

3.0 Site Allocations

Site Allocations

- 3.1 The overall amount of development is discussed earlier in this plan, with Policy S2 setting out targets for development across the district. After existing commitments (sites under construction or with planning permission) have been deducted, there is a net requirement for dwellings and commercial floorspace to 2033.
- 3.2 Site allocations have been subject to Strategic Housing and Commercial Land Availability Assessments. This is a technical assessment of the broad suitability, availability and achievability of potential development sites. It does not indicate whether or not sites should be allocated; the selection of sites to be allocated has taken place through the preparation of the Local Plan, taking account of other information and consultation. The net requirement for development is shown in the table below, based on the targets contained in Policy S2.

Use	Completions 1 April 2013 - 31 March 2016 2014	Commitments at 31 March 2014 2016	Net requirement	<u>Uncommitted</u> Allocations to 2033
Housing (dwellings)	320 924	1,369 2,012	5,514 4,924	6,139 5,648
Commercial (employment, retail and leisure) square metres floorspace <u>*(Note at time of publication latest commercial monitoring not yet available – figures presented remain position at 31st March 2014)</u>	9,787	43,259	100,954	121,620

Table 10: Overall development need and land supply

Tiverton

3.3 The development strategy for Tiverton is set out under Policy S10. The following table summarises Tiverton's supply of housing and commercial development.

Use	Commitments at 31 March 2014 2016	Completions since 2013	Uncommitte d Allocations	Total
Housing (dwellings)	522 745	93 261	1,643 1,540	2,258 2,546
Commercial (employment, retail and leisure) square metres floorspace <u>*(Note at time of publication latest commercial monitoring not yet available – figures presented remain position at 31st March 2014)</u>	805	1,550	38,000	40,355

Table 11: Development supply in Tiverton

3.4 ~~Six~~ Seven sites are allocated for housing in Tiverton, excluding ~~two~~ one contingency sites at Tidcombe Hall ~~and Wynnard's Mead~~ that will be permitted to come forward if the Council's housing supply proves insufficient, as set out in Policy S4. All housing sites are considered achievable in principle, corresponding to a Tiverton map that accompanies this document. Net site areas shown in Table 12 reflect the land area considered developable after land has been provided for access, strategic landscaping and other uses. For very small sites, the whole site area is often considered developable. The majority of Tiverton's housing is to be provided through the strategic site Eastern Urban Extension (TIV1-5). Although the housing growth of the town is therefore dependent on this site coming forward, there is limited risk associated with this because there is a good track record of joint working between the Council and the site promoters, with half of the site covered by an adopted masterplan, and applications for in excess of 1,000 dwellings ~~pending determination~~ now with planning permission or resolution to grant subject to a section 106 agreement.

Table 12: Allocations in Tiverton, excluding sites/dwellings with planning permission

Site	Policy	Gross site area (ha)	Net site area (ha)	No. dwellings allocated <u>without permission</u>
Eastern Urban Extension	TIV1-TIV5	153	64.86	1520 1250
Moorhayes Park	TIV8	0.4	0.4	8
Howden Court	TIV9	0.47	0.38	10
Roundhill	TIV10	0.4	0.4	20
Palmerston Park	TIV11	0.9	0.72	25

Phoenix Lane	TIV12	1.4	1	60
<u>Blundells School</u>	<u>TIV16</u>	<u>14</u>	<u>6</u>	<u>200</u>
Total				1643 <u>1,540</u>

- 3.5 A number of housing sites were allocated in the previous Local Plan and already have planning approval, but are either not yet under construction or only recently implemented. These sites are retained as Local Plan allocations to ensure that policy criteria still apply in the event that revised schemes are submitted or planning permission lapses.

