and reinvigorate the existing boundary planting.

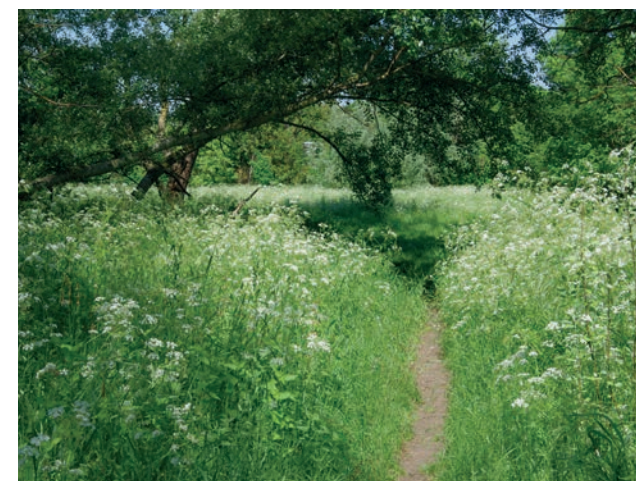


Fig.65 Illustrations of the Country park - ecology and green infrastructure





# 6 DELIVERING THE PLACE

## 6.1 APPROACH TO INFRASTRUCTURE PLANNING AND DELIVERY

### Policy Position

Policy TIV5 of the Local Plan Review states that a phasing strategy will be required to ensure that the development and infrastructure come forward in step, minimising the impact of the development, yet taking account of the need for development to remain viable.

The 2018 SPD acknowledges that the infrastructure requirements and the triggers for delivery of said infrastructure have evolved since the AIDPD was adopted following further assessment of triggers and sequencing of infrastructure. This position has also been influenced by the determination of the planning applications within Area A to date, elements of which supersede the provisions set out within the emerging Local Plan Review. Funding opportunities have also been secured including for the partial delivery of the A361 junction link to Area A. The final phase of this junction is due to be delivered by forward funding via the Housing Infrastructure Fund.

Policy TIV5 further states that the phasing requirements of this policy should be taken into account and any variation from them carefully justified. It sets out policy expectations for the phasing of employment and housing, green infrastructure, highway improvements, bus service enhancements, transfer of land and funding for the primary school.

### Infrastructure Requirements for Area B

The 2018 SPD recognises that the green infrastructure (GI) within Area B forms a majority of the GI for the whole of the Tiverton EUE. This includes GI in the form of:

- parkland,
- community orchards,
- allotments,
- informal open space that can be publically accessed,
- play areas,
- habitat areas and water attenuation ponds.
- It may also include small scale structures associated with the recognised GI use.

It is also recognised that the GI may vary according to the location and relationship with the immediate surrounds but with the overall premise of a comprehensive approach to planning and delivery. The green landscape setting will reach into the centre of the development to create a garden neighbourhood as endorsed in the vision of the 2018 SPD and carried through into the Area B Masterplan.

The 2018 SPD did not fully resolve how the GI was to be used, managed or located, particularly the area located south of West Manley Lane. The Area B masterplan gives the GI more detailed

consideration and considers both the allocated area of GI south of West Manley Lane and within the wider Area B.

The remaining infrastructure to be provided within Area B is expected to include the standard requirements arising from a development of this nature in terms of drainage (SUDS), roads and utilities as the community facilities are being provided within Area A. Area A has provided the bulk of the new build community facilities and opened up the strategic access onto the A361. The Area B infrastructure requirements include:

- Phase II A361 road junction (requiring payback from the development)
- Phase II Blundell's Road Traffic Calming and Environmental Enhancements
- An agreed strategy to bring forward development and infrastructure in step and to retain overall viability
- Transport provision to ensure appropriate accessibility for all modes
- Environmental protection and enhancement
- Community facilities to meet local needs arising
- GI including Country Park, allotment, formal sport and recreation
- Affordable housing
- Upto 3 Gypsy and Traveller Pitches



The delivery of the above mentioned GI and infrastructure is therefore expected to be provided and co-ordinated by the developer(s) for Area B, to be secured as necessary through Section 106 agreement or condition.

The approach to phasing of Area B is discussed within section 6.3 below.

### **Area A Update**

The two outline planning permissions within Area A (Chettiscombe Trust and Waddeton Park) have been accompanied by Section 106 agreements which have secured the provision of the following infrastructure within the EUE:

- A361 Highway Works and provision of the first phase of the junction
- Blundell's Road Traffic Calming works (phases 1 and 2)
- Contribution towards improvement of pedestrian and/or cycle facility between Tiverton EUE and Tiverton town centre and/or Tiverton Parkway railway station
- Link Road between A361 Left in Left Out 'LILO' (phase 1) junction and Blundell's Road works/ improvements to roundabout at junction of Heathcoat Way and Lowman Way
- Primary school facilities for up to 270 primary school aged children

To-date the Area A planning consents have resulted in the delivery of the phase 1 environmental enhancement works to Blundell's Road through Blundell's School ahead of any development.

