

## Tiverton Eastern Urban Extension Comments

Policy/para	Summary of main issues raised	Comments made by (customer ID in brackets)	Response
<b>TIV1 – TIV5 Eastern Urban Extension, Tiverton</b>	Update the policy once the updated strategy for the provision of sport and recreation has been prepared, and bear in mind the limitations on the use of Section 106 including pooling.	Sport England (169)	There is no specific requirement within national policy to follow Sport England guidance, which is therefore advisory. An investment strategy for sport and recreation facilities can be prepared after the plan's adoption, through the use of additional evidence to guide CIL or S106 expenditure and other resources. It will be for the Council to decide whether to invest in new or improved indoor sports facilities through its normal capital programme decision making. A policy on the use of 106 Obligations is published on the Council's website and makes specific reference to their use in the provision of open space and sports facilities, in addition to Policy S5 of the Local Plan. Furthermore, there is already an adopted masterplan for Tiverton EUE and any significant revision to the Local Plan policies for the site would create an unnecessary conflict between the two policy documents.
	Include reference to the need to meet the Active Design Principles.	Sport England (169)	The relevant principles are already generally reflected in the plan policies.
	Support the eastern boundary of the EUE as Manley Lane, to avoid impact on the Canal at Halberton, maintain separation between settlements and protect this historic boundary.	GW Canal Advisory Committee (194); Individual (5247)	Support noted.
	Support the provision of a green buffer between development and the canal, to avoid further urbanising of the canal. Would like to know future management and ownership of this area, and consider it may be best managed alongside the canal. Do not support its use for tennis courts, allotments and other unnatural uses.	GW Canal Advisory Committee (194)	Support noted. Green Infrastructure in Masterplan can be used for agriculture or recreation. Further details over GI use and management will arise from Are B masterplanning which is yet to be finalised.

	The green infrastructure area between TIV1 and the Canal should remain in agricultural use, and no additional public access provided.	Individual (398)	Designated as Green Infrastructure in Masterplan – can be used for agriculture or recreation. Further details over GI use and management will arise from Are B masterplanning which is yet to be finalised.
	The policy should provide further details on the allocation for an energy from waste plant (included within the adopted Devon Waste Plan) and related District Heating scheme.	Devon County Council (626)	Whilst the site is identified within the adopted Devon Waste Plan as a potential site for a energy and waste facility, to date no such proposals have come forward from a potential operator. The planning applications received deal with this issue by way of Section 106 provisions in order to safeguard the potential to link up with a district heating scheme in the event that an energy from waste proposal comes forward in the future.
	The new junction onto the A361 should be referred to as a “grade separated junction”.	Devon County Council (626)	Agreed. Refer to A361 junction in policy as “a grade separated junction”.
	Traffic calming works are no longer considered necessary on Tidcombe Lane.	Devon County Council (626)	The first phase of two phases of traffic calming has now been implemented. DCC as Highway Authority undertook public consultation on the proposed scheme which included gaining public opinion on whether the proposed calming scheme should be extended into Tidcombe Lane and if so, in what form. Tidcombe Lane traffic calming does not form part of the agreed phase 1. DCC advise traffic calming in Tidcombe Lane is not currently necessary.
	Contributions to bus services are likely to be required for a fixed period, such as 5 years, rather than until the services are self-supporting.	Devon County Council (626)	Agreed. An amendment has been made to the supporting text.
	The policies could refer to the Grand Western Canal as an asset to be protected.	Devon County Council (626)	Grand Western Canal is a designated heritage asset and a county wildlife site and the need to protect it is set out in para 3.23 of the Local Plan Review.