Site with planning permission	Policy	Site area	Dwellings with planning permission
<u>Eastern Urban Extension</u>	<u>TIV1-5</u>	<u>153</u>	<u>330</u>
Farleigh Meadows	TIV6	8.2	300 <u>255</u>
Town Hall	TIV7	0.5	59 <u>58</u>
<u>Moorhayes Park</u>	<u>TIV8</u>	<u>0.4</u>	<u>4</u>
<u>Palmerston Park</u>	<u>TIV11</u>	<u>0.9</u>	<u>26</u>
Total		8.7	359 <u>693</u>

Table 13: Housing allocations with planning permission (position at 31 March ~~2014~~2016)

- 3.6 Two sites in Tiverton are allocated to deliver employment up to 2033, through a range of uses. The amount of floorspace to be provided by commercial development depends on the use. For instance, office development on multiple floors provides a greater amount of floorspace per hectare than a single-storey warehouse, and some commercial uses require more land for parking than others. Floorspace assumptions for different uses are set out in the methodology for Strategic Commercial Land Availability Assessment (SCLAA), but the Council recognises that this is only a starting point and a higher or lower density of development may be justified depending on the nature of the proposal that comes forward.

Site	Policy	Gross site area (ha)	Net site area (ha)	Floorspace (sq.m)
Eastern Urban Extension	TIV1-5	153	6	30,000
Phoenix Lane	TIV12	1.4	1	8,000 <u>7,000</u>
Total				38,000

Table 14: Allocated sites for commercial development

Policy TIV1

Eastern Urban Extension

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

- a) ~~1520-1580 to 1830~~ dwellings;
- b) A proportion of affordable dwellings subject to further assessment of viability to include at least five pitches for gypsies and travellers;
- c) At least 30,000 square metres commercial floorspace;
- d) 47 hectares strategic green infrastructure;
- e) Highway mitigation measures and transport provision to ensure appropriate accessibility for all modes;
- f) Environmental protection and enhancement;
- g) Community facilities to meet local needs arising, including a new primary school and neighbourhood centre;
- h) An agreed strategy to bring forward development and infrastructure in step and retain the overall viability of development; and
- i) Compliance with the adopted masterplan and completion of a public Masterplanning exercise in respect of the southeast of the site (Area B in the adopted masterplan).

3.8 The allocation is carried forward from the Allocation and Infrastructure DPD which identifies it for from 1550 to 2000 dwellings. The masterplan for the Tiverton Eastern Urban Extension was adopted in April 2014. It includes provision for ~~1580~~2022 dwellings, 30,000 square metres mixed commercial floorspace and a target of 35% affordable housing (subject to viability as each phase comes forward). Taking into account permissions granted or with a resolution to grant permission subject to a S106 agreement, it is considered that the site would be suitable to provide for 1580 dwellings. More detailed masterplanning of Area B is yet to take place and will establish the final number of dwellings and may demonstrate that a higher number of dwellings are able to be accommodated. Accordingly a range of housing numbers is given for the allocation. This approach to housing numbers reflects that taken by the Inspector on the Allocations and Infrastructure DPD.- At least five gypsy and traveller pitches will be provided, some of which will be in the first phase of development, helping to meet the needs identified in the Gypsy and Traveller Accommodation Assessment (2015). The masterplan includes a phasing strategy which ensures that a new junction onto the A361 be provided early in the development, along with traffic calming and environmental enhancement on Blundell's Road. The development will also provide a new primary school, a neighbourhood centre for shopping and community use, and various forms of open space to meet the needs of residents.

3.9 The site was originally intended to accommodate up to 2,000 houses and this would have necessitated a new access road to link the development to Heathcoat Way, thereby allowing Blundell's Road to be closed to general traffic and used mainly for access by sustainable travel modes. The allocated site is no longer expected to deliver this amount of housing and the access road cannot be justified for the amount of development proposed. However, any proposal for significant further development to the east of the allocated urban extension would

be likely to trigger the requirement for this additional road, subject to detailed design and the advice of the Highway Authority (Devon County Council).