Furthermore the Left in Left Out ('LILO') junction with the A361 has been constructed, although at the time of writing the junction is not operational.

### **Community Infrastructure Levy**

Infrastructure will be provided through Section 106 and planning conditions, and through direct delivery or financial contributions. It is not proposed that a community infrastructure levy charge will be applied to the Tiverton EUE development.

The key to success of the delivery of the EUE masterplan as a whole (Area A and B combined) will be the delivery of infrastructure in a co-ordinated and cohesive manner, recognising that both elements are not independent of each other.

## 6.2 HOUSING DELIVERY RATE

### Assumptions Around Rate of Housing Delivery

In relation to the Tiverton EUE as a whole, planning permission is in place for the first Reserved Matters and construction is underway in the North Eastern part of the site. The first homes are therefore being delivered. The Local Plan Review now treats development in Area A as a commitment in housing supply terms. For Area B the plan assumes delivery of the development on site from between 2026/27 to 2032/33.

The Local Plan assumes that development of Area B will start on site in 2026/27. However, it is expected that this start date can be accelerated subject to the provision of required highway infrastructure. Housing Infrastructure Fund financial forward funding could deliver the completion of the new junction to the A361 within 2022. This would unlock the ability to bring forward the commencement of development on Area B by several years. The first homes will be delivered after the provision of a highway connection from the western boundary (Area A) although this Masterplan identifies other access opportunities.

The sequencing of development and provision of supporting infrastructure set out in this SPD has been structured to provide appropriate flexibility over where and when development takes place. It seeks to ensure that the necessary infrastructure is provided in a timely and viable way in the interests of delivery of the vision and aims of the area in a co-ordinated and comprehensive manner.

The below table provides an updated schedule of anticipated housing completions for Area B based on the Local Plan but adjusted to take account of housing numbers identified in this Masterplan.

Tiverton EUE anticipated housing completions		
	Annual completions	Running total
2020 / 2021	0	0
2021 / 2022	0	0
2022 / 2023	0	0
2023 / 2024	0	0
2024 / 2025	0	0
2025 / 2026	0	0
2026 / 2027	25	25
2027 / 2028	150	175
2028 / 2029	150	325
2029 / 2030	150	475
2030 / 2031	150	625
2031 / 2032	59	684
2032 / 2033		

Build out of Area B is considered to be in excess of 6 years. The number of homes assumed to be built out per year is based on an agreed methodology as part of Local Plan Review evidence (Housing and Economic Land Availability Assessment, HELAA) but also takes into account current market conditions and assumes 2/3 housing outlets on site at the same time.

### Assumptions on Housing Mix and Population Profile

Policy TIV1 does not set a percentage target for affordable housing within policies associated with the urban extension. Instead it establishes that the development will need to provide a proportion of affordable housing subject to further assessment of viability. The target for this proportion will be 28%. It is recognised that developments must be viable and that affordable housing may make a considerable difference to viability.

The Area A outline permissions (Chettiscombe Trust and Waddeton Park) were determined on the basis of viability appraisals with the following resultant affordable housing provisions:

- Chettiscombe Trust: 22.5% Affordable Housing, of which 60% are Affordable Rent Units and 40% Intermediate Units
- Waddeton Park: 22.5% Affordable Housing , to be provided as Affordable Rented Housing

Forward funding to deliver the completion of the A361 Road junction will need to be recovered from the development. In addition, the high proportion of GI provision required within Area B results in low value generating land. These issues will have a significant impact upon viability, particularly in the early phases of Area B. It is expected that viability assessments will form part of the consideration at planning application stage.

MDDC will expect a comprehensive and co-ordinated approach to the delivery of all of the development and infrastructure within Area B. This requires a holistic approach across high and low value generating uses.

Once provided, affordable housing should be delivered in step with market housing. Such decisions will need to be based upon the submission of robust viability evidence.

Affordable housing provision will need to have regard to needs assessment within the Tiverton area.

The Local Plan Review requires the provision of at least 5 pitches for gypsies and travellers within the EUE. The provision of pitches within Area B will be expected in accordance with the relevant policies.

Based on an average household size of 2.3 persons in Mid Devon (the assumption used in the 2018 SPD) it is anticipated that up to 684 dwellings could result in a population up to approximately 1,573.

Residential development within Area B must have regard to housing mix in terms of type, size, tenure and location (intermixing of affordable and market homes) and be designed so that affordable housing is indistinguishable from market housing.

Policy will also require the provision of 5% of homes as self build or custom build. The proposals must be considered in the context of Area A to ensure that an appropriate mix is delivered across the EUE as a whole.

