

1.0 Introduction

Preparation of the Local Plan

1.1 The purpose of planning is to help achieve sustainable development. This means ensuring that providing for the development needs of the current generation does not worsen the lives of future generations. The National Planning Policy Framework (NPPF) sets out how local councils should achieve this through the preparation of Local Plans and decisions on planning applications, having regard to the economic, social and environmental roles of sustainable development.

1.2 The Government requires that Local Plans are 'sound', meaning that they are:

- Positively prepared
- Justified
- Effective
- Consistent with national policy

1.3 The preparation of the Mid Devon Local Plan 2013-2033 has been guided by national planning policy and legislation in this respect. The plan sets out the strategic policies for development, identifies sites for housing, employment, infrastructure and environmental protection, and provides general policies on matters such as the design of development.

1.4 This Local Plan supersedes and replaces 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)

1.5 The Mid Devon Local Plan also forms part of the Development Plan for the district, alongside Devon County Council's Waste and Minerals Local Plans.

1.6 National planning policy sets the planning framework within which the Local Plan Review has been prepared. The National Planning Policy Framework (NPPF) was introduced in March 2012 and replaced multiple national policy statements and guidance with an overarching planning policy document. The NPPF requires local planning authorities to base local plans on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. Assessments of and strategies for housing, employment and other uses should be integrated, taking full account of relevant market and economic signals. In May 2014 the Government launched web-based planning practice guidance that brought together supporting planning guidance entirely on-line in an accessible and useable way.

1.7 Most importantly, the NPPF applies a 'presumption in favour of sustainable development'. For plan-making this means:

- Local planning authorities should positively seek opportunities to meet the development needs of their area;
- Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:
 - any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 - specific policies in the NPPF indicate development should be restricted (for example, restrictions on development affecting Sites of Special Scientific Interest, Areas of Outstanding Natural Beauty, designated heritage assets or areas at risk of flooding).

1.8 The NPPF goes on to provide national policy on all areas of planning for development, such as design, transport, employment growth and the conservation of environmental and heritage assets. Before it can be adopted, a Local Plan must be subject to Examination in Public. The Planning Inspector applies tests of ‘soundness’, one of which refers to the plan’s consistency with national policy. In addition, a Local Plan must be positively prepared, justified and effective, and the NPPF defines the meaning of these terms.

1.9 There is no longer a regional tier of planning policy in the form of a Regional Spatial Strategy. However, the Heart of the South West Local Economic Partnership (HotSW) has prepared a Strategic Economic Plan which has a bearing on strategic planning in Mid Devon.

1.10 Whilst national planning policy provides the planning framework within which a plan is to be prepared, the document has also been prepared in accordance with a regulatory framework set down by the EU requiring that the environmental impact of a plan be assessed. UK regulations take this a step further, requiring local planning authorities to also consider the social and economic impact of a plan in an environmental report when a Local Plan is submitted to the Secretary of State for Examination in Public, and subsequently adopted. Considering these three key elements together is central to assessing the sustainability of a plan. A Sustainability Appraisal has been carried out during the preparation of this Local Plan in order to gain an understanding of the sustainability challenges the district faces.

1.11 Local Authorities are also required to undertake a Habitat Regulations Assessment (HRA) of development plans. The HRA for the Mid Devon Local Plan Review considers the impact of the Plan on European sites either alone or in combination with other plans. European sites include Special Areas of Conservation (SACs) designated for species and habitats and Special Protected Areas (SPAs) designed for birds. Consideration is also provided to potential SPAs, candidate SACs, Sites of Community Importance and Ramsar sites. The HRA concludes that the development proposed in the Local Plan alone will not result in adverse effects on the integrity of European Sites around Mid Devon. However uncertainties exist regarding the potential for North Devon and Torridge Local Plan to have significant effects on the integrity of the Culm Grasslands SAC as a result of increased air pollution. Therefore it is not yet possible to conclude that there will be no likely significant effects as a result of implementing the new Mid Devon Local Plan in-combination with the North Devon and Torridge Local Plan. Further work has been commissioned to determine this impact; the HRA will be updated to reflect the latest evidence. The Sustainability Appraisal carried out during the preparation of the Local Plan has taken into account the findings of the HRA.

1.12 Furthermore, the Equalities Act 2010 requires Local Authorities to eliminate discrimination and promote equality when producing a Local Plan and Policies. An Equalities Impact Assessment

has been carried out to assess each policy and site allocation against five policy areas which have taken into account the 'protected characteristics' as set out in the Equalities Act. Policies have evolved and altered throughout the Local Plan Review process to reduce discrimination and promote equality.

1.13 The process of preparing the Local Plan and the Sustainability Appraisal has helped develop a picture of the district, its characteristics, constraints and sustainability issues. In particular Mid Devon is defined by:

- An inland district covering an area of 352 square miles, lying between Dartmoor, Exmoor and the Blackdown Hills
- One of the most sparsely populated local authorities in England and Wales with a high proportion of residents living outside the three market towns of Tiverton, Cullompton and Crediton
- Important transport routes cross cut the district, including the M5 motorway and A361, and the Great Western mainline railway
- A population of 78,600 (2013 Mid Year Estimate)
- High house prices compared with local wage levels, resulting in low levels of affordability (in line with a pattern which applies across the region and nationally)
- Low levels of inward commuting but high outcommuting, particularly to Exeter and Taunton
- High and increasing levels of car ownership
- 12 Sites of Special Scientific Interest, three Local Nature Reserves, two nature reserves managed by Devon Wildlife Trust and over 8 square kilometres of ancient woodland
- Rich historic environment including over 2000 listed buildings, 51 Conservation Areas, 49 Scheduled Monuments, 3 registered parks and gardens and 16 locally important parks and gardens
- Small areas of social deprivation within Tiverton, Cullompton and some of the remote rural areas

1.14 These characteristics and sustainability issues, and a range of other important issues which have informed the content of the plan, are discussed in greater detail in the accompanying Sustainability Appraisal (SA). The Local Plan has been prepared in response to these issues, seeking to deliver development in a sustainable manner, whilst respecting environmental limits. The SA charts this development process, reflecting how the plan has been put together following previous consultations and the production of evidence.

Vision and Spatial Strategy

Vision

1.15 The vision and spatial strategy describes how the sustainable development of Mid Devon will bring positive benefits to local communities through promoting community well-being, supporting economic success, conserving and enhancing the area and respecting environmental limits:

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

Promote community well-being

- Diverse, inclusive communities with a vibrant mix of accessible uses and local services
- Sufficient 'fit for purpose', decent homes which people can afford
- Safe, healthy and crime free neighbourhoods
- Active, involved, well-educated citizens
- A good range of opportunities to travel by active and sustainable modes
- Strong town and village communities
- Green Infrastructure for personal leisure amenity space

Support sustainable economic success

- A good range of jobs in urban and rural areas
- Growth that respects Mid Devon's relationship with Exeter and Taunton
- Profitable and expanding local businesses, attracting inward investment
- Attractive, lively and successful town centres
- Tourism and leisure enterprises that benefit the whole district
- Recognition of the role of heritage as a tourism attraction

Conserve and enhance the area

- High quality design in new developments
- Clean air and water
- Countryside, environment and heritage assets conserved and enhanced
- Attractive countryside providing for biodiversity and employment
- Effective reuse of existing buildings
- Conservation and enhancement of protected landscapes

Respect environmental limits

- Social and environmental benefits of development are optimised
- Developments use land, energy and resources effectively
- Waste is minimised and recycling rates are high
- Public transport, walking and cycling are encouraged
- Floodplains remain undeveloped
- Renewable energy projects within environmental limits

Spatial Strategy

Overall Strategy

In order to move towards achieving the vision, development will be managed to:

- Create a prosperous economy which increases inward investment into the district
- Meet objectively assessed needs for development, guided to locations which are or can be made sustainable, achieving a suitable balance of housing, employment, facilities and other uses within towns, villages, neighbourhoods and rural areas
- Reduce the need to travel by car, increasing the potential of public transport, cycling and walking
- Reduce carbon emissions in support of national targets
- Promote social inclusion and reduce inequalities by enhancing access for all to employment, services and housing

Cullompton

In the medium to long term, the market town of Cullompton will become the strategic focus of new development, reflecting its accessibility, economic potential and environmental capacity.

Development will be targeted to:

- Provide sustainable urban extensions containing a mix of fit for purpose homes, businesses, local shopping and other services and sustainable transport links
- Provide enhancements to the town centre through additional investment, traffic and transport improvements and environmental enhancements to provide a significant boost to its vitality and viability, provide for a better range of retail and other uses and a significantly improved visitor environment
- Develop any remaining underused brownfield sites within the town
- Protect and enhance the key environmental assets including heritage, biodiversity and air quality

Other Market Towns

The market towns of Tiverton and Crediton will be the secondary focuses of new development, in scale with their individual infrastructures, economies, characters and constraints.

Development will be targeted to:

- Provide a sustainable mix of fit for purpose homes, businesses, shops, leisure, health, education and many other uses, to resolve existing problems where feasible and to meet rural needs

- Protect and enhance their environmental assets including their character, biodiversity, heritage, setting and air quality
- Develop underused and brownfield sites within the towns in preference to greenfield land or public open spaces
- Enhance town centres as accessible, vital and viable locations for a vibrant mix of uses, and as public transport hubs

Junction 27, M5 Motorway

Regionally significant transport infrastructure linkages and acts as a gateway to the South West Peninsula.

Development will be targeted to:

- Provide a high quality tourist and leisure focused development to meet needs identified within the tourism study.
- Associated outlet/discounted retail floorspace to meet a regional comparison floorspace need and deliver the tourist and leisure elements of the allocation. Safeguarding existing town centres through planning controls.
- Ensuring enhanced linkages to Tiverton and Cullompton and the National Rail Network.
- Mitigating environmental impacts.
- Upgrading directly affected transport infrastructure.

Villages

A network of villages with sufficient services and public transport provision will be locations for limited development, targeted to:

- Provide for housing, shops, local services, community facilities and low impact businesses, at a scale commensurate with that of the existing village
- Avoid significantly increased travel by car
- Protect and enhance their environmental assets, including their character, biodiversity, heritage and setting

Countryside

Development in countryside areas outside defined towns and villages, including hamlets and other small settlements, will be targeted to:

- Meet agricultural and other rural business needs
- Promote environmental enhancement including landscape and biodiversity
- Encourage appropriate economic diversification to support the rural economy
- Provide infrastructure to meet the needs of the community

1.16 The Council has considered what strategic approaches are available to meet the vision for sustainable development which has been carried forward from the previous Core Strategy and which continues to reflect the national policy provisions for sustainable development. In particular, the NPPF requires that councils make significant efforts to meet the objectively assessed development needs for their area in their Local Plans. Environmental constraints at Tiverton and Crediton mean that a new approach to the strategic distribution of development is required in this Local Plan Review. Some provision in the more sustainable villages is now

proposed, but a wider distribution of housing in these smaller settlements risks significant increases in unsustainable travel. The possibility of a new settlement in the vicinity of Willand was examined but found to be both inappropriate and likely to be unachievable. Cullompton has more limited environmental constraints than the other market towns and long term growth potential to the east of the town. Cullompton Town Council is supportive of increased growth rates, reflecting the importance they attach to the economic renaissance of the town and in particular the town centre. Given these constraints, and the lack of feasibility of a new settlement led approach to strategic growth, Cullompton is the appropriate long term focus of the district's growth. The Council understands significant potential infrastructure constraints to this growth will need to be overcome, but by providing certainty to the long term planning policy of the area, the Council will be in a position to work towards overcoming these constraints. Further details are set out in strategic policy S11 Cullompton and in the Cullompton section of Chapter 3.0, Site Allocations.

Neighbourhood planning

1.17 The Localism Act 2011 devolved planning powers to local communities. A town or parish council designated as a neighbourhood forum can produce a neighbourhood plan, neighbourhood development order or community right to build order.

1.18 A neighbourhood plan must be consistent with the strategic planning policies of the district council, national planning policy and human rights legislation. A Sustainability Appraisal and Strategic Environmental Assessment may also be required. The plan is then subject to independent examination and a referendum. If it succeeds at referendum, a neighbourhood plan becomes part of the Mid Devon Development Plan and a statutory consideration in planning decisions.

1.19 Depending on its scope, the preparation of a neighbourhood plan can be a complex and time-consuming process, requiring a certain amount of technical expertise. The Council will support local communities wishing to pursue neighbourhood planning. Cullompton, Crediton, ~~and~~ Silverton and Tiverton / Halberton were the first to initiate neighbourhood planning in Mid Devon.

1.20 More information on neighbourhood planning and other community rights can be found on the Mid Devon website, <http://mycommunityrights.org.uk>

Superseded policies

1.21 The Local Plan Review replaces and supersedes the policies of the previous Local Plan that was adopted in three parts: The Core Strategy 2026 (Local Plan Part 1) adopted in 2007, the Allocations and Infrastructure Development Plan Document (AIDPD) (Local Plan Part 2) adopted in 2010 and the Local Plan Part 3: Development Management Policies, adopted in 2013.