	Reference to facilities for recycling and libraries could be included.	Devon County Council (626)	<p>The adopted Tiverton EUE masterplan makes provision for onsite community facilities which could fulfil a range of community uses. Financial contributions towards library provision can be considered as part of application Section 106 negotiation.</p> <p>Policy W5 of the Devon Waste Plan makes reference to additional waste, recycling and materials recovery facilities being required in close proximity to the source of recyclable waste. Tiverton Eastern Urban Extension Area B masterplanning is expected to resolve in more detail potential uses to be accommodated within the green infrastructure area. Such a suitable use might include a community composting facility.</p>
	Amend the education reference to provision of a 420 place primary school with early years and a children centre funded by fair developer contributions.	Devon County Council (626)	Requirement for 420 place primary school and early years provision already required under Policy TIV4.
	All the land between West Manley Lane and the old railway line should be Green infrastructure, to protect the SSSI.	Individual (870, 1691, 2236, 2283)	Provision is made for the protection of the SSSI and the fields immediately adjacent to it are designated as green infrastructure. To further increase the amount of green infrastructure would create an unjustified conflict with the adopted masterplan.
	The development is already too large for traffic reasons and should not be made any larger.	Individual (870)	Comments noted. The Highways authority has no objection to development of this site subject to the necessary highways improvements.
	To avoid conflict with the outline of the allocation, Tidcombe Fen catchment should all be included in the Green Infrastructure area.	Environment Agency (943)	Policy TIV3 requires provision and management of 47 hectares of land for strategic green infrastructure on the western and southern edges of the urban extension, including management and funding arrangements for the protection and enhancement of Tidcombe Fen Site of Special Scientific Interest, its catchment and land west of Pool Anthony Bridge.

	Refer to SUDs as “strategic” and state that the necessary SUDS and linking pipes should be integrated with and provided in step with development.	Environment Agency (943)	The requirement for a strategic approach to Sustainable Urban Drainage is referred to in paragraph 3.25. An amendment to Policy TIV3 has been made to provide further detail on the requirements of SUDS for this site.
	The first paragraph of TIV3 would be improved by inclusion of the more detailed points found in paragraph 3.26.	Historic England (1170)	Adding the list of Heritage Assets to the policy provides unnecessary detail and Heritage Assets are referred to under clause (g). The text in paragraph 3.26 provides further details of the Assets.
	The transport policies are welcomed, but there is no reference to the M5. The cumulative impact of developments will need to be considered.	Highways England (1172)	Devon County Council has advised that modelling shows that the recent signalisation of the off-slips has unlocked sufficient capacity to accommodate the Tiverton EUE development but any additional development in the future is likely to require improvements to this junction. An addition has been made to the supporting text under Policy S10 to reflect this.
	Support the EUE as a sustainable method of meeting housing need, and would support a further extension into Hartnoll Farm, further to the east.	Dial Holdings c/o PCL Planning (2315)	Hartnoll Farm as a non-allocated site is considered elsewhere.
	Oppose development of this scale, which unnecessarily uses high grade agricultural land and impacts biodiversity, whereas brownfield land should be developed first, of which there is much within Mid Devon.	Individual (2575)	Mid Devon District has a limited number of brownfield sites and not sufficient to provide sufficient housing to meet the identified needs. In order to provide the housing numbers required some loss of agricultural land is inevitable. This site has an adopted masterplan and planning permission has already been approved (or with a resolution to approve) for 1030 dwellings.
	Nobody told us there are priority habitats on the Golf Course.	Tiverton Golf Club (2827)	Priority habitat data is surveyed and mapped by Natural England and landowners are not necessarily contacted.

	<p>Waddeton Park owns a substantial proportion of the site and has recently secured permission for 330 dwellings on the site (subject to a s106). The junction to the A361 has planning permission and a further 700 dwellings is subject to a current application. However there is some doubt as to the remainder (Area B) will come forward due to multiple ownerships. Accordingly, the additional land at Hartnoll Farm should be allocated, as a further extension to the EUE. See more detailed summary under alternative development sites.</p>	Waddeton Park (3815)	<p>There is no evidence to suggest Area B will not come forward and representation 5772 indicates that survey work is progressing and the site could in fact deliver more than previously expected. Hartnoll Farm as a non-allocated site is considered elsewhere.</p>
	<p>Welcome the reduced target of 1520 dwellings, but concerned at the removal of the second access previously required in the AIDPD which seems based on poor transport evidence. Traffic calming itself will not sufficiently mitigate the development's impact on the school, and the design of the traffic calming is ongoing and may not be achieved, which is a concern.</p>	Blundells School c/o GVA Grimley (4240)	<p>Traffic calming and environmental enhancement is a key policy requirement of TIV2 (b) and TIV5 (c) &amp; (h). Advice from DCC as Highway Authority to the LPA is that the second strategic access serving Tiverton Eastern Urban Extension (to the north of Blundells School) is not required until the figure of 2000 dwellings is reached.</p>
	<p>The plan should refer to the need for coordinated approach to masterplanning and delivery.</p>	Blundells School c/o GVA Grimley (4240)	<p>Policy TIV1 (j) requires compliance with the adopted masterplan and completion of a masterplanning exercise for Area B.</p> <p>Delivery timetable is set out in the approved Masterplan for Area A and a similar timetable will be set out in the Area B masterplan when completed.</p>
	<p>The transport mitigation should refer to the need to remove impacts on Blundells School.</p>	Blundells School c/o GVA Grimley (4240)	<p>The policy provisions TIV2 and TIV5 require traffic calming and environmental enhancements along Blundells Road and Tidcombe Lane. Both these schemes will help mitigate the impacts of traffic of Blundells School.</p>
	<p>Reference to potential development to the east of the EUE should be removed.</p>	Blundells School c/o GVA Grimley (4240)	<p>This is a general statement reflecting what may be required should an allocation ever come forward east of the current allocation. The statement does not promote a further allocation east of the current allocation.</p>