Both market and affordable housing will need to meet the relevant space and accessibility standards adopted by the Council at the point of application determination. At the time of writing the relevant policy on minimum home sizes is Policy DM12 Housing Standards in the Local Plan Review.

Further consideration should also be given to the EUE Design Guide.



## 6.3 APPROACH TO DEVELOPMENT PHASING

The underlying development phasing EUE principles as set out within the 2018 SPD remain in part relevant for the detailed masterplanning of Area B. These remaining relevant principles are as follows:

- Infrastructure should be provided in a timely way in order to reduce / mitigate the impact of the development;
- Given the scale of the project, there is a need to balance certainty of delivery of key infrastructure with the need to maintain flexibility over the delivery of the development and infrastructure, especially as delivery is likely to take place over a period in excess of 6 years;
- A coherent and coordinated approach to infrastructure delivery, construction management and development phasing is needed between land ownerships in order to ensure that the overall policy aspirations are met;
- Avoiding in so far as possible the creation of parcels of land or pockets of development that do not relate to their surroundings or are isolated from each other;
- The early provision of transport infrastructure is recognised as being a key requirement in order to reduce the impact of the development upon the existing local highway network. However, this must be balanced with the need to maintain development viability;
- It is expected that development within the wider Tiverton EUE will first take place to the north of