2007 Core Strategy Policy	Subject	Notes
COR1	Sustainable Communities	Replaced by: S1 Sustainable development priorities
COR2	Local Distinctiveness	Replaced by: S9 Environment
COR3	Meeting Housing Needs	Replaced by: S3 Meeting housing needs
COR4	Meeting Employment Needs	Replaced by: S6 Employment
COR5	Climate Change	Replaced by: S9 Environment
COR6	Town Centres	Replaced by: S7 Town centres
COR7	Previously Developed Land	Replaced by: S9 Environment
COR8	Infrastructure Provision	Replaced by: S8 Infrastructure
COR9	Access	Replaced by: S8 Infrastructure
COR10	Strategic Transport Networks	Deleted: Unnecessary
COR11	Flooding	Replaced by: S9 Environment
COR12	Development Focus	Replaced by: S2 Amount and distribution of development
COR13	Tiverton	Replaced by: S10 Tiverton
COR14	Cullompton	Replaced by: S11 Cullompton
COR15	Crediton	Replaced by: S12 Crediton
COR16	Bampton	Deleted: Bampton has been re-classified as a village
COR17	Villages	Replaced by: S13: Villages
COR18	Countryside	Replaced by: S14 Countryside

Table 1: Schedule of 2007 Core Strategy 2026 policies

2010 AIDPD	Subject	Notes
AL/DE/1	Housing Plan, Monitor and Manage	Replaced by: S4 Ensuring housing delivery
AL/DE/2	Overall Affordable Housing Provision	Replaced by: S3 Meeting housing needs
AL/DE/3	Affordable Housing Site Target	Replaced by:

		S3 Meeting housing needs
AL/DE/4	Occupation of Affordable Housing	Replaced by: S3 Meeting housing needs
AL/DE/5	Inclusive Design and Layout	Replaced by: S1 Sustainable development priorities
AL/DE/6	Exceptions Policy	Replaced by: DM6 Rural exceptions sites
AL/DE/7	Gypsy and Traveller Provision	Replaced by: DM7 Gypsy and traveller accommodation
AL/DE/8	Public Gypsy and Travellers Provision	Deleted: No equivalent policy
AL/IN/1	Community Infrastructure Levy	Deleted: Now set out in Community Infrastructure Levy Charging Schedule and supporting documentation prepared alongside the Local Plan Review
AL/IN/2	Development Without Community Infrastructure Levy	Deleted: Now set out in Community Infrastructure Levy Charging Schedule and supporting documentation prepared alongside the Local Plan Review
AL/IN/3	Public Open Space	Replaced by: S5 Public open space
AL/IN/4	Green Infrastructure	Replaced by: S9 Environment; DM26 Green infrastructure in major development
AL/IN/5	Education Provision	Replaced by: S8 Infrastructure
AL/IN/6	Carbon Footprint Reduction	Deleted: National policy moving away from delivery of on-site renewables to energy efficiency improvements delivered through the Building Regulations
AL/MO/1	Monitoring	Deleted: Section 5.0 of the Local Plan Review focuses on Monitoring
AL/TIV/1	Eastern Urban Extension	Replaced by: TIV1 Eastern Urban Extension
AL/TIV/2	Eastern Urban Extension Transport Provision	Replaced by: TIV2 Eastern Urban Extension Transport Provision
AL/TIV/3	Eastern Urban Extension Environmental Protection & Green Infrastructure	Replaced by: TIV3 Eastern Urban Extension Environmental Protection and Green Infrastructure
AL/TIV/4	Eastern Urban Extension Community Facilities	Replaced by: TIV4 Eastern Urban Extension Community Facilities
AL/TIV/5	Eastern Urban Extension Carbon Reduction & Air Quality	Deleted: Covered by Development Management policies on renewable energy, air quality and transport and pollution

AL/TIV/6	Eastern Urban Extension Phasing	Replaced by: TIV5 Eastern Urban Extension Phasing
AL/TIV/7	Eastern Urban Extension Masterplanning	Replaced by: TIV1 Eastern Urban Extension
AL/TIV/8	Farleigh Meadows	Replaced by: TIV6 Farleigh Meadows
AL/TIV/9	Blundells School	Replaced by: TIV16 Deleted: The site is not considered deliverable.
AL/TIV/10	Howden Court	Replaced by: TIV9 Howden Court
AL/TIV/11	Belmont Hospital, Belmont Road	Deleted: Site permitted and under construction.
AL/TIV/12	St Andrew Street	Replaced by: TIV7 Town Hall/St Andrew Street
AL/TIV/13	William Street	Deleted: Part of site is complete. Remainder is not considered deliverable.
AL/TIV/14	Palmerston Park	Replaced by: TIV11 Palmerston Park
AL/TIV/15	Blundells Garage, Station Road	Deleted: Site permitted and built out.
AL/TIV/16	Roundhill	Replaced by: TIV10 Roundhill
AL/TIV/17	Hay Park, Canal Hill	Deleted: Concerns over deliverability. Within settlement limit therefore not necessary to remain allocated to come forward.
AL/TIV/18	The Avenue	Deleted: Concerns over deliverability. Part of site now has planning permission for one dwelling.
AL/TIV/19	Phoenix Lane	Replaced by: TIV12 Phoenix Lane
AL/TIV/20	Bampton Street	Deleted: Site has not come forward since allocation. Economic advice suggests unlikely that more than one town centre regeneration scheme to be likely to happen during plan period.
AL/TIV/21	Tidcombe Hall	Replaced by: TIV13 Tidcombe Hall
AL/CU/1	North West Cullompton	Replaced by: CU1 North West Cullompton
AL/CU/2	North West Cullompton Transport Provision	Replaced by: CU2 North West Cullompton Transport Provision
AL/CU/3	North West Cullompton Environmental Protection & Green Infrastructure	Replaced by: CU3 North West Cullompton Environmental Protection and Green Infrastructure
AL/CU/4	North West Cullompton Community Facilities	Replaced by: CU4 North West Cullompton Community Facilities
AL/CU/5	North West Cullompton Carbon Reduction & Air Quality	Replaced by: CU5 North West Cullompton Carbon Reduction and Air Quality
AL/CU/6	North West Cullompton Phasing	Replaced by: CU6 North West Cullompton

		Phasing
AL/CU/7	Masterplanning	Replaced in part by: CU1 North West Cullompton
AL/CU/8	Knowle Lane	Replaced by: CU13 Knowle Lane
AL/CU/9	Court Farm	Deleted: Majority of site permitted and built out. Remainder within settlement limit and does not need to be allocated to come forward.
AL/CU/10	Padbrook Farm	Deleted: Site permitted and built out.
AL/CU/11	Exeter Road	Replaced by: CU15 Land at Exeter Road
AL/CU/12	Lower Bull Ring	Deleted: Site permitted and built out.
AL/CU/13	Week Farm	Replaced by: CU17 Week Farm
AL/CU/14	Eastern Relief Road	Replaced by: CU19 Town Centre Relief Road
AL/CU/15	Cullompton Air Quality	Replaced in part by: S11 Cullompton Also, each site allocation within Cullompton is requires in their policy to have a transport assessment and implement a travel plan to minimise the carbon footprint and air quality impacts
AL/CU/16	M5 Junction 28	Replaced in part by: CU20 Cullompton Infrastructure
AL/CU/17	Town Centre Enhancement	Replaced in part by: CU20 Cullompton Infrastructure
AL/CU/18	Enhanced Walking and Cycling Route	Replaced by: CU8 East Cullompton Transport Provision
AL/CU/19	Railway Station Car Park	Replaced in part by: CU20 Cullompton Infrastructure
AL/CU/20	Colebrook	Replaced by: CU21 Land at Colebrook
AL/CRE/1	Wellparks	Replaced by: CRE1 Wellparks
AL/CRE/2	Red Hill Cross, Exhibition Road	Replaced by: CRE2 Red Hill Cross, Exhibition Road
AL/CRE/3	Cromwells Avenue	Replaced by: CRE3 Cromwells Meadow
AL/CRE/4	George Hill	Deleted: Site permitted and built out.
AL/CRE/5	The Bike Shed, High Street	Deleted: Site no longer available.
AL/CRE/6	The Woods Group, Exeter Road	Replaced by: CRE4 Woods Group, Exeter Road
AL/CRE/7	Wellparks A377	Replaced by: CRE1 Wellparks

AL/CRE/8	Crediton Air Quality	Replaced in part by: S12 Crediton CRE11 Crediton Infrastructure
AL/CRE/9	Crediton Link Road	Deleted: Crediton Link Road has been completed.
AL/CRE/10	Exhibition Road	Deleted: School no longer proposes to move to single site.
AL/CRE/11	Cemeteries	Replaced by: CRE2 Red Hill Cross, Exhibition Road
AL/CRE/12	Pedlerspool, Exhibition Road	Replaced by: CRE5 Pedlerspool, Exhibition Road
AL/BA/1	Bampton, School Close	Deleted: Site permitted and under construction. Replaced by: BA4 School Close, Bampton
AL/BA/2	Bampton, Bouchier Close	Deleted: Site has not come forward since allocation. Site no longer required <u>in accordance with the strategy for Bampton.</u>
AL/BA/3	Bampton, Ashleigh Park	Replaced by: BA3 Ashleigh Park, Bampton
AL/BA/4	Bampton, Newton Square	Replaced by: BA1 Newton Square, Bampton
AL/BO/1	Bow, West of Godfrey Gardens	Replaced by: BO2 West of Godfrey Gardens, Bow
AL/BO/2	Bow, South of Iter Cross	Deleted: No evidence of demand for employment allocation. Long-term protection of the allocation would be contrary to paragraph 22 of the National Planning Policy Framework.
AL/BO/3	Bow, South West of Junction Road	Deleted: No evidence of demand for employment allocation. Long-term protection of the allocation would be contrary to paragraph 22 of the National Planning Policy Framework.
AL/CO/1	Copplestone, Land off Bassett's Close	Deleted: Site not considered deliverable.
AL/CL/1	Culmstock, Linhay Close	Replaced by: CL1 Linhay Close, Culmstock
AL/CL/2	Culmstock, Hunters Hill	Replaced by: CL2 Hunter's Hill, Culmstock
AL/KE/1	Kentisbeare, South East of Village Hall	Deleted: No evidence of demand for employment in this location. Site has not come forward since allocated.
AL/MB/1	Morchard Bishop, Greenaway	Replaced by: MO1 Greenaway, Morchard Bishop
AL/SA/1	Sandford, South of Village Hall	Replaced by: SA1 Fanny's Lane, Sandford
AL/WI/1	Willand, Willand Moor	Deleted: Site has not come forward since allocation. Alternative allocation within the village

		included in Local Plan Review.
AL/WI/2	Willand, West of B3181	Replaced by: WI1 Land East of M5, Willand

Table 2: Schedule of 2010 Allocations and Infrastructure Development Plan Document policies

2013 Local Plan Part 3	Subject	Notes
DM1	Presumption in favour of sustainable development	Deleted: Inclusion of 'model' policy no longer required by the Planning Inspectorate
DM2	High quality design	Replaced by: DM1 High quality design
DM3	Sustainable design	Deleted: Government guidance states energy efficiency improvements in buildings to be delivered through Building Regulations. Superseded need for policy.
DM4	Waste Management	Deleted: Policy now included within Devon County Waste Plan 2014.
DM5	Renewable and low carbon energy	Replaced by: DM2 Renewable and low carbon energy
DM6	Transport and air quality	Replaced by: DM3 Transport and air quality
DM7	Pollution	Replaced by: DM4: Pollution
DM8	Parking	Replaced by: DM5 Parking
DM9	Cross subsidy of affordable housing on exception sites	Replaced by: DM6 Rural exception sites
DM10	Rural workers dwellings	Replaced by: DM8 Rural workers' dwellings
DM11	Conversion of rural buildings	Replaced by: DM9 Conversion of rural buildings
DM12	Replacement dwellings in rural areas	Replaced by: DM10 Replacement dwellings in rural areas
DM13	Residential extensions and ancillary development	Replaced by: DM11 Residential extensions and ancillary development
DM14	Design of housing	Replaced by: DM12 Housing Standards Design of housing
DM15	Dwelling sizes	Replaced by: DM13 Dwelling sizes Replaced by: DM12 Housing Standards
DM16	Town centre development	Replaced by: DM14 Town centre development
DM17	Development outside town centres	Replaced by: DM15 Development outside town centres
DM18	Front of shops and business premises	Replaced by: DM16 Front of shops and business premises
DM19	Rural shopping	Replaced by: DM17 Rural shopping

DM20	Rural employment development	Replaced by: DM18 Rural employment development
DM21	Protection of employment land	Replaced by: DM19 Protection of employment land
DM22	Agricultural development	Replaced by: DM20 Agricultural development
DM23	Equestrian development	Replaced by: DM21 Equestrian development
DM24	Tourism and leisure development	Replaced by: DM22 Tourism and leisure development
DM25	Community facilities	Replaced by: DM23 Community facilities
DM26	Protection of recreational land and buildings	Replaced by: DM24 Protection of Local Green Space and recreational land/buildings
DM27	Development affecting heritage assets	Replaced by: DM25 Development affecting heritage assets
DM28	Green infrastructure in major development	Replaced by: DM26 Green infrastructure in major development
DM29	Protected landscapes	Replaced by: DM27 Protected landscapes
DM30	Other protected sites	Replaced by: DM28 Other protected sites
DM31	Planning enforcement	Replaced by: DM39 Planning enforcement
BA1	Bampton Stone Crushing Works	Replaced by: BA2 Stone Crushing Works (Scott's Quarry), Bampton
WI1	Willand Industrial Estate	Replaced by: WI2 Willand Industrial Estate, Willand

Table 3: 2013 Local Plan Part 3: Development Management Policies

2.0 Development Strategy and Strategic Policies

Sustainable development principles

The National Planning Policy Framework (NPPF) is clear that the purpose of the planning system is to contribute to the achievement of sustainable development.

NPPF, Paragraph 7 states that: “There are three distinct dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- **an economic role** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **a social role** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- **an environmental role** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.”

NPPF, Paragraphs 8 and 9 clarify that “These roles should not be undertaken in isolation because they are mutually dependent” and:

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including (but not limited to):

- Making it easier for jobs to be created in cities, towns and villages;
- Moving from a net loss of biodiversity to achieving net gains for nature;
- Replacing poor design with better design;
- Improving the conditions in which people live, work, travel and take leisure; and
- Widening the choice of high quality homes.

Therefore to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. This Local Plan takes into account local circumstances to achieve sustainable development in Mid Devon.