- 3.10 The Tiverton Eastern Urban Extension meets most of Tiverton's development needs and is expected to take 10-15 years to be completed. As the largest of Mid Devon's towns, Tiverton is a sustainable location for development to meet the housing and employment needs of a growing population. Environmental constraints such as topography, flood plains and the position of the A361 limit the opportunities for expansion, making the Post Hill area the only suitable site for a development of this size. This necessitates the loss of some Grade 2 agricultural land. However, longer term strategic housing needs for Mid Devon will be met through housing allocations at Cullompton which is less constrained.
- 3.11 The provision of affordable housing is an important local priority and the adopted masterplan includes a target of 35% affordable housing. However, developments must continue to be viable and affordable housing targets can make a considerable difference to viability. In the case of the Tiverton Eastern Urban Extension, there are considerable infrastructure costs and these bear heavily on the viability of this strategically important development. The Council therefore proposes that the proportion and timescale for provision of affordable housing be subject to further assessment of viability. It is expected that sites will contain a mix of housing types, including where appropriate provision for the elderly. The affordable housing requirement will need to be reassessed as applications come forward to ensure that affordable housing need continues to be met whilst ensuring the development remains viable. External funding sources, such as the Local Transport Fund are being used to contribute towards the cost of the road junction on to the A361. Furthermore, to reflect the high cost of infrastructure the site will be zero-rated for Community Infrastructure Levy. Instead, infrastructure will be funded through Section 106 agreements, of which delivery of the site will be limited to no more than five per infrastructure type or project.
- 3.12 The policies for this allocation are based on the evidence available to the Council when preparing them. It is important that the policies are not seen as rigid and unalterable in the light of new evidence. Therefore, where new information or evidence arises which indicates an alternative approach to a particular subject and this retains the overall strategic thrust of the proposals, then the Council will consider such proposals. Nevertheless, the policies and requirements of this plan should not be overturned lightly or without clear justification.

Policy TIV2

Eastern Urban Extension Transport Provision

To support the Eastern Urban Extension, the following transport infrastructure will be provided:

- a) Provision of a new grade-separated junction to the A361 and road links into the site;
- b) Traffic calming and environmental enhancement between Heathcoat Way and Putson Lane, including Blundell's Road and Tidcombe Lane;

- c) **Provision of bus, pedestrian and cycle routes at appropriate locations throughout the development, creating an attractive, permeable network for non-car modes travelling within, into and out of the area;**
- d) **Cycle and pedestrian links to the Railway Walk, Grand Western Canal and nearby public rights of way;**
- e) **Implementation of Travel Plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts;**
- f) **Bus service enhancements between the main residential areas of Tiverton and the employment areas within the Eastern Urban Extension;**
- g) **Bus service enhancements between Exeter, Tiverton Bus Station, the Eastern Urban Extension and Tiverton Parkway Station; and**
- h) **New and improved offsite pedestrian and cycle links including improvements to a wider green infrastructure network.**

3.13 The provision of appropriate transport infrastructure is a key requirement of the urban extension, minimising impact on adjoining uses and promoting sustainable development. The key items of transport infrastructure are set out in the masterplan which was adopted in April 2014.

3.14 A direct access to the A361 will ensure that the site is both attractive for employment growth, and minimises the impact of traffic on other surrounding routes. The new junction is to be provided early in the development, along with improvements to Blundells Road and traffic calming measures to ensure a safe environment for all users of the highway and adjacent land. The first phase of Blundells Road traffic calming and environmental enhancement has been implemented.

3.15 It is expected that the junction onto the A361 will be achieved through a combination of developer and public funding. The Tiverton Eastern Urban Extension is excluded from the Community Infrastructure Levy (CIL) which applies elsewhere in the district, so the provision of infrastructure including financial contributions for bus service enhancements will be secured through planning obligations (Section 106 Agreements).

3.16 ~~This development is not expected to exceed approximately 1,500 homes.~~ The final number of dwellings on the site will be established following a further masterplanning exercise in relation to Area B. However, additional development of this site or further expansion to the east if exceeding 2,000 dwellings would likely trigger a requirement for a second access onto Heathcoat Way. Devon County Council has considered options for the route of this road, should it be required in the future.

3.17 Appropriate traffic calming and environmental enhancement along Blundell's Road together with cycle and pedestrian facilities have the opportunity to create an attractive sustainable transport corridor that respects the setting and operation of Blundell's School and the residential environment of the area. Devon County Council as Highway Authority will prepare a detailed design, subject to consultation.