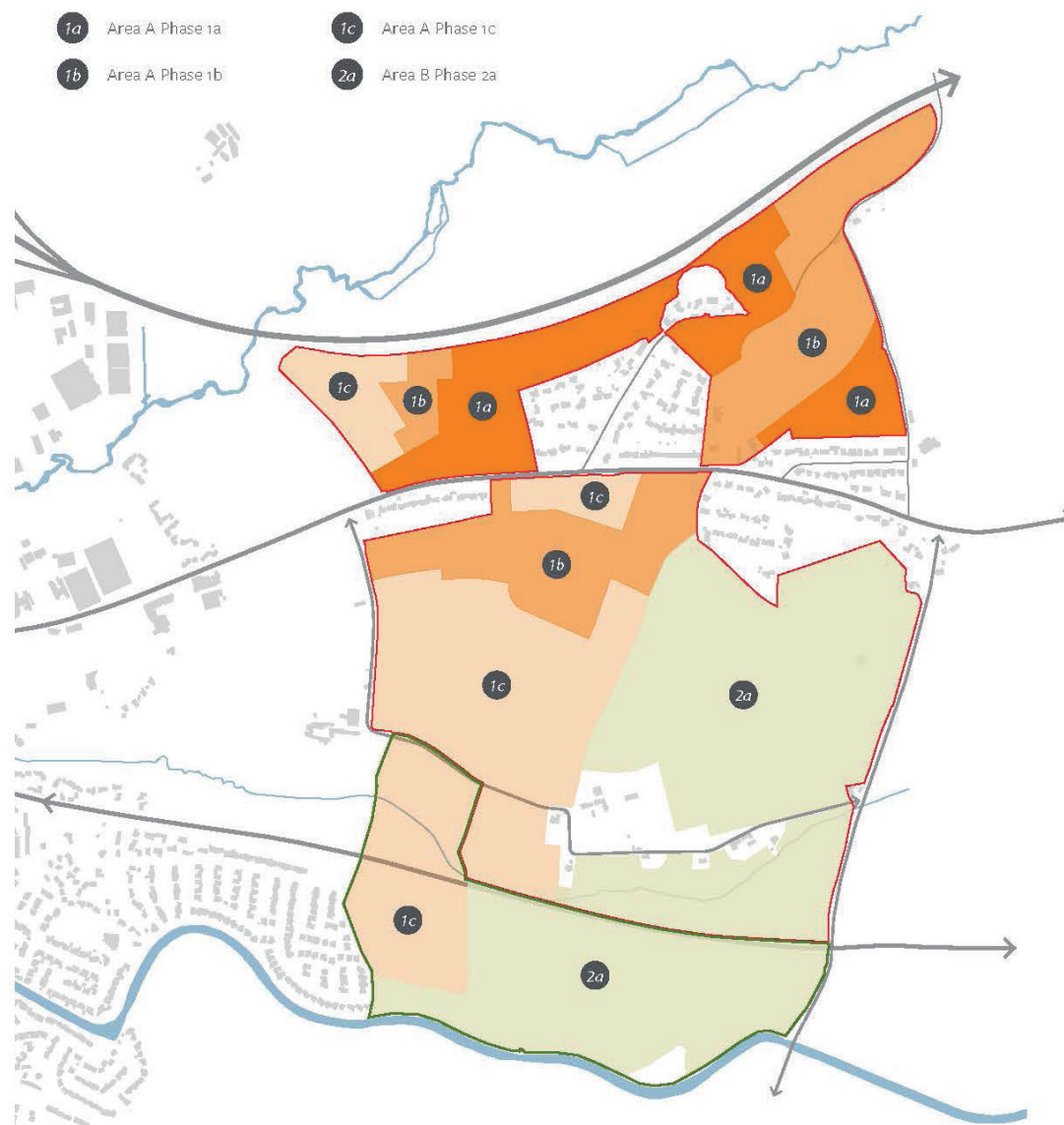


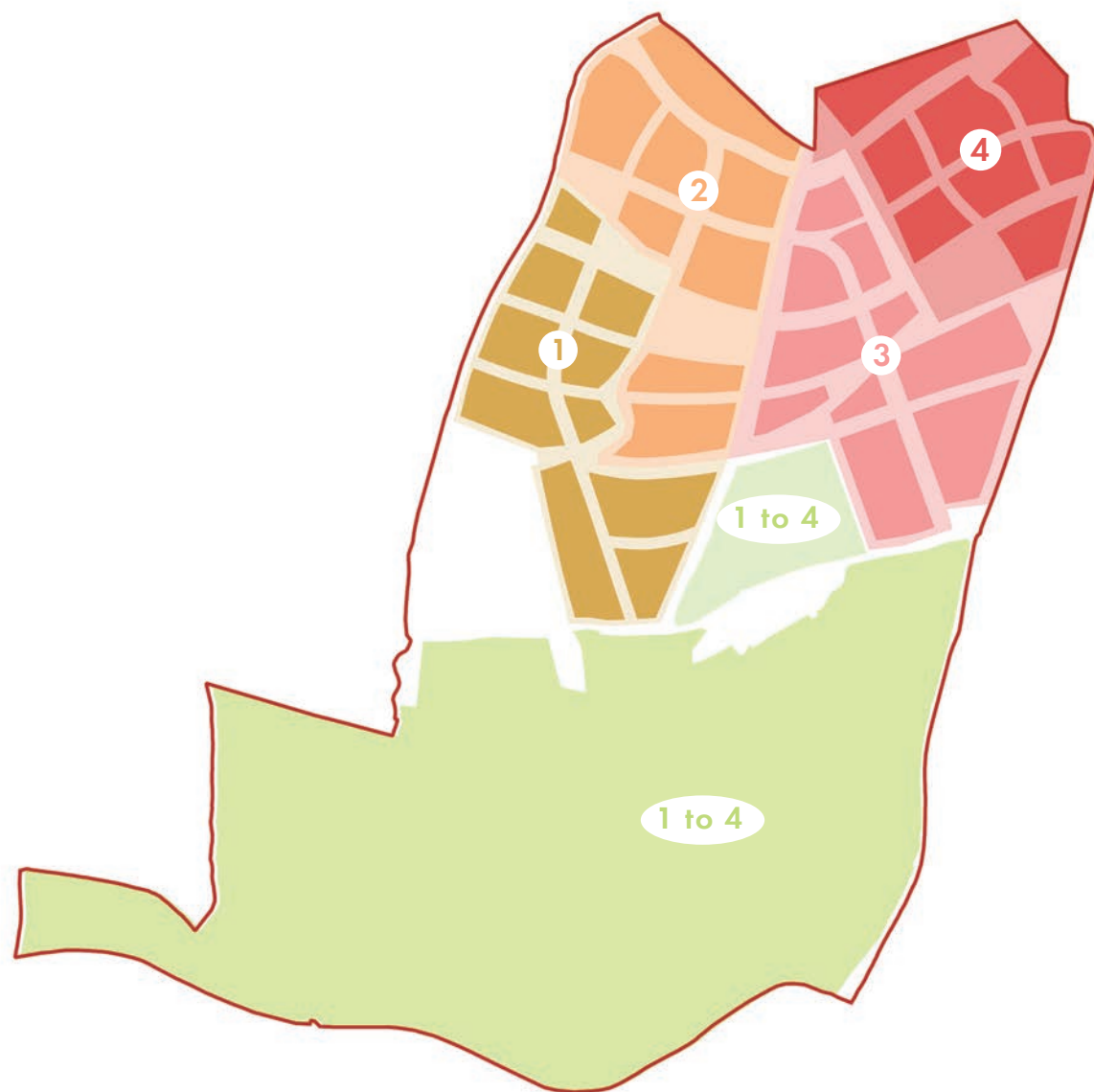
Fig.66 Area A phasing plan

Blundell's Road following the early provision of transport infrastructure associated with the new grade separated junction to the A361 combined with traffic calming improvements to Blundell's Road and improvements to roundabouts on Heathcoat Way;

- The need to ideally provide employment development in step with housing will deliver 5,000sqm in small clusters within Area B;
- Development is then expected to move sequentially in a southerly direction as access becomes available starting immediately south of Blundell's Road and providing the commencement of the local centre and land for the primary school alongside residential development and other associated infrastructure.