Overall provision of housing and employment

2.1 The Local Plan Review sets out the levels of development required over the period 2013-2033. This takes account of the Strategic Housing Market Assessment (2015), the Employment Land Review (2013) and the Retail Study (2012), all of which provide technical advice on the levels of need and demand for development in Mid Devon. The documents can be viewed on the Council's website [_at www.middevon.gov.uk/evidence_](http://www.middevon.gov.uk/evidence)

Housing

~~2.2~~ ~~2.1a~~ National policy requires that the Council uses its evidence (known as a Strategic Housing Market Assessment, or SHMA) to ensure that the Local Plan meets the full, objectively assessed needs for housing, and that planning for housing is considered over Housing Market Areas. The most recent SHMA for the Exeter Housing Market Area (incorporating Mid Devon, along with Exeter, East Devon and Teignbridge) published 2015, sets out the Objectively Assessed Need for Mid Devon and the remainder of the HMA.

2.1b The SHMA sets out the housing need range for Mid Devon of 359 – 381. Further explanation is given in the SHMA document. This Local Plan sets a housing target of 393 dwellings, above the housing need range set in the SHMA to ensure that housing provision in the plan is consistent with the additional need arising from job creation at Junction 27 of the M5. The HMA concludes that there is no need for further upward adjustment to reflect market signals or other such factors.

~~2.2~~ ~~7,860~~ ~~7,200~~ dwellings are required over the plan period, equating to ~~360~~ ~~393~~ dwellings per year. The following table sets out the situation at 31st March ~~2014~~ ~~2016~~, indicating a remaining need for about ~~5,514~~ ~~4,924~~ dwellings to be allocated.

Local Plan requirement	7,200 7,860
Completions since 2013	320 924
Commitments (dwellings under construction or with planning permission)	4,369 2,012
Uncommitted requirement	5,514 4,924

Table 4: Housing requirement

2.3 Across the district, this breaks down as follows:

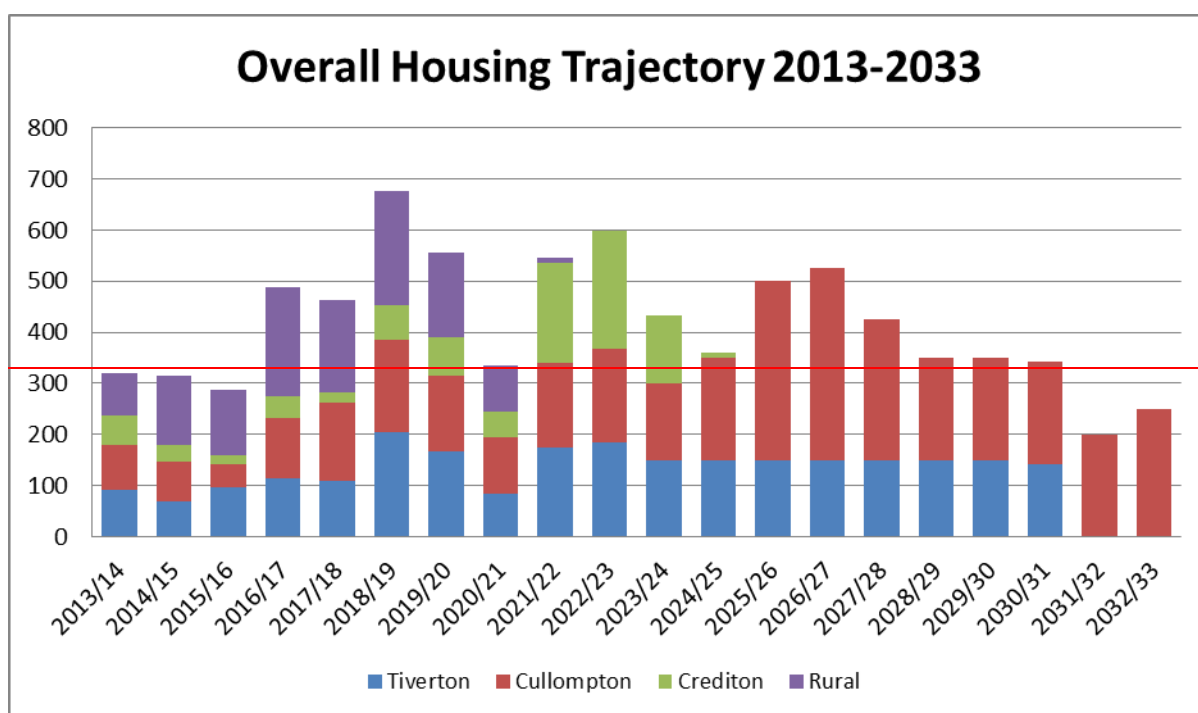
Location	Requirement	Completions (from 1 April 2013 – 31 March 2014 2016)	Commitments (at 1 April 2014 2016)	Remainder
Tiverton	2,160 2,358 (30%)	93 261	522 745	1,545 1,352
Cullompton	3,600 3,930 (50%)	87 209	199 487	3,314 3,234
Crediton	720 786 (10%)	58 107	216 245	446 434

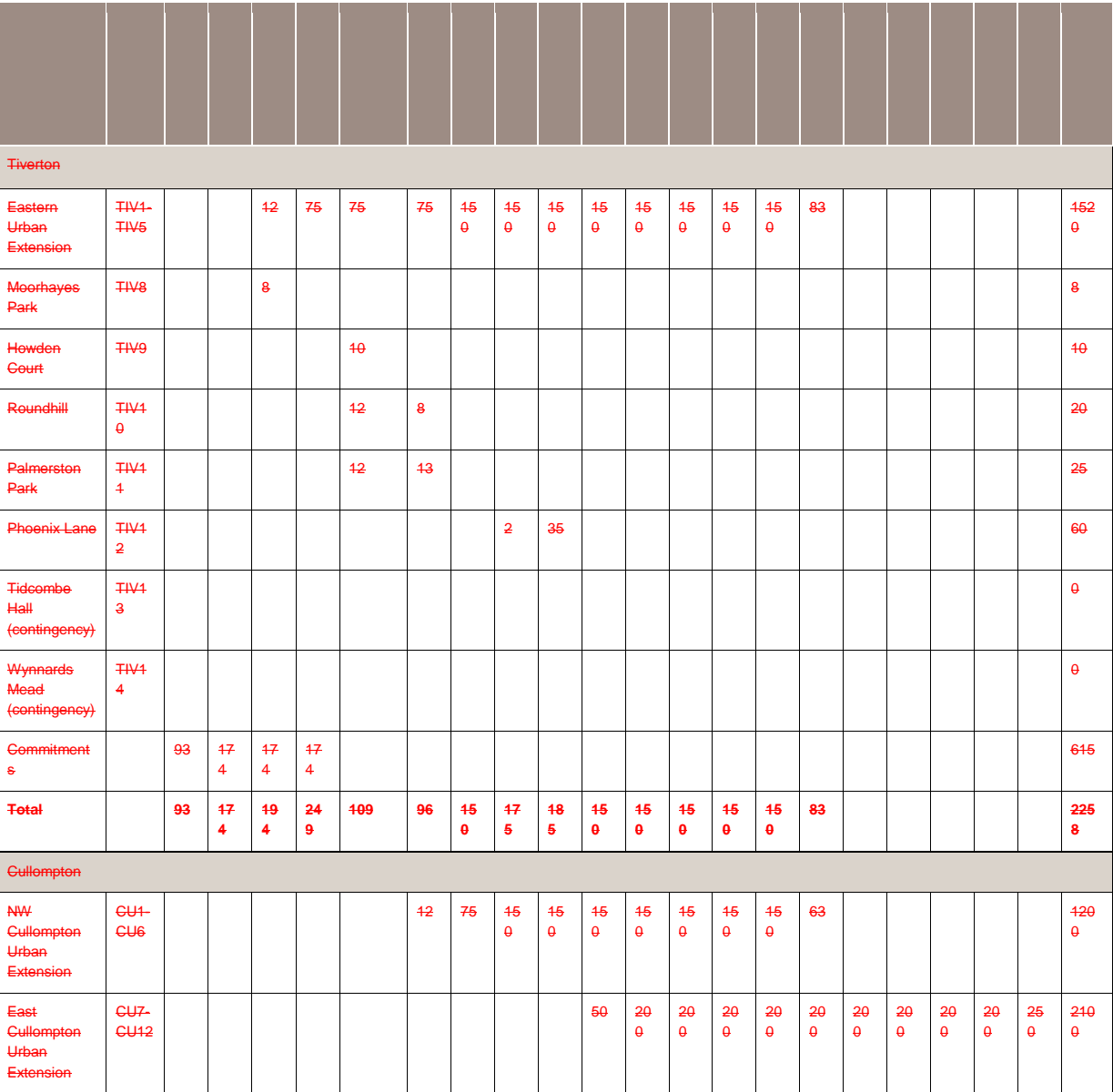
Rural	<u>720,786</u> (10%)	<u>82,347</u>	<u>432,535</u>	<u>206, -96</u>
Total	<u>7,200,786</u> (100 %)	<u>320,924</u>	<u>1,369,012</u>	<u>5,511,4924</u>

Table 5: Housing requirement by area

- 2.4 The Local Plan allocates 10% more housing than is required, to provide flexibility and account for unforeseen circumstances that might prevent some sites from coming forward as expected such as not all commitments translating into completions. The availability of land for housing, taking account of existing commitments and allocations is set out in the following trajectory. The development of existing commitments is forecast to take three years, spread evenly across that period. The development of allocated sites in Tiverton and Crediton will diminish in the latter part of the plan period, while Cullompton's role in meeting the district's long-term housing need is reflected in the town's forecast housing delivery up to 2033. Allocations in Crediton and rural areas will help to bolster housing supply in the first five years of the plan, allowing a sufficient lead-in period for the larger town sites, which have more complex infrastructure and Masterplanning requirements. These trajectories assume that housing will come forward at the earliest opportunity but it is largely the housing market that determines housing delivery and it is possible that sites will be delivered at different times and rates from those forecast. Also, windfall developments will continue to come forward throughout the plan period and these are not included in the trajectories.

Overall Housing Trajectory 2013 — 2033





[illegible]

Depot	HE1					40																			40
Greenaway	MO1					12	8																		20
Court Orchard	NE1					12	13																		25
Former Tiverton Parkway Hotel	SP1					10																			10
Fannys Lane	SA1					12	15																		27
Old Butterleigh Road	SI1					8																			8
The Garage	SI2					5																			5
South of Broadlands	TH1					12																			12
Land east of M5	WI1					12	25	3																	40
Commitments		82	144	144	144																				514
Total		82	144	144	150	193198	123	3																	844
Total		320	456	476	562	425	365	311	558	526	433	500	500	500	500	346	200	200	200	200	250				7828

Location	Policy	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	Total
Tiverton		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eastern Urban Extension	TIV 1-5									57	150	150	150	150	150	150	150	143				1250
Howden Court	TIV 9						10															10
Roundhill	TIV 10						12	8														20
Phoenix Lane	TIV 12									25	35											60
Tidcombe Hall (contingency)	TIV 13																					0
Blundells School	TIV 16						12	25	25	50	50	38										200
Commitments					114	110	183	160	85	93												745
Completions		93	70	98																		261
Total		93	70	98	114	110	217	193	110	225	235	188	150	150	150	150	150	143	0	0	0	2546
Cullompton		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
NW Cullompton	CU 1-CU 6					12	75	75	75	150	150	150	150	150	150	150	63					1350

[illegible]

Hunters Hill	CL2	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	10
Land adjacent Fishers Way	HA1	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	10
Greenaway	MO1	-	-	-	-	-	12	8	-	-	-	-	-	-	-	-	-	-	-	-	20
Court Orchard	NE1	-	-	-	-	12	13	-	-	-	-	-	-	-	-	-	-	-	-	-	25
Former Tiverton Parkway Hotel	SP1	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	10
Higher Town	SP2	-	-	-	-	-	-	-	-	12	25	23	-	-	-	-	-	-	-	-	60
Fannys Lane	SA1	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	8
Old Butterleigh Road	SI1	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	8
The Garage	SI2	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	5
South of Broadlands	TH1	-	-	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	-	-	12
West of Uffculme	UF1	-	-	-	-	-	12	25	23	-	-	-	-	-	-	-	-	-	-	-	60
Land east of M5	WI1	-	-	-	-	-	12	25	5	-	-	-	-	-	-	-	-	-	-	-	42
Commitments		-	-	-	212	168	155	-	-	-	-	-	-	-	-	-	-	-	-	-	535
Completions		-	82	137	128	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	347
Total		-	82	137	128	212	180	235	180	70	5	12	25	23	0	0	0	0	0	0	1289
Totals		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total		-	320	316	288	484	474	714	607	373	59	64	45	38	50	55	51	41	34	20	8634

Table 6: Housing forecast 2013-2033

2.5 The availability, suitability and achievability of the sites have been assessed during the Local Plan's preparation, through the Strategic Housing Land Availability Assessment (SHLAA) in accordance with national policy and guidance. The Council is therefore confident that they can and will deliver sufficient housing to meet Mid Devon's requirements. Delivery of housing will be monitored annually with information published in the Authority's Monitoring Report each December. Where performance falls significantly below the development targets and the Council is no longer able to demonstrate a five year supply of housing in accordance with national policy, the Council will take action as set out in Policy S4. The Local Plan will be reviewed and new sites identified if strategic sites in this plan fail to come forward.

2.6 The following table illustrates the requirement for five years' supply of housing. This is adjusted annually to take account of how many houses have been built since the beginning of the plan period (2013), with any shortfall included in the requirement for the next five years.