	Paragraph 3.12 should be removed and policy TIV5 amended as they are too flexible. The plan should set out much clearer steps to be taken and full consideration of impacts.	Blundells School c/o GVA Grimley (4240)	Paragraph 3.12, while building in flexibility, clearly states any change will be based on evidence and the current policies and requirements will not be overturned lightly or without clear justification. TIV5 requires detailed justification if there is any proposed deviation from the policy requirements.
	Suggest inclusion of reference to tree planting and landscaping to mitigate impacts on neighbours.	Blundells School c/o GVA Grimley (4240)	Policy DM1 requires that new development must not have an unacceptably adverse effect on the privacy and amenity of the proposed or neighbouring properties and uses. Planting and landscaping details are normally considered at the detailed application stage.
	The adopted plan contains provision to ensure employment development comes forward in step with housing, to enable balanced sustainable development, which should be reinstated.	Blundells School c/o GVA Grimley (4240)	TIV5 sets out the requirements for the provision of infrastructure in step with housing or industrial development. This phasing has been refined in the detailed adopted masterplan following work on viability/phasing etc.
	The full A361 junction should be brought forward to 200 dwellings and the traffic calming earlier than this.	Blundells School c/o GVA Grimley (4240)	The adopted Masterplan for the Tiverton Urban Extension sets out the phasing programme for the highways infrastructure in Section 6.4. The adopted Masterplan phasing programme has been agreed and adopted following full public consultation and following the advice of Devon County Council as Highway Authority.
	Include additional policy requirements relating to flood protection at the Ailsa Brook.	Individual (5702)	The Environment Agency has requested amendments to Policy TIV3 which are set out in the suggested changes. The request for a strategic sustainable urban drainage scheme to deal with all surface water from the development and details of the arrangements for future maintenance should address the concerns over flood protection at Ailsa Brook.

	Area B within the EUE is yet to be masterplanned, but survey work indicates that up to 799 dwellings can be accommodated on it, compared with the 553 dwellings referred to within the Local Plan. Together with slightly higher yields from the applications in Area A the total capacity of the site should be up to 1829 dwellings, rather than the 1520 dwellings indicated. This will improve viability and the efficient use of land for development. The policy should be amended to give a range of housing provision.	Westerberg Ltd c/o WYG Planning (5772)	Amend quantum of development to 1580 to 1830 dwellings to provide a range to enable greater flexibility for the remaining masterplanning work. The lower end of the range has been increased to reflect recent permissions granted on Area A.
	There should be better provision for walking and cycling along Blundells Road as the pavement is currently inadequate.	Individual (5784)	Traffic calming and environmental enhancements are planned for Blundells Road (Policy TIV2 (b)(c)(d)).
	Supports Policy DM23 "Community Facilities" particularly with reference to spiritual needs and places of worship and understands that as set out this will include in each case that provision will be made for the spiritual needs of the communities and places of worship. EDBF (Exeter Diocesan Board Of Finance) notes such facilities will be provided through 106 Agreements. In the light of DM23 EDBF support the provisions in TIV1g and TIV4 Needs should be established through the masterplan process and consultation with the EDBF.	Diocese of Exeter (6081)	Support noted. The policy and masterplan provide for community facilities. This would not prevent a place of worship proposal from coming forward.