However, taking account current circumstances including applications to date and specific Area B issues, of further key significance to Area B are the following:

- securing means of access to Area B at an early stage;
- Whilst it was initially envisaged in the existing Masterplan that Area B would constitute the final phases of the wider development, there is now opportunity (subject to access) to consider whether Area B delivery can be brought forward to be developed at the same time as parts of Area A; and
- The provision of GI will need to be phased in relation to the timing and occupation of development. Elements of GI are expected to be provided in step with the phases as they come



**Fig.67 Phase B phasing plan**

The phasing of development within fig 67 assumes means of access via Area A. The masterplan considered possible additional points of access which would affect the subsequent phasing

forward rather than as a single separate phase of GI delivery. A programme and triggers for GI delivery are expected to be agreed via Section 106 obligation or conditions in line with the Development Framework Plan to be provided with any future planning application (see section 6.6).

The overall approach taken towards phasing and infrastructure delivery in the SPD is to seek to ensure co-ordination between phases of development in order to deliver necessary strategic elements of infrastructure in a timely manner and not prejudicing the ability of the following phases to do the same. Whilst development within Area A is now underway it can not now be assumed that Area B will only come forward once Area A is completed.

A process of monitoring and review of delivery will be undertaken by the District Council in conjunction with the landowners / developers. In considering proposals to vary phasing of Area B from that set out in this document the District Council will have regard to the tests set out within section 6.3 of the 2018 SPD. Of key significance will be whether the development proposed will fundamentally prejudice delivery of other land holdings within the urban extension or the whole master plan, or result in an unacceptable impact on existing residents. Proposals to bring forward

later planned phases will be considered provided they do not undermine: delivery elsewhere within the overall site; the provision of supporting infrastructure; and, mitigation of the impacts of the development as a result of earlier delivery.

Therefore the proposed Area B phases are based upon the following considerations:

- On the assumption that the access route through area A comes forward first (the adjacent parcel forms phase 1). Additional points of access could allow other land parcels to come forward quicker.
- The central green spine is the primary feature that divides the site (as reflected by land ownership)
- a critical mass of over 100 units per phase.



## 6.4 INFRASTRUCTURE REQUIREMENTS AND TRIGGERS FOR DELIVERY

The infrastructure necessary to support the urban extension must be delivered in a timely way in order to reduce the impact of the development. The key infrastructure requirements for the EUE are set out within the relevant Local Plan Review policies.

Drawing from elements of 6.4 of the 2018 SPD and updating them, is a schedule of the Infrastructure Requirements within Area B. The table concentrates upon infrastructure requirements common to different areas and ownerships where coordination over delivery is most required.

Further site specific infrastructure will be required on a more local basis, for delivery under individual detailed planning permissions for the relevant phase of the development such as footpaths and streets and non-strategic habitat mitigation.

A range of utilities related infrastructure will also be required such as power, water and foul drainage. Provision for these will need to be made in step with the requirements of each phase of development and ensuring that provision is coordinated between phases. It is important that the necessary provision of utilities is borne in mind in considering the viability of the development.

Key Infrastructure Requirement (Area B)	Anticipated Phase For Delivery and Trigger Point Where Known	Lead Delivery Organisation
<b>Access &amp; Transport</b>		
Agreement of delivery of access point from Area A into Area B and / or additional access points and agreement of key connections within Area B to open up required land parcels	Prior to submission of first application within Area B for demonstration of access provision delivery.	Developer(s)/ Landowners
Completion of access from Area A into Area B and /or additional access points and main connection within Area B.	Prior to occupation of any dwellings within Area B.	Developer(s)
Bus Service Enhancements	Phased delivery from occupation of first dwelling within Area B.	Operator/Developer(s)
Delivery of cycle and pedestrian links to the railway walk, Grand Western Canal and nearby rights of way	Phased delivery from occupation of first dwelling within Area B.	Developer(s)
<b>Open Space, Recreation, Play and Green Infrastructure</b>		
Provision of green infrastructure between Pool Anthony Railway Bridge and Manley Railway Bridge within Area B with necessary management / funding arrangements	Prior to the occupation of 1250 dwellings on EUE as whole	Developer
Subject to delivery on Area A, at least 2ha of children's play area, 8 ha of sports pitches (or equivalent); and 2ha of allotments.	Phased delivery as development comes (formal sports pitches to be delivered partly on site and partly off-site through enhancement of existing provision).	Developer
Sustainable Urban Drainage Systems (SUDS)	Phased delivery as development comes forward in a co-ordinated manner having regard to its future maintenance and Tidcombe Fen SSSI.	Developer



Fig.68 Area B phasing and infrastructure plan

## 6.5 DELIVERY, MONITORING AND REVIEW

### Viability and deliverability

The National Planning Policy Framework (2019) emphasises consideration of viability and costs in plan-making and decision-taking. This is to ensure plans are deliverable.