A	Local Plan requirement 2013-2033	7,200
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B	Implied annual rate 2013-2033 ($A \div 20$)	360
C	Local Plan requirement to date, 2013-2014 ($B * 1$)	360
D	Completions April 2013-March 2014	320
E	Shortfall to date, 2013-2014 ($C - D$)	40
F	Local Plan requirement 2015-2020 ($B * 5$)	1,800
G	5-year supply requirement ($E + F$)	1,840

A	Local Plan requirement 2013-2033	7,6007,860
B	Implied annual rate 2013-2033 ($A \div 20$)	380393
C	Local Plan requirement to date, 2013-2016 ($B * 3$)	1,1401,179
D	Completions April 2013-March 2016	924
E	Shortfall to date, 2013-2016 ($C - D$)	246255
F	Local Plan requirement 2016-2021 ($B * 5$)	1,9001,965
G	5 year supply requirement ($E + F$)	2,1162,220

Table 7: Five year housing requirement

- 2.7 Over the entire plan period (2013-2033) there is provision for 10% more housing than required, as explained in paragraph 2.4. ~~Within certain year brackets, such as 2015-2020 and 2020-2025, this is substantially higher, as shown in the table below. This maximises flexibility of housing delivery in the short to medium term, ensuring that sufficient housing will come forward for the Council to demonstrate a five year supply in accordance with national policy. Within certain year brackets, such as 2021/22-2025/26 and 2026/27-2030/31, this is substantially higher, as shown in the table below. The table indicates that even applying the 20% buffer in the short term, there is flexibility in the plan to ensure sufficient housing will come forward for the Council to demonstrate a five year supply in accordance with national policy.~~

	2015-2020	2020-2025	2025-2030
Requirement	1,840	1,800	1,800
Trajectory	2,169	2,487	1,746
Surplus	45%	38%	0%

	<u>2016/17-2020/21</u>	<u>2021/22-2025/26</u>	<u>2026/27-2030/31</u>
Requirement	<u>2220</u>	<u>1965</u>	<u>1136</u>
Trajectory	<u>2651</u>	<u>2560</u>	<u>1994</u>
Surplus	<u>20%</u>	<u>30%</u>	<u>76%</u>

Table 8: Housing supply in five year tranches

- 2.8 All the housing sites in the Local Plan have been subject to the Strategic Housing Land Availability Assessment and have been deemed to be deliverable. However, the plan has to be able to deal with uncertainty, reflecting that changes in the housing market or other circumstances may prevent allocated sites from being delivered at the rate the Council has forecast. The Local Plan deals with this uncertainty in three ways.

Extra provision

- 2.9 The Local Plan makes provision for 628774 dwellings over and above the identified requirement.
Windfalls

- 2.10 Windfalls are dwellings that come forward on sites that are not allocated. Other than windfalls included in the figures for existing committed sites (those under construction or with planning permission), the Local Plan makes no allowance for windfalls likely to occur in the plan period. However, it is highly likely that trends in windfall development will continue, and the Council's annual update of the district's housing supply will take account of windfall developments if and when appropriate. When including windfalls, the Council will assume a minimum of 104 dwellings per year, which was accepted by the Strategic Housing Land Availability Assessment Panel (SHLAA Panel) in the Mid Devon SHLAA Report (2013).

Contingency sites

- 2.11 The Local Plan allocates three-two 'contingency sites' for housing. These developments will only be permitted if housing delivery across the district falls below defined 'action levels' or the Council is unable to demonstrate a five year housing supply in accordance with national policy. The release of contingency sites will be the Council's preference if the supply of housing is insufficient, but proposals on other sites will also be considered on their merits according to the presumption in favour of sustainable development set out in national policy.

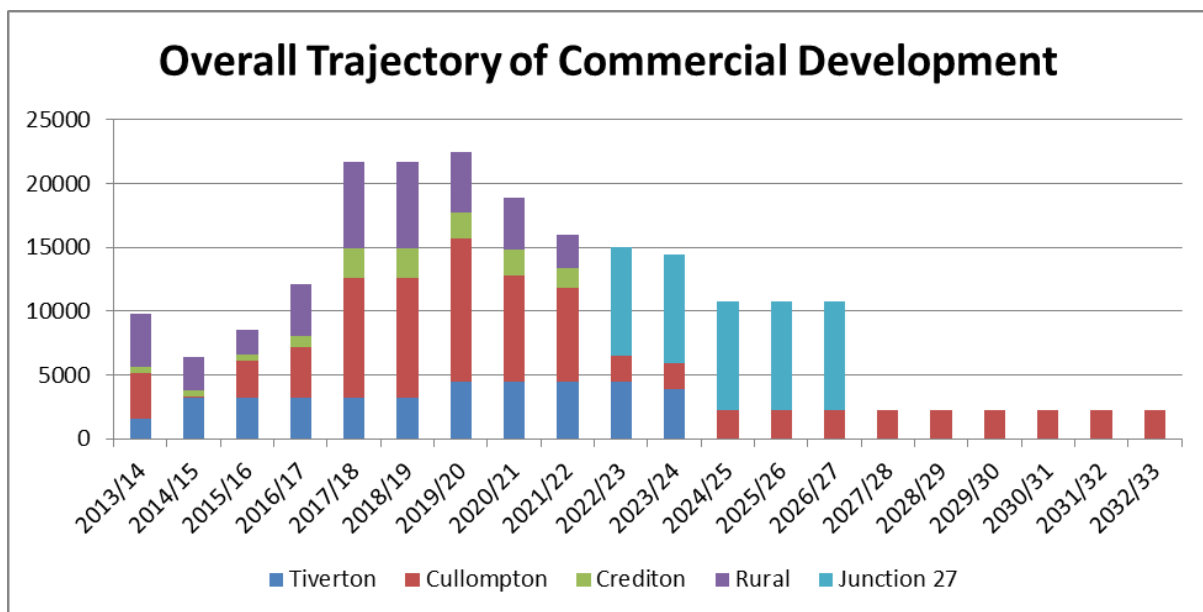
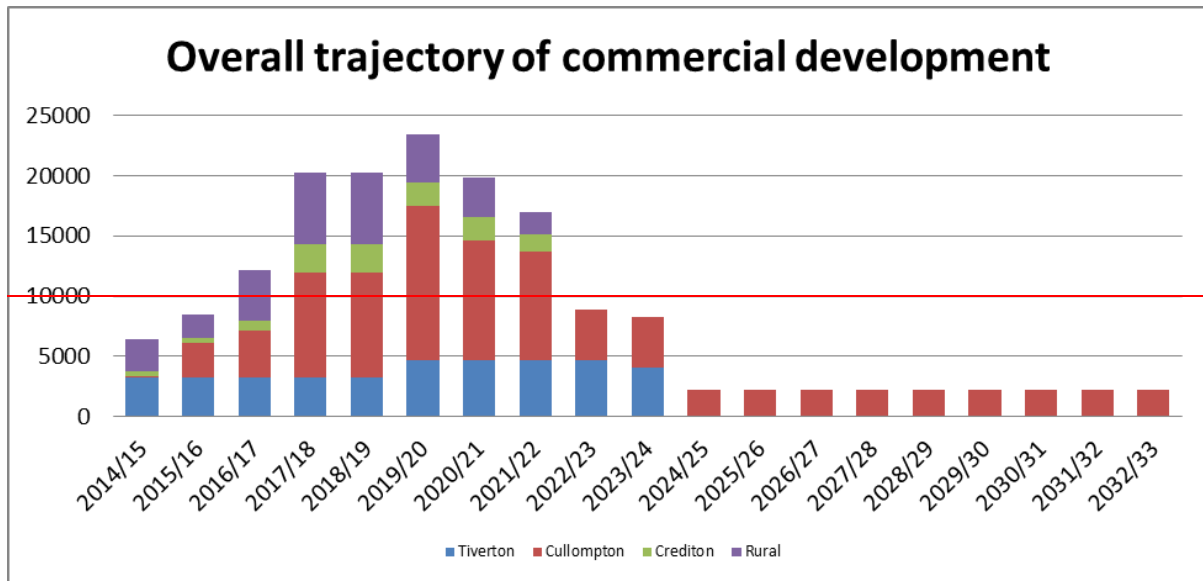
Commercial development

- 2.12 The Local Plan sets targets for commercial development, which can include traditional employment uses (B1-B8 use classes) such as offices, industrial development and storage and distribution, and also a range of other commercial uses such as retail, leisure and hospitality. Site allocation policies set out the uses considered acceptable in a certain location, but the Council maintains a flexible approach to employment development and will consider jobs creation as a supporting factor in any proposal. Nevertheless, uncontrolled retail and some other proposals in the wrong location can have serious adverse impacts on town centres and surrounding uses, so there will be careful consideration of these proposals on sites not allocated for such a use.
- 2.13 Allocations for commercial development are consistent with the Local Plan strategy being broadly in accordance with the housing locations for significant long-term growth in Cullompton, short-medium term growth in Tiverton, and growth in Crediton and rural areas that is proportionate to their circumstances and environmental constraints. The following table shows completions since 2013, existing commitments, (sites under construction and existing planning consents) and the amount of development allocated across Mid Devon. Figures are in square metres floorspace.

Location	Completions	Commitments	Local Plan provision (sqm)
Tiverton	1,550	805	38,000 37,000
Cullompton	3,598	19,669	65 57,000
Crediton	520	2052	9,820
<u>Junction 27</u>	<u>0</u>	<u>0</u>	<u>42,550</u>
Rural	4,119	20,733	8,800 13,000
Totals	9,787	43,259	121,620 159,370

Table 9: Commercial land completions, commitments and allocations

- 2.14 The Employment Land Review (2013) recommends the Council plan for 30-40 hectares employment land, which is considered equivalent to approximately 140,000 square metres floorspace. The Retail Study (2012) identifies a limited need for non-food retail at around ~~147~~,000 square metres. Taking this evidence into account, the Local Plan sets a commercial development requirement of ~~154~~147,000 square metres, with allocations distributed as shown in Table 9.
- 2.15 To provide flexibility of provision and allow for growth, the Local Plan makes provision for about ~~20~~19% more commercial floorspace than is required across the district's settlements. There is an excess of commercial land supply in the most sustainable locations – Tiverton and Cullompton – while Crediton is more constrained due to the limited availability of suitable land. Rural areas are often not suitable for large-scale employment growth, though windfall development in rural areas and on existing employment sites is likely to continue, given past performance and supportive Local Plan policies. In addition the Local Plan makes provision for a further 29% commercial floorspace at Junction 27 for a high quality tourist and leisure focussed development to meet needs identified within the tourism study. The allocated sites have been subject to Strategic Commercial Land Availability Assessment (SCLAA) and are considered available, suitable and achievable. In the event that circumstances change and a site is no longer viable for its designated use, the Council will consider alternative uses as set out in paragraph 2.~~13~~12 and Policy DM19 (protection of employment land).
- 2.16 The following trajectory illustrates the expected annual provision of commercial development across the district, taking account of existing commitments and allocations. The development of existing commitments is forecast to take seven years, spread evenly across that period. This takes account of slow historic rates of commercial development in Mid Devon. Cullompton's role in meeting the district's long-term development needs is shown in the town's forecast delivery up to 2033, while Tiverton's commercial growth from allocated sites tails off with the completion of the Eastern Urban Extension. The development of allocated sites in Crediton and rural areas may have been completed by the latter part of the plan period, but it is highly likely that windfall developments will continue to come forward.



Policy S1

Sustainable development priorities

The following strategic priorities outline what will need to be achieved to deliver the Vision and address the key issues that have been identified in Mid Devon. All development will be expected to support the creation of sustainable communities by:

- A development focus at Tiverton, Cullompton and Crediton as Mid Devon's most sustainable settlements, with long-term growth to the east of Cullompton and a limited level of development in identified villages;
- Building a strong, competitive economy through access to education, training and jobs, infrastructure, the creation of new enterprise, economic regeneration and flexibility of uses to respond to changing circumstances;

- c) Ensuring the vitality of town centres and communities through a hierarchy of centres, defined town centre shopping areas, a diverse retail offer at Tiverton, Crediton and Cullompton, through controls on Junction 27 retail and support for the vitality and viability of defined villages;
- d) Supporting a prosperous rural economy through the conversion of suitable existing buildings and well-designed new buildings in suitable locations, diversification of agricultural and other land-based businesses, support for equestrian activities, retention and development of local services and community facilities in villages, and the promotion of sustainable rural tourism and leisure development;
- e) Promoting sustainable transport by delivering appropriate infrastructure, reducing the need to travel by car, integrating public transport and other forms of sustainable travel such as walking and cycling, and providing safe environments while recognising Mid Devon's rural locality;
- f) Supporting high quality communications infrastructure by supporting the expansion of telecommunications and high speed broadband throughout Mid Devon;
- g) Delivering a wide choice of high quality homes through a diverse housing mix and by meeting the housing needs of all sectors of the community including the provision of housing for the elderly and disabled, those wishing to build their own home, affordable housing and gypsy and traveller pitches;
- h) Requiring good sustainable design that respects local character, heritage, surroundings and materials, creates safe and accessible environments, designs out crime and establishes a strong sense of place;
- i) Promoting healthy communities through the delivery of social, educational, recreational and cultural facilities and services, access to high quality open space, public rights of way, recreational trails and accessible land, and opportunities for sport and recreation and the designation of Local Green Space;
- j) Meeting the challenge of climate change by supporting a low carbon future, energy efficiency, increasing the use and supply of renewable and low carbon energy, managing flood risk and conserving natural resources. Encourage the effective use of land, taking into account the economic and other benefits of the best and most versatile agricultural land;
- k) Conserving and enhancing the natural environment by protecting and enhancing valued landscapes including the Blackdown Hills Area of Outstanding Natural Beauty, Exmoor and Dartmoor National Parks, providing accessible green infrastructure, and preventing significant harm to soil, air, water, noise and visual quality, in particular air quality as a local issue at Crediton and Cullompton;
- l) Minimising impacts on biodiversity and geodiversity by recognising the wider benefits of ecosystems, delivering natural environment objectives, providing a net gain in biodiversity and by the protection of International, European, National and local designated wildlife sites; and
- m) Conserving and enhancing the historic environment through the identification and protection of designated and non-designated heritage assets and assessing the impact of new development on the historic character of Mid Devon's landscapes and townscape.