The requirements around infrastructure provision and triggers for delivery set out have therefore been considered in light of the NPPF guidance and the 2018 SPD. The production of the Area B masterplan has been informed by commercial delivery advice and option testing. This testing exercise has included consideration of the Housing Infrastructure Funding, likely Section 106 requirements, strategic infrastructure costs, local land values and market conditions to demonstrate high level viability. However, the Council accepts that formal viability testing will be reviewed beyond this SPD at development control stages. This is to ensure that the development envisaged is deliverable as far as is possible given the Council's aspirations for delivery of affordable homes, for sustainable development and the need to secure critical infrastructure.

Given the potential for uncertainty about the economy over future years, it may be appropriate to retest the viability of the scheme at later stages using tools such as market recovery mechanisms built into Section 106 agreements. This may mean that the level and / or timing of affordable housing provision required or the timing of

provision of elements of infrastructure as set out in this SPD may need to be revisited. This may have implications for full provision of affordable housing in accordance with the 35% target. Where landowners / developers wish to retest scheme viability, the Council will require an open book approach on scheme viability to be taken. Any viability appraisals and supporting information received will be validated by an independent assessor to be appointed by the council and whose fees will be paid by the landowner / developer. The

outcomes and implications of viability testing at application stage will be carefully evaluated by the Council in light of the aspirations and requirements set out in this SPD.

### Implementation, delivery and monitoring

#### *Landowner collaboration – Area B*

The main potential obstacle to the successful delivery of Area B is a lack of coordination between the main landowner interests.

Complex landownerships requires landowner collaboration. The Council will not entertain piecemeal applications without robust evidence of collaboration between the landowners to enable the timely delivery of the required infrastructure to support Area B (and the wider EUE). Such evidence could be in the form of a Development Agreement(s) for example.

Individual landowners will need to have regard to the role of their land within the wider masterplan and understand that successful delivery of the masterplan will depend upon the delivery of the whole scheme (including interaction with Area A). Of key significance will be the provision of an unfettered access from Area A into Area B, and within Area B to the various development parcels.

Landowner 'buy in' is therefore required to inform the coordination of infrastructure provision, to resist piecemeal and uncoordinated applications and to realise an integrated and sustainable development programme. The Council will resist any applications that cannot demonstrate this approach to delivering the Area B development.

The delivery requirements set out within section 6.6 of the 2018 SPD remain valid for Area B and the Council will therefore expect landowners to work together to demonstrate the requirements can be met.

To summarise the Council will expect the following information to be submitted with planning applications:

- To secure comprehensive development of sustainable neighbourhood and place making, the application must be accompanied by a **development framework plan for the entirety of the Area B** and demonstrate that it is in accordance with this SPD;



- To secure delivery of comprehensive infrastructure, the application must be accompanied by an **Infrastructure Delivery Plan for Area B** to demonstrate compliance with this SPD and an agreement of proportionate Section 106 obligations from each landowner.

#### *Land Equalisation – Area B*

The Council wishes to encourage the landowners to consider the scope for agreeing a land equalisation exercise on the basis that a single landowner parcel cannot be brought forward independently if the policy requirements for Area B and the wider EUE are to be met.

This approach is often required on large sites with development obligations (eg. highway improvements, community/sports, utilities upgrade). One or more landowners may find there is an unfair proportion of land in their ownership designated for uses that benefit the wider site (i.e. green infrastructure in the case of Area B). This therefore requires an agreement to equalise the proportionate cost amongst all the landowners.

Landowners with land bearing costs ('infrastructure and facilities') will then benefit from equalisation (interplay between the values generated, and the costs necessary to deliver that value) with those landowners identified for housing and commercial development in a phase/neighbourhood.

In their role as enablers, the Council may use its statutory powers including compulsory purchase powers to facilitate comprehensive development and delivery of the site in order to deliver the policy framework.

#### *Monitoring*

The delivery of phases within Area B will be overseen by the Council working with landowners / promoters and stakeholders to ensure:

- A coordinated approach to infrastructure delivery in accordance with the relevant infrastructure delivery plans;
- The delivery of a consistently high quality of development in accordance with the guidance and principles set out in this SPD;
- Securing external funding where available to help infrastructure delivery;
- Securing agreement and delivery of long term management and governance arrangements for the development;
- Monitoring delivery in order to inform the Annual Monitoring report.

In line with the 2018 SPD the Council will continue to monitor implementation of this Area B SPD and the extent to which the strategic policy objectives and vision are being achieved in the Annual Monitoring report. If implementation / delivery is considered to be failing, this will be reported together with an explanation and proposed remedial steps.