2.17 It is a legal requirement that Local Plans contribute to the achievement of sustainable development. The Council will work in partnership with town and parish councils and other public bodies to ensure that all new development reinforces and delivers sustainable communities in line with guiding principles set out in Policy S1, which correspond to the vision and strategy for the district.

- 2.18 The sustainable development priorities aim to deliver varied and vibrant places by concentrating activities and facilities in accessible locations. The strategy aims to build a strong, competitive economy through inward investment and deliver a wide choice of high quality homes. Development will provide or utilise accessible green infrastructure networks including public open spaces, public rights of way, cycleways and other green linkages. Sustainable modes of transport include walking, cycling and public transport, though it is recognised that the private car will continue to play a significant role given the rural nature of Mid Devon. The strategy requires good design which conserves and enhances the historic and natural environment, promotes healthy life styles and reduces pollution. The supply of renewable energy should not be supported where it harms the special qualities of protected landscapes or their setting.
- 2.19 The Council will monitor development to ensure that the Local Plan delivers sustainable development.

Policy S2

Amount and distribution of development

The diverse development needs of the community will be met through the provision of approximately 7,2007,860 dwellings and 154,000-147,000 square metres of commercial floorspace between 1st April 2013 and 31st March 2033.

Development will be concentrated at Tiverton, Cullompton and Crediton, to a scale and mix appropriate to their individual infrastructures, economies, characters and constraints. Other settlements will have more limited development which meets local needs and promotes vibrant rural communities. In addition, development as proposed at Junction 27 of the M5 meets a tourism / leisure need in a location which is suitable for its regional role with a controlled retail element supporting the tourism and leisure aspects of the proposal.

Development targets are approximately as follows:

Location	Total Residential (commitments and allocations; dwellings)	Total Commercial (commitments and allocations; square metres)
Tiverton	<u>2,1602,358</u>	<u>30,80029,400</u>
Cullompton	<u>3,6003,930</u>	<u>77,00073,500</u>
Crediton	<u>720786</u>	<u>15,40014,700</u>
Rural areas	<u>720786</u>	<u>30,80029,400</u>
Total	<u>7,2007,860</u>	<u>154,000147,000</u>

- 2.20 The Strategic Housing Market Assessment (SHMA, 2015) identifies the amount and type of housing that should be provided in Mid Devon. The target for commercial development is based on the Employment Land Review (2013) and the Retail Study (2012). Paragraphs 2.1-2.16 explain how the allocations in the Local Plan will meet the development targets set out in Policy S2 above, while Policies S3 and S6 provide more detail on the types of housing and employment to be delivered. [A summary of the SHMA outputs on housing need is contained in paragraphs 2.1a and 2.1b.](#)
- 2.21 Central to Policy S2 is the role of Cullompton in meeting the district's long-term development needs. This is a departure from historic planning strategy which focused the majority of development in Tiverton, commensurate with the size and sub-regional role of the town. Available and suitable land for development in Tiverton has become increasingly scarce as the town has grown, whereas the expansion of Cullompton is both achievable and supported by the local community.
- 2.22 National policy advises that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. The largest allocation in the Local Plan is East Cullompton (Policies CU7-CU12), which will have access onto the M5 motorway and deliver significant improvements to highways infrastructure for the whole town. The Council supports the reopening of a railway station at Cullompton and the Local Plan allocates a possible site for this. Pedestrian and cycle links to the town centre will be improved, and residents will be in close proximity to job opportunities within Cullompton and also at Willand, Tiverton and Exeter. The concurrent development of the North West Cullompton Urban Extension will see a new road linking Tiverton Road to Willand Road, which will relieve traffic congestion in the town centre, improving local air quality and the living conditions of residents. In addition, a new relief road to the east of the town centre will further improve local air quality by diverting north- and south-bound traffic away from Fore Street. Significant growth in Cullompton can be made sustainable through this investment in infrastructure, addressing long-standing issues of air quality and motorway junction capacity. New and expanded education facilities will also be provided within the town, to accommodate the impacts of new development.
- 2.23 Tiverton will continue to expand through the development of the Tiverton Eastern Urban Extension (EUE) and a number of smaller sites. The adopted EUE Masterplan proposes up to 1,520 dwellings and 30,000 square metres commercial floorspace, with a new junction onto the A361, a new primary school and community facilities.
- 2.24 Crediton is the smallest of Mid Devon's market towns but serves a wide area in terms of employment, education and shopping. The physical constraints of Crediton limit the options for developable sites, and there are existing problems of traffic congestion through the town centre. Air quality should improve when the Crediton Link Road opens and a proportion of HGV and other traffic is drawn away from Exeter Road to the Lords Meadow Industrial Estate, but the housing target for Crediton only amounts to 10% of the district total due to the traffic and topographical constraints that exist.
- 2.25 Rural areas are expected to accommodate around 10% of the housing requirement for Mid Devon. The Local Plan generally allocates small sites, the development of which will help to support the vitality of rural areas without harming their character or putting undue pressure on

local infrastructure. Commercial development in rural areas will come forward on non-allocated sites according to demand, enabled by supportive general policies, but the Local Plan also retains small employment allocations in Bampton and Willand as these sites are already permitted or well-connected to existing commercial uses and infrastructure.

2.25a In addition to the development targets as set out in the policy above, land at Junction 27 is allocated for 42,550 sqm of commercial floorspace to meet a tourism/leisure need in a location suitable for its regional role with a retail element supporting the tourism and leisure aspects of the proposal. This will provide a high quality tourist and leisure focussed development to meet needs identified within the tourism study.

Housing

Policy S3

Meeting housing needs

- a) The diverse housing needs of Mid Devon will be met through the provision of approximately ~~7,200~~ 7,860 dwellings between 1st April 2013 and 31st March 2033. In line with the predicted continuing need for new housing the expected annual rate of new housing development will be ~~360~~ 393 dwellings per annum;
- b) Unless otherwise stated in a site allocation policy, on open market housing sites (i.e. excluding exception sites provided under Rural Exception Sites under policy DM6) of 11 dwellings or more in Tiverton, Cullompton and Crediton a target of 28% affordable dwellings, and on sites elsewhere of 6 dwellings or more a target of 30% affordable dwellings will be applied to the total number of dwellings, depending on viability and providing a mix of dwelling sizes and types appropriate to the evolving needs of Mid Devon's population. Sites of between 6 – 10 dwellings outside Tiverton, Cullompton and Crediton will be permitted to make a financial contribution sufficient to provide the affordable dwellings in another location;
- c) To support self-build and custom dwellings meeting the needs of local communities, ~~affordable self-build~~ such dwellings will be permitted as affordable housing in locations outside settlement limits in accordance with Policy DM6;
- d) To support self-build and custom housing on sites of 20 dwellings or more developers will supply at least 5% of serviced dwelling plots for sale to self-builders for a period of 12 months per plot and any plots subsequently developed for self-build must be completed within 3 years of purchase by a self-builder; and
- e) A five year supply of gypsy and traveller pitches will be allocated on deliverable sites within Mid Devon to ensure that the predicted need for traveller sites will be met. A further supply of developable sites or broad locations for growth will be identified equivalent to a further ten years of predicted growth. The Housing Authority will seek to provide a public site for gypsy and traveller pitches within Mid Devon, subject to the availability of funding.

2.26 As recognised in the National Planning Policy Framework (NPPF) “every effort should be made objectively to identify and then meet the housing needs....of an area”. To do this the

Council has commissioned a Strategic Housing Market Assessment (SHMA) in conjunction with other Councils to establish the level and types of housing need in Mid Devon.

'Objectively Assessed Need' (OAN) is determined by examining demographic projections, jobs-led population forecasts and market signals which may affect housing need. The SHMA concludes that Mid Devon's housing need falls between 359 and 381 dwellings per year. This has established the level and types of housing required with a total of 7,200 and an annual building rate of 360, taking into account the latest population projections and the Government's intention to increase the level of housing supply. This Local Plan sets a housing target of 393 dwellings, above the housing need range set in the SHMA to ensure that housing provision in the plan is consistent with the additional need arising from job creation at Junction 27 of the M5.

- 2.27 The Council's Corporate Plan has 'Better Homes' as one of its five main objectives and the long term vision is "To ensure that the housing needs of our residents are met through the provision of affordable homes and good quality housing in both the public and private sector". The design policies in this plan will be utilised to achieve good quality housing for Mid Devon residents. The need for affordable housing has been established by the Strategic Market Housing Assessment (SHMA). The SHMA concluded that ~~96-124~~ units of affordable housing are needed per year to meet existing "backlog" need and future needs arising in the district. This is equivalent to about ~~27~~30% of the total housing need for Mid Devon. This is reflected in the affordable housing policy which requires development to meet this need by providing a proportion of dwellings as affordable on sites above the threshold. Additional affordable housing will also continue to come forward as windfalls resulting from Homes and Communities Agency investment, exception sites and delivery of housing on Council-owned land.
- 2.28 The application of the affordable housing policy is anticipated to deliver ~~just~~ over 2,000 affordable dwellings across the plan period, equating to approximately ~~27~~30% of total housing supply. However it is recognised that the level of supply is unlikely to meet the anticipated need as not all allocations will come forward or others may be developed with a lower housing number than specified in the policy. Furthermore, the Council has to consider the implications of meeting the need on the viability of new housing development. Viability assessment work undertaken for the Council in relation to the Community Infrastructure Levy (CIL) has established that for the targets of 30% in rural areas and a target in the towns of 28% CIL charges of £60 and £40 respectively are viable. However, as affordable housing is secured through planning obligations rather than CIL, the proportion to be provided onsite is negotiable and the Council may accept financial contributions in lieu of onsite provision, which can result in a lower level of affordable housing delivery than anticipated. Setting the affordable housing targets at the level proposed is therefore considered an appropriate balance between meeting the majority of the need within the district, whilst ensuring the delivery of other important elements such as infrastructure, essential to achieve sustainable development over the plan period to 2033.
- 2.29 The SHMA forecasts a significant increase in Mid Devon's older population. Given the resource demands associated with very elderly people, such as specially adapted bathrooms and the need for lifts, this is a significant figure. Care homes or retirement complexes will be provided through the development of strategic site allocations and other sites as they come forward. ~~and~~ Policy DM12 (design of housing) requires all new housing development to be designed in a way that allows adaptation according to the changing needs of occupiers. The Building Regulations will also ensure that new housing meets certain requirements for

adaptability and an ageing population. As a result, there is no need for a specific policy target related to housing for older people.

- 2.30 The Government is supporting the delivery of larger numbers of self-build and custom homes through such measures as exempting such housing from the payment of CIL. For the purposes of CIL exemption, 'self-build' is defined as all homes built or commissioned by individuals or groups of individuals for their own use. The definition used in the Self-build and Custom Housebuilding Act 2015 is included in the glossary. Local evidence suggests that there is a demand for such housing in Mid Devon in that approximately 2,000 people search online for self-build plots every year in Mid Devon and the Council's Citizen's Panel Survey (2013) shows that 12% of respondents were considering building their own home. Policy S3 therefore includes a requirement for 5% of plots on sites of 20 houses or more to be made available for purchase by self-builders. The self-build element will form part of the market dwellings available on the site, with the percentage applied to the total number of properties on a site. For example, a site of 100 dwellings, where a policy of 25% affordable housing applies, will provide 25 affordable dwellings and 75 dwellings for sale on the open market, of which 5 of the latter would need to be provided as plots for self-build. Such plots will be marketed for a period of 12 months before being returned to the builder's control. The self-build property needs to be lived in as the owner's principal residence for 3 years, as this is a condition of the exemption from CIL liability.
- 2.31 As set out in the Government statement 'Planning policy for traveller sites' the government's aim is to ensure fair and equal treatment for gypsies and travellers in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. To achieve this aim the statement indicates that working collaboratively local planning authorities should make their own assessment of need for traveller sites and identify a five year supply of deliverable sites with a further ten year supply of developable sites or broad locations for growth on top of this. As a result a group of Councils within Devon commissioned a Gypsy and Traveller Accommodation Assessment (GTAA) to ascertain the need for gypsy, traveller and travelling showpeople pitch or plot requirements. This study indicated that between 2014-34 within Mid Devon there is a need for 35 pitches for gypsies and travellers and 11 plots for travelling showpeople. The need for gypsy and traveller pitches will be accommodated by pitches within larger housing sites, for example at Tiverton Eastern Urban Extension, North West Cullompton, East Cullompton and Pedlerspool in Crediton. The Council is working with the travelling showpeople community to approve a large site near Cullompton which would meet the need requirements set out in the GTAA. Policy DM7 (gypsy and traveller accommodation) manages the development of specific sites. As a result a group of councils in Devon has commissioned a Gypsy and Traveller Accommodation Assessment to ascertain the need for gypsy and traveller pitches and the predicted need will be accommodated by pitches within larger housing sites. For example, the allocated strategic sites at Tiverton Eastern Urban Extension, North West Cullompton and East Cullompton each have provisions for pitches for gypsies and travellers as does the allocation at Pedlerspool in Crediton. Policy DM7 (gypsy and traveller accommodation) manages the development of specific sites.

Policy S4

Ensuring housing delivery

The local planning authority will monitor the delivery of housing against the annual target set out in Policy S3 and against the total completions which should have taken place since the start of the Local Plan period. Cumulative dwelling completions since 1st April 2013 will be compared with the following defined action levels:

Year (1st April-31st March)	Action Levels	Cumulative Target
2013/14	0	360
2014/15	0	720
2015/16	360	1080
2016/17	720	1440
2017/18	1080	1800
2018/19	1440	2160
2019/20	1800	2520
2020/21	2160	2880
2021/22	2520	3240
2022/23	2880	3600
2023/24	3240	3960
2024/25	3600	4320
2025/26	3960	4680
2026/27	4320	5040
2027/28	4680	5400
2028/29	5040	5760
2029/30	5400	6120
2030/31	5760	6480
2031/32	6120	6840
2032/33	6480	7200

Year (1 st April – 31 st March)	Action Levels	Cumulative Target
2013/14	0	393
2014/15	0	786

<u>2015/16</u>	<u>393</u>	<u>1179</u>
<u>2016/17</u>	<u>786</u>	<u>1572</u>
<u>2017/18</u>	<u>1179</u>	<u>1965</u>
<u>2018/19</u>	<u>1572</u>	<u>2358</u>
<u>2019/20</u>	<u>1965</u>	<u>2751</u>
<u>2020/21</u>	<u>2358</u>	<u>3144</u>
<u>2021/22</u>	<u>2751</u>	<u>3537</u>
<u>2022/23</u>	<u>3144</u>	<u>3930</u>
<u>2023/24</u>	<u>3537</u>	<u>4323</u>
<u>2024/25</u>	<u>3930</u>	<u>4716</u>
<u>2025/26</u>	<u>4323</u>	<u>5109</u>
<u>2026/27</u>	<u>4716</u>	<u>5502</u>
<u>2027/28</u>	<u>5109</u>	<u>5895</u>
<u>2028/29</u>	<u>5502</u>	<u>6288</u>
<u>2029/30</u>	<u>5895</u>	<u>6681</u>
<u>2030/31</u>	<u>6288</u>	<u>7074</u>
<u>2031/32</u>	<u>6681</u>	<u>7467</u>
<u>2032/33</u>	<u>7074</u>	<u>7860</u>

If cumulative completions since 2013 fall below the expected completions total by over two years' worth of the annual target (as expressed in the defined action level for that year), or a five year supply of deliverable sites cannot be demonstrated, the Council will work proactively to bring forward allocations or outstanding planning consents. If this is insufficient to deliver the necessary level of housing, identified contingency sites will be permitted to boost housing supply.

- 2.32 To ensure that Mid Devon can deliver the level of housing development required to meet identified housing need there needs to be a mechanism that will allow further sites to come forward if for any reason the expected level of delivery falls significantly below the annual target set out under Policy S3. If housing delivery falls below the action level this will be addressed through proactive development management to bring forward allocated and permitted sites, and then through the release of deliverable contingency sites. However, there will be variation of delivery across the years so it is important that the action level when the designated contingency sites will come forward will not trigger their release in response to normal variations in completions. The trigger level will therefore be when delivery has fallen two years' worth of expected annual completions behind the expected overall total for that year (ie equivalent to 10% of overall plan housing need).
- 2.33 The National Planning Policy Framework requires local planning authorities ensure that there is a supply of specific deliverable housing sites with a capacity equivalent to 105% or five years' worth of the annual housing target. The Local Plan proposals are designed to ensure that a five year supply of housing land is and remains available through the plan period, from existing permissions and allocations. However, should the Council at any time be unable to demonstrate a five year housing supply, it will prioritise actions to overcome constraints to the development of permitted or allocated sites. If that is insufficient or will not deal with the issue

quickly enough, the Council will permit the development of one or more of the contingency sites in order to boost short term housing supply. The Council will monitor the level of housing supply through its Authority's Monitoring Report and instigate an early review of the Local Plan to identify further sites if necessary.

Policy S5

Public open space

In the parishes Within the parish boundaries of Tiverton, Cullompton and Crediton, and the parishes containing villages defined in Policy S13, the following standards for the provision of high quality open space will be applied:

Type of open space	Quantity standard (hectare per 1000 population <u>square metres per dwelling</u>)	Access standard
Allotments	0.25 <u>6</u>	300 metres or 6-7 minutes' walk time
Amenity green space	1.0 <u>23.5</u>	300 metres or 6-7 minutes' walk time
Parks, sport and recreation grounds	1.5 <u>0.35</u> include both public and private grounds (excluding education sites)	600 metres or 12-13 minutes' walk time
Play space (children)	0.06 <u>1.5</u>	300 metres or 6-7 minutes' walk time
Youth space (teenagers)	0.02 <u>0.5</u>	600 metres or 12-13 minutes' walk time

In all other parishes, the following standards for the provision of open space will be applied:

Type of open space	Quantity standard (hectare per 1000 population <u>square metres per dwelling</u>)	Access standard
Allotments	0.25 <u>6</u> (for new provision)	600 metres or 12-13 minutes' walk time
Recreation space	1.2 <u>0.28</u> to include both public and private grounds (excluding education sites)	600 metres or 12-13 minutes' walk time
Play space (children and youth)	0.05 <u>1</u>	600 metres or 12-13 minutes' walk time

Developments of 11 or more dwellings within the parishes of Tiverton, Cullompton and Crediton, and 6 or more dwellings elsewhere. New housing developments will provide open space onsite or through offsite financial contributions, as follows:

Type of provision	<u>Up to</u> 1-49 dwellings	50-199 dwellings	200+ dwellings
Play space	Offsite	Onsite	Onsite
Amenity/natural green space	Offsite	Onsite	Onsite
Allotments	Offsite	Onsite	Onsite
Park, sport and recreation ground	Offsite	Offsite	Onsite
Teenage facilities	Offsite	Offsite	Onsite

- 2.34 Access to public open space including sports facilities is an essential element of healthy communities and national policy promotes such provision. To this end the Council has undertaken an Open Space and Play Area Study (2014) to identify the level of supply across Mid Devon and the gaps in open space provision. This results in the above standards, which aim to maintain the current level of provision per person as Mid Devon's population increases, and to increase the provision for teenage facilities which has been identified as a particular area of open space deficiency. Teenage facilities might include skateboard parks, basketball courts and 'free access' Multi Use Games Areas (MUGAs). In practice, there will always be some flexibility of use where younger children use equipment designed for youths and vice versa.
- 2.35 The types of applicable public open space are set out in the policy. For the purposes of this policy, other spaces such as grass verges, tree-lined avenues and sustainable urban drainage schemes are not classed as public open space. The standards ~~will be~~are applied to development proposals according to the average size of households in Mid Devon (2.35 people). ~~For example, a development of 200 dwellings will be assumed to give rise to 470 people. Applying the standards in Policy S5, this development will be required to provide for 0.118 hectares allotment land, 0.47 hectares amenity green space and so on.~~
- 2.36 Onsite open space will be provided by the developer and designed in such a way as to maximise the attractiveness, safety and overall quality of the development. The provision of larger multi-functional open space 'hubs' is considered preferable to smaller fragmented open spaces across a development. The balance of onsite and offsite provision according to site size is set out in the policy, but the Council will consider on a case-by-case basis any proposals that seek to justify a different solution. A planning obligation will be used to control the long-term maintenance of onsite open space through a management company.
- 2.37 Smaller developments (fewer than 6 dwellings in rural areas or 11 dwellings in the towns) will not be required to provide a public open space contribution, in accordance with national guidance. ~~Most housing developments the full range of open space onsite, but nonetheless the residents of these developments will~~ increase the demand for open space in the area, but a financial contribution towards a public open space project outside the site (an offsite contribution) will be accepted according to the amount of development being proposed, as set

out in the policy. The Open Space and Play Area Strategy ~~sets-out~~describes which types of housing (such as open market, affordable or accommodation for the elderly) will be eligible for offsite provision of public open space. The Council will identify locations across the district that require open space improvement or new provision, and for eligible developments will require a financial contribution through a planning obligation which secures funding for a specific project. The amount required is related to the cost of providing and maintaining open space, expressed as a cost per person as set out in the Open Space and Play Area Strategy. The Council will monitor the use of funds collected in this way to ensure that planning obligations are directly related to the open space needs associated with each development. To comply with legislation, no more than five such planning obligations will be required for a single project.

- 2.38 Viability testing undertaken by the Council has demonstrated that not all sites may be able to fund the full cost of the off-site contribution. Therefore, the Council will consider a reduced contribution where it can be demonstrated that payment of the full cost would make the development unviable. Further details on the policy's application, including information on the consideration and submission of viability evidence will be set out in a review of the existing Open Space Supplementary Planning Document, to be undertaken ~~in 2015~~after the adoption of the Local Plan.
- 2.39 The Council will not use the Community Infrastructure Levy (CIL) to fund open space provision, to avoid illegal double-charging of developers who are required to provide onsite open space as part of well-designed development while also paying CIL. However, at least 15% of CIL receipts will be transferred to the parish council in the area a development takes place, and parish councils may spend this money on any infrastructure in their area which may include the creation, development, repair or maintenance of existing areas of open space.
- 2.40 Policy DM24 protects existing public open spaces from development, including some identified areas of 'Local Green Space'. Communities may also seek to protect such areas through designation in a neighbourhood plan or by registering sites as Assets of Community Value (as defined in the glossary).

Employment

Policy S6

Employment

The employment needs of the community will be met through the development of **154,147,000** square metres of commercial floorspace comprising a range of employment-generating uses, including:

- a) Offices, industry, storage and distribution (B1-B8);
- b) Retail, tourism and leisure (A1-A5, C1, D2 and relevant sui generis uses);
- c) Development for healthcare, education and public facilities (C2-C2a, D1);
and
- d) Other forms of sustainable employment-generating uses.

- 2.41 The Council's employment strategy is inclusive, seeking to provide the jobs the market can deliver by promoting a range of employment-generating uses. While the majority of commercial land allocations comprise B1, B2 and B8 uses, the plan has a positive approach to other uses that provide jobs in a sustainable manner.
- 2.42 Employment floorspace is measured according to 'gross internal floorspace', meaning the area of floor inside the walls. This applies to use classes B1 (business), B2 (general industry) and B8 (storage and distribution) and will generally be applied to all commercial development, except for retail within use class A1 (shops). A1 retail floorspace is 'net floorspace', meaning the area of a store used for sales. Within this class, 'convenience' means food sales, while 'comparison' means anything else.
- 2.43 The Employment Land Review (2013) presents forecasts for employment land in Mid Devon, taking account of economic projections and past take-up of employment land. The Employment Land Review recommends that the Council plan for 30-40 hectares of employment land over a twenty year period, equating to approximately 140,000 square metres floorspace.
- 2.44 Very large employment sites can be more difficult to deliver due to high infrastructure costs, and there is an identified shortage of small-scale employment sites. Development Management policies allow for small-scale employment and other commercial development in suitable locations. These sites can come forward according to market demand and a land allocation will not always be necessary. However, the towns are usually the most sustainable locations for planned employment growth, where there is an existing local population and access to services. Commercial development is expected to be delivered through a combination of site allocations and windfall developments elsewhere.
- 2.45 The Local Plan's employment strategy seeks to guide a deliverable level of development to the most sustainable locations while recognising that larger employment centres such as Exeter and Taunton will continue to draw some of Mid Devon's working population, and suitable employment in rural areas will benefit the rural economy.

2.46 The Retail Study (2012) identifies a quantitative need of ~~14,580~~approximately 7,000 square metres of comparison retail floorspace up to 2026. Long-term forecasting of retail demand is not very reliable, so the anticipated need has been applied across the plan period to 2033 on the understanding that allocated and non-allocated sites will come forward according to market demand and the plan will be reviewed before the need to 2026 is likely to have been exhausted. Retail development will generally be directed towards town centres and the Council will apply a sequential approach in assessing edge-of-centre or out-of-centre proposals, in accordance with Policies S7, DM14 and DM15. In addition, development as proposed at Junction 27 of the M5 meets a tourism / leisure need in a location which is suitable for its regional role with a controlled retail element supporting the tourism and leisure aspects of the proposal.

2.47 The following table sets out the Local Plan allocations which include employment-generating uses, and states where their policies can be found within this document:

Location	Site	Policy	Gross site area (ha)	Net site area (ha)	Floorspace (sq.m)	Local Plan page
Tiverton	Eastern Urban Extension	TIV1-5	153	6	30,000	65-74
Tiverton	Phoenix Lane	TIV12	1.4	1	8 <u>7</u> ,000	78-79
Cullompton	North West Urban Extension	CU1-6	95	3	24 <u>10</u> ,000	85-93
Cullompton	East Cullompton	CU7-13	160	5	20,000	94-103
Cullompton	Week Farm	CU18	10.7	8.7	15,000	107-108
Cullompton	Venn Farm	CU19	4.4	2.5	9,000 <u>12,000</u>	108-109
Crediton	Wellparks	CRE1	22.9	1.2	2,220	113
Crediton	Land south of A377	CRE10	1.9	1.9	7,600	119-120
<u>Junction 27</u>	<u>Junction 27</u>	<u>J27</u>	<u>71</u>	<u>28</u>	<u>42,550</u>	<u>XX</u>
Bampton	Stone crushing works (Scott's Quarry), Bampton	BA2	0.45	0.36	355	123-124
Willand	Willand Industrial	WI2	2.29.2	2.29.2	8,800 <u>13,000</u>	138

	Estate					
	Total				121,975	

Town centres

Policy S7

Town centres

The vitality and viability of the town centres of Tiverton, Cullompton and Crediton will be protected and enhanced by positive management so that economic regeneration and heritage conservation reinforce each other as follows:

- a) Positive measures of enhancement and regeneration;
- b) Promoting new homes, shops, leisure, offices and other key town centre uses which are well designed and contribute to vitality and viability;
- c) Outside the town centres of Tiverton, Cullompton and Crediton, only permit new retail, leisure, office and other key town centre uses where they meet the sequential and impact tests set out in Policy DM15; and
- d) Traffic management measures including improving sustainable travel opportunities and interchange facilities to improve town centre environment and accessibility.