#### **Long term management and maintenance**

In line with the 2018 SPD requirements and in order to maintain a high quality of the green infrastructure across Area B it will be important to set in place robust and consistent management arrangements. The Council will seek to prepare and agree a neighbourhood management plan jointly with the applicants prior to the commencement of development. This will be an application requirement. The plan should cover all open spaces and cite all management objectives with the aim of establishing medium and long term objectives and arrangements.

This plan will also need to consider a robust governance structure which could take the form of a management trust/company and could also include a role for Tiverton Town Council and or Devon County Council in relation to the Country Park for example. Examples of such management structures could include a Community Interest Company approach. It is expected that full details of future management arrangements will be required through Section 106 obligations with management regimes being agreed and implemented prior to first occupation of any properties within the development, and in advance of the provision of any green infrastructure.

In terms of funding, it is likely that the plan will look to generate revenue from an annual service charge from residents and business occupiers together with the potential for revenue from hire of building/facilities. Revenue will be subsidised by the developer in the early stages and additional revenue sources (grant funding, sponsorship and commercial opportunities) should also be explored.

## 6.6 REQUIREMENTS FOR FUTURE PLANNING APPLICATIONS

Area B is allocated across a multiple of landownerships. Whilst the Council wishes to encourage land equalisation on the basis that a single landowner parcel can not be brought forward independently if policy requirements are not met, it is acknowledged that future applications are likely to come forward as a number of outline and/or full planning applications. The contents of applications to be submitted shall be agreed in advance with MDDC through pre-application discussions and following a review of the valid national and local validation requirements. Planning performance agreements are encouraged at the application stage to provide assurance and clarity to the developer.

S106 pooling restrictions no longer apply. Infrastructure will be therefore be delivered through S106 planning conditions, through direct delivery or financial contribution. A Community Infrastructure Levy will not be applied.

A list of information to be submitted as part of the planning application process for the development of the site is provided below. It should be noted that this list is not exhaustive and further requirements may be identified as a result of pre-application discussions. Some elements may also be more appropriately submitted as reserved matters stage dependent upon the scope of the application made at outline application stage. This list should be read in conjunction with the design process and delivery requirements outlined previously in this SPD.

### Theme: Masterplanning and Design

- Outline application: Development framework plan to illustrate development form at a greater degree of resolution for the whole of Area B as relevant to the application location
- Outline application: Design and Access Statement to include proposed character areas, street / space typologies, sample blocks and key areas. Conditions will require the approval of illustrated urban design and architectural principles prior to the submission of reserved matters applications. More details are to be found within 1.6 Design Process
- Reserved matters: Detailed design proposals for the area applied for. Compliance with this SPD and subsequent masterplanning and design stages above will need to be demonstrated
- Full applications: Will need to meet the requirements of both outline and reserved matters applications. Building for Life 12 self assessment (residential only)

### Theme: Planning

- Planning Statement
- Draft Heads of Terms for Section 106 Agreement
- Viability Appraisal and independent review with details to be agreed with Mid Devon District Council
- Affordable Housing Statement
- Statement of Community Involvement (SCI)
- Infrastructure Delivery Plan for relevant area (and in

recognition of the EUE as a whole)

- Neighbourhood Management Plans – to cover future maintenance of community spaces and buildings

### Theme: Sustainability

- Sustainability & Energy Assessment incorporating a carbon reduction strategy – outlining the approach taken to integrate sustainability during the design process. This can include topics such as water use, materials, surface water run-off, waste, pollution, health and wellbeing, management, ecology and transport. This should also include estimated energy loads and consumption as well as predicted CO<sub>2</sub> (carbon) emissions of the overall development, in addition to the submission of design stage BREEAM
- Waste audit statement – to demonstrate how waste will be managed according to the waste hierarchy

### Theme: Traffic & Transport

- Transport Assessment – considering the impact of the development within the context of Area B, Area A and wider transport network
- Framework Travel Plan – outlining measures to encourage new residents and employees on site to use sustainable modes of transport within the site and within the context of Area B, Area A and wider transport network
- Traffic pollution assessment – to consider the impact of traffic generated nitrogen oxides upon environmental assets including mitigation

measures. (See also air quality assessment below)

- Public Transport Strategy – outlining a strategy for providing viable sustainable transport options within the development site and within the context of Area B, Area A and wider transport network
- Public Rights of Way Statement – assessing the impact on existing access routes
- Highway design report and any other reports & modelling as required in consultation with Devon County Council Highways Department

### **Theme: Environmental Impact**

- Environment Impact Assessment Screening
- Environmental Statement
- Landscape and Visual Impact Assessment
- Arboricultural Survey & Landscape Plan, including tree and hedgerow removal details
- Biodiversity & Ecological Reports including Management Plan
- Archaeology Assessment
- Air Quality Assessment – to include Low Emission Strategy
- Noise Assessment
- Flood Risk Assessment
- Sustainable Drainage Strategy
- Heritage Statement including description of significance of any affected heritage assets
- External Lighting Assessment – to include

assessment on habitat areas and where details of high-intensity lighting (e.g. MUGA floodlights) are included or indicatively shown near to sensitive/residential areas