- 2.48 Policy S7 seeks to secure the sustainability of Mid Devon's market towns, focusing development within town centres. The Council will work in partnership to deliver the objectives of Policy S7 and will integrate other local plans and strategies, including neighbourhood plans where these are being prepared. Investment will be directed to enhance and regenerate areas of environmental, social and economic deprivation. Networks and interchange facilities, which provide opportunities for better integration of public transport and sustainable ways of travelling, will be improved. Town centre health checks will be undertaken to monitor the condition of each of the market towns in respect of the objectives set out above. This focus on healthy town centres does not preclude retail, leisure and recreation uses within strategic site allocations, such as East Cullompton. Sustainable development of such large sites requires a mix of uses, providing residents with close access to employment, recreation and small-scale convenience shopping, though these mixed uses must be carefully planned so as not to undermine town centres. A masterplan will set out the principles to be followed in subsequent planning applications. A sequential test applied at planning application stage will be considered in this context. The allocation of land at Junction 27 to provide a high quality tourist and leisure focused development to meet needs identified within the tourism study will include associated outlet/discounted retail floorspace to meet a regional comparison floorspace need and deliver the tourist and leisure elements of the allocation. Existing town centres will be safeguarded through planning controls.

- 2.49 Mid Devon's town centres face a challenging future due to changing national retailer requirements, online shopping and reduced consumer spending. The Retail Study suggests that a changing role or focus for town centres may be required, involving conversion and redevelopment to other uses. To this end, the Local Plan incorporates tourism and leisure uses within the retail part of the commercial development target in Policy S2 and has a positive strategy for the enhancement and regeneration of town centres. Town centre redevelopment is expected to include some residential accommodation, to improve the viability of development and the vitality of the town centre.
- 2.50 Research by English Heritage, the Heritage Lottery Fund and others clearly demonstrate the significant contribution of heritage to the economy. Policy S7 emphasises the importance of heritage conservation in making the town centres attractive places to visit.
- 2.51 The following table contains details of the Local Plan's only town centre allocation, and states where the policy can be found within this document:

Location	Site	Policy	Site area (ha)	Use	Local Plan page
Tiverton	Phoenix Lane	TIV12	1.4	60 dwellings and 87,000sqm. of mixed commercial floorspace	78-79

Infrastructure

Policy S8

Infrastructure

The location, scale and form of development will be guided by the need for community facilities and any existing infrastructure deficiencies. The Council will work with providers and developers to ensure that new development is served by necessary infrastructure in a predictable, timely and effective fashion. Development and transport planning will be coordinated to improve accessibility for the whole community and promote the use of sustainable modes of transport. The Council will set out key infrastructure and facility requirements for new development in an Infrastructure Plan, taking account of existing provision and cumulative impact of new development. Developers will be expected to contribute fairly towards, or bear the full

cost of, new or improved infrastructure and facilities where it is appropriate for them to do so, subject to viability assessment where appropriate.

- 2.52 Ensuring that new development is served by appropriate infrastructure is an important role of the planning system. This is achieved by the provision of infrastructure in step with development and by guiding development to places where there is existing capacity. There is also the possibility that new development can be guided to locations where its infrastructure will help to achieve wider planning objectives such as air quality improvements. Developments likely to generate significant levels of traffic must be supported by a robust transport evidence base.
- 2.53 This policy underpins site allocation policies such as the North West Cullompton and East Cullompton urban extensions, which will provide traffic solutions to improve motorway junction capacity and reduce traffic through the town centre. Facilities such as schools, green infrastructure and community halls will be provided or enhanced as appropriate, to account for the increased demand arising from new development. The strategic sites will also include care homes or other provision for older people in recognition of the aging population and its associated needs. The Council will guide development to locations where there is sufficient sewerage capacity, or require that increased capacity be provided in step with development which will help to deliver Water Framework Directive objectives. The need for investment will be reviewed and addressed by South West Water through 5 yearly cycle plans. Sewerage network improvements will be negotiated in line with the provisions of the Water Act in conjunction with developers as and when the need arises.
- 2.54 For most sites funds for infrastructure delivery will be secured through the Community Infrastructure Levy (CIL); a charge per square metre of eligible new development. The rate of payment for CIL has been subject to viability assessment which takes account of the other policy requirements affecting viability, such as affordable housing targets. Legal agreements under Section 106 of The Town and Country Planning Act (1990) may be used instead of CIL if the proceeds would exceed the amount of CIL that would be generated from the development. Section 106 Agreements, a type of planning obligation, will also be used to secure funding for specific public open space projects in the district, as discussed under Policy S5. The strategic sites (Tiverton Eastern Urban Extension, North West Cullompton, ~~and~~ East Cullompton and Junction 27) will be zero-rated for CIL and these developments will be required to pay for necessary infrastructure through Section 106 agreements, undergoing viability assessment at planning application stage if necessary.
- 2.55 There is currently a significant infrastructure funding gap and the Council will also seek external sources of funding to deliver key infrastructure. More information about the means of funding infrastructure can be found in the Infrastructure Plan (2014) and the 'Regulation 123' list for CIL, available on the website ~~at~~ www.middevon.gov.uk/cil. CIL is also accompanied by a policy setting out the circumstances in which Section 106 agreements are to be used. It is anticipated that CIL will be adopted at the same time as the Local Plan.

Environment

Policy S9

Environment

Development will sustain the distinctive quality, character and diversity of Mid Devon's environmental assets and minimise the impact of development on climate change through:

- a) High quality sustainable design which reinforces the character and distinctiveness of Mid Devon's historic built environment, mitigates and adapts to climate change and creates attractive places;**
- b) The efficient use and conservation of natural resources of land, water and energy, minimising pollution and preserving the quality and productivity of the best and most versatile agricultural land wherever possible;**
- c) The provision of measures to reduce the risk of flooding to life and property, requiring sustainable drainage systems including provisions for future maintenance, guiding development to locations of lowest flood risk by applying a sequential test where appropriate, and avoiding an increase in flood risk elsewhere;**
- d) Renewable energy development in locations where there is an acceptable local impact, including visual, on nearby residents, landscape character and wildlife, balanced with the wider sustainability benefits of renewable energy;**
- e) The preservation and enhancement of the distinctive qualities of Mid Devon's natural landscape, supporting opportunities identified within landscape character areas. Within or adjoining the Blackdown Hills Area of Outstanding Natural Beauty, and Exmoor and Dartmoor National Parks, the primary objective will be to protect the special ~~environmental~~ qualities of that landscape and its setting;**
- f) The protection and enhancement of designated sites of international, national and local biodiversity and geodiversity importance. On both designated and undesignated sites, development will support opportunities for protecting and enhancing species populations and linking habitats, providing mitigation and compensation measures where appropriate; and**
- g) The preservation and enhancement of Mid Devon's cultural and historic environment, and the protection of sites, buildings, areas and features of recognised national and local importance such as listed buildings, conservation areas, scheduled monuments and local heritage assets.**

2.56 The environmental qualities of the district are highly valued by the community and the preservation and enhancement of Mid Devon's distinctive environmental assets are important to the achievement of sustainable development. Changes in land use, agricultural practices and new development are all threats to the quality of Mid Devon's environment unless properly managed, while the effects of climate change will provide both challenges and opportunities. New development will be located, designed and constructed in ways that reinforce local distinctiveness, respond to climate change and provide positive solutions for

protecting and enhancing environmental assets. Mitigation measures will be sought where appropriate, to achieve neutral or positive effects on the environment, including ecological measures which would help to deliver Water Framework Directive objectives.

- 2.57 The Government's approach in tackling climate change has evolved over time. Ambitious carbon reduction targets have led to Government incentives for renewable energy schemes, resulting in a marked increase in planning applications for wind turbines and field-scale solar energy development. The Mid Devon Landscape Sensitivity Assessment considers the susceptibility of different parts of the landscape to change as a result of wind and solar energy development of different sizes, scales and groupings. This assessment is a material consideration in decision-making, alongside evidence of biodiversity, noise, glare and other impacts.
- 2.58 Development Management policies on design, green infrastructure, protected landscapes/habitats and heritage assets provide detailed criteria for development.

Tiverton

Policy S10

Tiverton

Tiverton will continue to develop in a balanced way as a medium sized market town serving a rural hinterland in the central part of Mid Devon and to the north. The strategy will maintain its status as the largest urban area in Mid Devon and increase the self-sufficiency of the town and its area by improving access to housing, employment and services for its population and that of the surrounding rural areas. Proposals will provide for approximately 2,1602,358 dwellings, of which 540-660 will be affordable, and 30,800-29,400 gross square metres of commercial floor space over the plan period.

The Council will guide high quality development and other investment to:

- a) Manage the town centre so that economic success and heritage reinforce each other, promoting new homes, shops, leisure, offices and key town centre uses which contribute to vitality and viability, including an additional 8,0007,000 square metres of gross commercial floorspace in accordance with the sequential approach in Policy DM15;
- b) Enhance walking and cycling opportunities and bus services around the town, particularly improving access via these more sustainable modes to the town centre, Tiverton Parkway Station, Exeter and Taunton, and their interchange in the town centre;
- c) Retain the green setting provided by the steep open hillsides, particularly to the west and south of the town and the historic parkland of Knightshayes to the north of the A361;

- d) Protect the importance of Tidcombe Fen, other areas of biodiversity value and green infrastructure, supporting opportunities for enhancement;
- e) Enhance the tourism and visitor role of the town and surrounding area; and
- f) Support measures to reduce flood risk within Tiverton, working with natural processes wherever possible.

2.59 Tiverton is the largest settlement in Mid Devon, with the largest economic concentration and level of social and commercial services. It is the focus of a reasonable level of public transport provision. However, the long-term options for Tiverton's growth are constrained by the town's topography, flood plains and the position of the A361. Cumulative traffic impacts on Junction 27 of the M5 must also be considered. While the evidence suggests that improvements to signalisation of the junction have provided capacity for planned strategic development in Tiverton, additional development may require improvements to the junction. Traffic assessments will be required where appropriate to consider impacts on the local and strategic road network.

2.60 As the largest town in the district, there is an expectation that Tiverton will deliver approximately 2,460-2,358 dwellings over the plan period. Recent completions and current commitments total over 600-1,000 dwellings. It is therefore expected that a significant proportion of the town's outstanding housing needs will be delivered as part of the Eastern Urban Extension allocation (TIV1-5), with the remainder provided by smaller allocations. Sites have been allocated in excess of the anticipated development levels to allow for flexibility in the supply of housing and employment, as discussed in paragraphs 2.1-2.16. ATwo contingency sites has~~ve~~ been allocated within the town, forming part of the strategy for providing flexibility within the plan.

2.61 Retail forecasts identify a need for additional non-food retail floorspace in Tiverton. The Retail Study (2012) recommends that site allocations for retail development include the redevelopment and improvement of the bus station and existing open-air car parks. The area around Phoenix Lane in Tiverton is available, suitable and achievable for a mixed use redevelopment scheme.

2.62 Historically, the take-up of employment allocations in Tiverton has been slow, while the larger urban centres of Exeter and Taunton are established employment destinations and will continue to draw a large number of Mid Devon's working residents. The Employment Land Review (2013) advises on the locations and amounts of development appropriate in the towns. In accordance with this, the Tiverton Eastern Urban Extension is expected to provide 30,000 square metres of employment floorspace, phased to come forward in step with housing development. Employment development in this location, close to the A361, may serve to claw back some of the jobs that are currently being lost to other settlements outside Mid Devon.

2.63 The following table sets out the allocations in Tiverton, their policy reference, site area and use, and states where the relevant policies can be found within this document:

Site	Policy	Site area (ha)	Use	Local Plan page(s)

Eastern Urban Extension	TIV1-TIV5	153	1520-1580 dwellings and 30,000 sqm of commercial floorspace	65-74
Farleigh Meadows	TIV6	8.2	300-255 dwellings	74
Town Hall	TIV7	0.5	59 dwellings	75
Moorhayes Park	TIV8	0.4	8 dwellings	76
Howden Court	TIV9	0.47	10 dwellings	76
Roundhill	TIV10	0.4	20 dwellings	77
Palmerston Park	TIV11	0.9	25 dwellings	77
Phoenix Lane	TIV12	1.4	60 dwellings and 8,000 7,000sqm. of mixed commercial floorspace	78
Tidcombe Hall (contingency)	TIV13	5	100 dwellings	79
Wynnards Mead (contingency)	TIV14	6.3	70 dwellings	80
<u>Blundells School</u>	<u>TIV16</u>	<u>14</u>	<u>200 dwellings</u>	<u>XX</u>

Cullompton

Policy S11

Cullompton

Cullompton will develop as a fast growing market town with a strategic role in the hierarchy of settlements in Mid Devon. The town will become the strategic focus of new development reflecting its accessibility, economic potential and environmental capacity. This strategy will improve access to housing through urban extensions and expanded employment opportunities. There will be significant improvements to the town's infrastructure and connectivity, including the reopening of the railway station, and improved services for its population and nearby rural areas. Proposals will provide for approximately ~~3,600~~3,930 dwellings, of which ~~900-1,100~~ will be affordable, and ~~77,000~~73,500 gross square metres of commercial floor space over the plan period.

The Council will guide high quality development and other investment to:

- Make any necessary improvements to the M5 motorway including junction 28 to maintain highway capacity and safety;

- b) Promote further public transport improvements within Cullompton and to other urban centres (particularly Tiverton and Exeter) and improved access to the rail network by the reopening of Cullompton Railway Station;
- c) Continue measures to support the implementation of the Cullompton Air Quality Action Plan including the construction of new highway links to relieve the town centre and enhanced walking and cycling opportunities around the town;
- d) Manage the town centre so that economic regeneration and heritage reinforce each other by promoting new homes, shops, leisure, offices and other key town centre uses which are well designed and contribute to vitality and viability;
- e) Provide community infrastructure such as education and enhanced open space to support new development proposals;
- f) Enhance the tourism and visitor role of the town and surrounding area; and
- g) Support measures to reduce flood risk within Cullompton and make provision for green infrastructure.