- Land Contamination Assessment
- Site Waste Management Statement
- Construction Management Plans
- Utility Infrastructure Report



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Fig.01 Tiverton EUE Area B allocation (AAM)

Fig.02 Tiverton EUE Area A and Area B (CE/LHC)

Fig.03 Plan making and development process - cross refer to 1.6 Design process (CE/LHC)

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

Fig.05 Where we are in the process (CE/LHC)

Fig.06 photos from workshop event (AAM)

Fig.07 Design process (CE/LHC)

Fig.08 Site of new neighbourhoods (CE/LHC)

Fig.09 The site in context (CE/LHC)

Fig.10 Tiverton EUE Area A and Area B (CE/LHC)

Fig.11 Land ownership plan (MDDC)

Fig.12 Key constraints and opportunities at a wider scale (CE/LHC)

Fig.13 Summary diagrams of site constraints (AAM/PRP)

Fig.14 surrounding planning applications (MDDC)

Fig.15 The vision (CE/LHC)

Fig.16 Plan highlighting the key development concepts (AAM)

Fig.17 Aerial photograph highlighting structural elements of the Post Hill area (CE/LHC)

Fig.18 Images representing different characteristics of the Post Hill area (CE/LHC)

Fig.19 local architectural character (CE/LHC)

Fig.20 sustainable movement (CE/LHC)

Fig.21 A well connected and walkable neighbourhood focused around the neighbourhood centre (CE/LHC)

Fig.22 Enhancements to the Blundell's Road corridor (CE/LHC)

Fig.23 local landscape and open space (CE/LHC)

Fig.24 A garden neighbourhood integrated into and defined by the features and character of the landscape. Green links connecting the community and landscape together. (CE/LHC)

Fig.25 A balanced neighbourhood where everyone is able to access facilities and services (CE/LHC)

Fig.26 Existing route along the canal (AAM)

Fig.27 Employment integrated into the heart of the neighbourhood, located to ensure the best chance of success (CE/LHC)

Fig.28 Energy and resource efficiency (CE/LHC)

Fig.29 Illustrative Framework Plan (AAM)

Fig.30 Amount and use (AAM)

Fig.31 Area B land use budget table (MDDC)

Fig.32 Existing site and land use context (AAM)

Fig.33 Movement (AAM)

Fig.34 Illustrative land use plan (AAM)

Fig.35 Illustrative landscape and open spaces plan (AAM/PRP)

Fig.36 Street typologies and placemaking areas (AAM)

Fig.37 Illustrative residential density plan (AAM)

Fig.38 Indicative plan for residential neighbourhood (AAM)

Fig.39 Successful housing developments and densities. (AAM)

Fig.40 Building heights (AAM)

Fig.41 Examples of integrated and attached garages (AAM)

Fig.42 Examples of small offices or light industrial employment (AAM)

Fig.43 Car parking typologies (AAM)

Fig.44 Sketch to illustrate the scale and design of the higher density buildings and spaces in Post Hill (AAM)

Fig.45 Sketch to illustrate the scale and design of the mid and lower density buildings and spaces in Post Hill. (AAM)

Fig.46 Street typologies and placemaking areas (AAM)

Fig.47 Street sections (AAM)

Fig.48 Precedent: Saxmundham, Suffolk (AAM)

Fig.49 Open spaces plan (AAM/PRP)

Fig.50 Key features of the greenway (PRP)

Fig.51 Illustration of the greenway concept (PRP)

Fig.52 Location plan of The Green (PRP)

Fig.53 Key features of The Green (PRP)

Fig.54 Illustrates of The Green concept (PRP)

Fig.55 Location plan of the allotments (PRP)

Fig.56 Key features of the allotments (PRP)

Fig.57 Illustrations of the allotment concept (PRP)

Fig.58 Location plan of the sports provision (PRP)

Fig.59 Key features of the formal sports facilities (PRP)

Fig.60 Illustrations of the formal sports provision concept (PRP)

Fig.61 Key features of the Country Park (PRP)

Fig.62 Access and connections (PRP)

Fig.63 Illustrations of the Country park - access and experience (PRP)

Fig.64 Ecology and green infrastructure (PRP)

Fig.65 Illustrations of the Country park - ecology and green infrastructure (PRP)

Fig.66 Area A phasing plan (CE/LHC)

Fig.67 Phase B phasing plan (AAM)

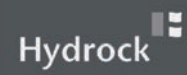
Fig.68 Area B phasing and infrastructure plan (AAM)







Allies and Morrison



PRP