2.64 Cullompton is situated 11 miles north of Exeter and about 20 miles south west of Taunton. The M5 motorway runs close to the east side of the town. The B3181 runs through the centre of the town and links Exeter and Willand. The town lies in the Culm Valley with the river passing the east side of the town. Cullompton's location on the strategic road network, its close proximity to Exeter and the availability of land for development make it a suitable destination for long-term growth. A Critical Drainage Area (CDA) has been identified by the Environment Agency at Cullompton. The aim of this CDA is to ensure there is no increase in flood risk downstream as a result of development pressure. A Flood Risk Assessment will be required at the planning application stage for development proposed in the CDA to determine specific recommendations for mitigation. All new development will require additional water storage areas to be created within the site compared to the normal SUDs design thereby contributing to a reduction in flooding downstream. The Environment Agency (EA) is a statutory consultee for all development within a CDA. The Environment Agency (EA) is a statutory consultee on all developments in Critical Drainage Areas and flood zones 2 and 3, while the Lead Local Flood Authority (Devon County Council) will be a statutory consultee on all major development.-

2.65 The largest single site allocation in the Local Plan is East Cullompton (Policies CU7-CU12), which will have access onto the M5 motorway and deliver significant improvements to highways infrastructure for the whole town. There has also been a long-standing public desire to see the reopening of Cullompton Railway Station. The proposal is gaining momentum and is included within Network Rail's Western Route Study (draft for consultation) 2014 which sets out the strategic vision for the western part of the rail network over the next 30 years. The Council supports the reopening of the station and the Local Plan allocates a possible site for this. The combination of highways improvements and a new railway station provides an opportunity to significantly raise the profile of Cullompton and the wider area, attracting inward investment.

2.66 Pedestrian and cycle links to the town centre will be improved, and residents will be in close proximity to job opportunities within Cullompton and also at Willand, Tiverton and Exeter. The concurrent development of the North West Cullompton Urban Extension will see a new road linking Tiverton Road to Willand Road, which will relieve traffic congestion in the town centre, improving local air quality and the living conditions of residents. The town centre acts as a strategic relief route for the M5 during closures resulting in significant congestion. A new relief

road, to the east of the town centre, will further improve local air quality by diverting north- and south-bound traffic away from Fore Street. Note that the name of the road, originally called the Eastern Relief Road when allocated in the Allocations and Infrastructure DPD, has been amended to Town Centre Relief Road to more accurately reflect its role. Significant growth in Cullompton can be made sustainable through this investment in infrastructure, addressing long-standing issues of air quality and motorway junction capacity.

- 2.67 The major growth of the town will provide the opportunity to revitalise the town centre through additional investment, traffic and transport improvements. The growth of the town and proposed improvements will provide a significant boost to its vitality and viability, providing a more attractive retail environment through organic change in the town centre by which the use of existing underused and struggling premises is improved, rather than through the delivery of new retail floorspace. The need for additional retail floorspace will be reviewed as part of the process of preparing the next Local Plan.
- 2.68 Future employment provision is expected to be centred around the Kingsmill industrial estate and within the adjoining urban extension at East Cullompton. Access to the motorway will need to be improved before significant levels of development come forward. Masterplanning of the East Cullompton urban extension will include a phasing strategy which ensures that infrastructure is provided in step with development. One contingency site is allocated in the town, providing a level of flexibility to address any potential shortfall in completions as set out in Policy S4.
- 2.69 The following table sets out the allocations in Cullompton, their policy reference, site area and use, and states where the relevant policies can be found within this document:

Site	Policy	Site area (ha)	Use	Local Plan page(s)
North West Cullompton	CU1-6	103	4200-1350 dwellings and 21,000 10,000 sqm. commercial floorspace	85-93
East Cullompton	CU7-12	160	2,100 1750 dwellings (within the plan period) and 20,000 sqm. commercial floorspace	94-103
Knowle Lane	CU13	9.8	345 296 dwellings	103
Ware Park & Footlands	CU14	2.1	38 dwellings	104
Land at Exeter Road	CU15	1.4	45 24 dwellings	105
Cummings Nursery	CU16	5.3	420 100 dwellings	106

Week Farm	CU17	10.7	15,000 sqm. commercial floorspace	107
Venn Farm	CU18	4.4	9,000 12,000 sqm. commercial floorspace	108
Colebrook (contingency)	CU21	4.8	100 dwellings	111

Crediton

Policy S12

Crediton

Crediton will continue to develop in its role as a small and vibrant market town, serving a rural hinterland in the western part of the district. The strategy aims to improve access to housing within the town, expand employment opportunities and improve the quantity and quality of the existing retail provision. Proposals will provide for approximately ~~720~~786 dwellings, of which ~~180~~220 will be affordable, and ~~15,400~~14,700 gross square metres of commercial floorspace over the plan period.

The following development will be supported over the plan period:

- a) Proposals which support the economic regeneration of the town centre, including the provision of new homes, commercial development, cultural facilities and other key town centre uses which support the town centre's viability and vitality. Particular support will be given for proposals which improve the quantity and quality of existing retail provision within the town centre. All proposals within the town centre will need to play a positive role in sustaining and enhancing the significance of the area's heritage;
- b) Proposals which respect the setting provided by the open areas of hillside and the adjoining historic parklands of Creedy Park, Shobrooke Park and Downes;
- c) Continuation of measures to support the implementation of the Crediton Air Quality Action Plan, including enhanced walking and cycling opportunities around the town;
and
- d) Enhance the tourism facilities and visitor role of the town and surrounding area; **and-
e) Community and education facilities and other infrastructure to support the development proposed.**

2.70 Crediton is a small and vibrant market town, located in the west of the district. The town is situated near to the Rivers Creedy and Yeo, and is set within a landscape of farmland extending across gently rolling hills and broad valleys. It lies within what is known as the 'Crediton Trough', a low lying flattish basin feature. The town's past is reflected in the historic core, principally focused around the High Street. The town is a focal point for the surrounding area, providing a level of employment and services. Opportunities for the expansion of Crediton are limited, given the steep topography around the town, adjoining historic parklands and traffic congestion through the town centre.

2.71 In 2006 Crediton was designated as an Air Quality Management Area as a result of unacceptably high levels of airborne pollutants in the centre of the settlement. However, one of the key actions set out within the Air Quality Action Plan, the Crediton Link Road, has been provided. This is likely to have a significant impact on local air quality, directing a proportion of HGV and other traffic to Lords Meadow

Industrial Estate, away from the town centre. Air quality monitoring will determine whether the pollutants have reduced sufficiently for the Air Quality Action Plan to be withdrawn.

2.72 The Employment Land Review (2013) points to a limited demand for employment growth in Crediton. The Retail Study (2012) identifies no requirement for additional retail floorspace within the town, but development management and town centre initiatives should seek to improve and upgrade the quality of the existing provision.

2.73 The total housing target for Crediton (~~720~~783 dwellings) represents 10% of the district's total requirement. This is lower than might be expected for a town of this size, but environmental constraints limit Crediton's expansion and the development can be more sustainably located elsewhere. The sites allocated in the Local Plan have been subject to Strategic Housing Land Availability Assessment (SHLAA) and are considered available, suitable and achievable.

2.74 The following table sets out the allocations in Crediton, their policy reference, site area and use, and states where the relevant policies can be found within this document:

Site	Policy	Site area (ha)	Use	Local Plan page(s)
Wellparks	CRE1	7.9	185 dwellings and 2,220sqm. commercial floorspace	113
Red Hill Cross	CRE2	3.1	135 dwellings	114
Cromwells Meadow	CRE3	2.4	35 dwellings	114
The Woods Group	CRE4	0.17	8 dwellings	115
Pedlerspool	CRE5	23.5	200 dwellings	115
Sports Fields	CRE6	5.5	120 dwellings	117
Stonewall Lane	CRE7	3.2	50 dwellings	118
Land at Barn Park	CRE8	1.64	20 dwellings	119
Land off Alexandra Close	CRE9	0.63	15 dwellings	119
Land south of A377	CRE10	1.9	7,600sqm. commercial floorspace	119

Rural areas

Policy S13

Villages

The following rural settlements will be designated as villages suitable for limited development: Bampton, Bow, Bradninch, Chawleigh, Cheriton Bishop, Cheriton Fitzpaine, Coppleshill, Culmstock, Halberton, Hemyock, Holcombe Rogus, Kentisbeare, Lapford, Morchard Bishop, Newton St Cyres, Sampford Peverell, Sandford, Silverton, Thorverton, Uffculme, Willand and Yeoford.

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

- a) Small scale housing, employment, tourism and leisure;**
- b) Services and facilities serving the locality; and**
- c) Other limited development which enhances community vitality or meets a local social or economic need.**

2.75 There are a number of settlements which do not function as market towns, but which provide a limited level of services which support vibrant rural communities. These are locations which are suitable for a limited level of development meeting local needs appropriate to their individual opportunities. Sites for affordable housing may also come forward in locations that are not designated villages in Policy S13 above, subject to local need as demonstrated through a local housing needs survey or other suitable evidence. Policy DM6 (rural exceptions sites) explains the Council's approach to considering 'exception sites' for affordable housing.

2.76 The 22 settlements set out in the policy are considered to be appropriate for a limited level of development, based on their physical characteristics, and the availability of the following three essential services identified:

- Educational facility
- Convenience store
- Transport service

2.77 Yeoford does not have a shop but is considered appropriate for inclusion in Policy S13 due to its accessibility to other settlements and the availability of public transport including an hourly train service. The settlement limits of the villages defined in Policy S13 are shown on the Policies Map and site allocations are set out in the relevant section of the Local Plan.

2.78 Rural areas are expected to accommodate approximately 10% of the housing requirement for Mid Devon up to 2033. 330 dwellings have been allocated and are considered available, suitable and achievable, capable of coming forward within the first 10 years of the plan. It is also likely that a small number of windfall developments will be built within settlement limits or through the rural exceptions policy (Policy DM6). Given that more than half of Mid Devon's population currently resides

outside the main towns, this is considered a sustainable approach which will maintain the vitality and viability of rural settlements.

- 2.79 Proposals for more than 5 dwellings in villages will be required to provide 30% affordable housing, which will be in the form of off-site contributions for sites of 6-10 dwellings. Exception sites may also come forward outside settlement limits, but these will need to demonstrate a need for affordable housing, and any element of market housing must be limited to the lowest amount possible to facilitate the provision of affordable housing. In appropriate circumstances, self-build housing will be permitted through the exceptions policy (Policy DM6). Other development management policies will also be applied, along with the Council's Supplementary Planning Document on Meeting Housing Needs.
- 2.80 Historically, employment sites in rural areas across Mid Devon have been delivered primarily through windfall sites with limited provision on allocated land. The 2012-2013 Mid Devon Employment Land Survey noted that since 2006 only two small parts of allocated land at Willand and approximately 50% of allocated land at Bampton had been completed. The Council recognises the importance of retaining and providing rural employment opportunities, but the combination of permitted development rights and supportive general policies is considered sufficient to deliver employment according to demand in rural areas. However, recent permissions indicate there is demand for employment in Willand so A small allocation at the Willand Industrial Estate is retained ~~to allow for the completion of a development which already has access and infrastructure in place, and also along with~~ Scott's Quarry at Bampton ~~is retained~~ because the development has planning permission and is deliverable. In general, site allocations within the towns meet the overall target for commercial development across the district, providing flexibility and choice in the market.

Countryside

Policy S14

Countryside

Development outside the settlements defined by Policies S10-S13 will preserve and where possible enhance the character, appearance and biodiversity of the countryside while promoting sustainable diversification of the rural economy. Detailed development management policies will permit agricultural and other appropriate rural uses, subject to the following criteria:

- a) Affordable and low cost housing to meet local needs, ~~gypsy and traveller accommodation~~, residential conversion of appropriate existing buildings, replacement dwellings, housing essential to accommodate a rural worker and accommodation ancillary to a dwelling;
- b) Appropriately scaled retail, employment, farm diversification, tourism and leisure related development (including appropriate conversion of existing buildings);

- c) **Appropriately scaled and designed extensions and other physical alterations to existing buildings;**
- d) **Agricultural and equestrian development;**
- e) **Community facilities, such as educational facilities, buildings associated with public open space, transportation and infrastructure proposals (including green infrastructure); and**
- f) **Renewable energy and telecommunications.**

2.81 National policy supports thriving rural communities and encourages multiple benefits from the use of land in rural areas. Development in the countryside in the context of this policy is defined by land outside of the settlement limits of the main towns (S10-S12) and villages (S13). A strong rural economy is promoted by national policy through sustainable growth of business and enterprise in rural areas. Development in the countryside will be managed to meet local need, promote vibrant rural communities and help provide appropriate forms of agricultural and rural diversification to support the rural economy and sustain environmental qualities of the countryside. Development management policies allow for small-scale employment development in suitable locations whilst retaining the intrinsic character and beauty of the countryside. These sites can come forward according to market demand.

2.82 To promote sustainable development in rural areas, housing has been allocated where it will enhance or maintain the vitality of rural communities. New isolated homes will be avoided in the countryside unless there are special circumstances as set out in national policy and supplemented in relevant Local Plan policies such as Policy DM6 (rural exception sites), DM8 (rural workers dwellings) and DM9 (conversion of rural buildings). In the context of the Mid Devon Local Plan, ‘isolated’ refers to any location outside of defined settlement limits. Such land is defined as the countryside which can include small settlements and hamlets. National policy requires that new sites for travellers should be very strictly limited in open countryside that is away from existing settlements or outside areas allocated in the development plan. In certain circumstances the development of such sites outside of settlement limits will be appropriate, providing it can meet the criteria set out within Policy DM7 (gypsy and traveller accommodation).

2.83 National policy advocates the provision of market housing in rural areas where it would facilitate the provision of significant affordable housing required to meet housing need. To facilitate the provision of affordable and low cost (discounted) housing in rural areas across Mid Devon, rural exception sites will be considered in line with Policy DM6 and the Council’s Supplementary Planning Document on Meeting Housing Needs.