3.18 It is essential that the development is served by an attractive, convenient and safe network of sustainable transport routes, including bus, cycle and pedestrian. Streets appropriate for bus use should be provided so that as far as possible, all buildings are within 400 metres of a bus route. The existing Blundell's Road and the A361 link will need to be included in these routes, together with appropriate streets within the urban extension. It is equally important that

cyclists have access to safe, attractive and direct cycle routes within the urban extension, linking together the dwellings, businesses and services in a network. These should link to the existing cycling and walking provision in the surrounding area, particularly the Railway Walk and Grand Western Canal (both part of the National Cycle Network) and public rights of way. The provision of Green Infrastructure will provide opportunities for off-road cycling and walking routes. The aim will be to integrate these sustainable transport provisions into the wide Tiverton and surrounding provision as far as possible.

- 3.19 There will be the need for developers to prepare and implement Travel Plans for the development as a whole and for the constituent parts, to promote softer and other less traditional measures relating to transport.
- 3.20 A major development must be served by high quality public transport in order to maximise its potential for sustainability and encourage alternatives to use of the car where possible. The urban extension will provide new commercial space serving Tiverton and therefore it is important that the existing residential areas of the town have improved public transport access to it. As a major new residential area, it is also important that residents of the extension can access key locations by public transport. A service linking Exeter, the Bus Station and Tiverton Parkway Rail Station via the Eastern Urban Extension would make a significant contribution in this regard and reduce the carbon footprint of the development.
- ~~Ongoing support of appropriate bus services will be required from the development until the point at which such services are self-supporting. Support of appropriate bus services will be required from the development for a minimum period of 5 years.~~

Policy TIV3

Eastern Urban Extension Environmental Protection and Green Infrastructure

As part of the Eastern Urban Extension, the following environmental protection and enhancement measures will be implemented at the expense of all new development in the Eastern Urban Extension:

- a) Measures to protect and enhance trees, hedgerows and other environmental features which contribute to the character and biodiversity, maintaining a wildlife network within the site and linking to the surrounding countryside;**
- b) Provision and management of 47 hectares of land for strategic green infrastructure on the western and southern edges of the urban extension, including management and funding arrangements for the protection and enhancement of Tidcombe Fen Site of Special Scientific Interest, its catchment and land west of Pool Anthony Bridge;**
- c) Areas of equipped and laid out public open space, totalling 2 hectares of children's play, 8 hectares of sports pitches and 2 hectares of allotments;**

d) A strategic landscaping and tree planting scheme to mitigate landscape impact, enhance biodiversity and the character of development;

e) Appropriate provision of a sewerage system to serve the development;

f) The provision of a strategic Sustainable Urban Drainage Scheme provided in step with development to deal with all surface water from the development, paying particular attention in relation to runoff into Tidcombe Fen SSSI in terms of quality and quantity of water entering the fen, and arrangements for future maintenance of the scheme; and a Sustainable Urban Drainage Scheme to deal
with all surface water from the development and arrangements for future maintenance;

gf) Detailed archaeological investigation and measures to record, and where necessary protect the archaeological interest of the site through appropriate design layout and mitigation; and

hg) Design solutions which respect the character and setting of heritage assets within and adjoining the site.

- 3.21 A number of key environmental requirements arise from the Eastern Urban Extension, to protect existing features of national and local importance, and to ensure that the development contributes to enhancements in the local environment.
- 3.22 Tidcombe Fen, which lies between Tiverton and the main part of the Tiverton Eastern Urban Extension, is a 10.7 hectare Site of Special Scientific Interest (SSSI) and as such must be protected. The site was notified in 1988 and is a type of wetland habitat rare in Devon. There is a wide variety of plant species unusual in its diversity, and fauna includes rare snail species. Active management of this habitat is currently undertaken by a local trust. One of the key issues is the impact of development on the quality and flows of water entering the SSSI, and its water levels. Avoidance of harm to its catchment area is therefore vital. A contribution to continued management of the SSSI and its catchment will be required.
- 3.23 There are a number of other areas of biodiversity interest within and adjoining the area of the urban extension and measures will need to be incorporated which protect and enhance their value. The Grand Western Canal is a designated County Wildlife Site and a substantial buffer zone will be retained between the canal and the development to preserve its special environmental quality. The layout of the development should promote the continued use of species-rich hedgerows as wildlife corridors, acting to prevent their fragmentation and providing appropriate treatment where such corridors cross roads and other linear features.
- 3.24 The provision of public open space for local benefits and for the wider benefit of Tiverton will be important in defining the character of the urban extension. The adopted masterplan provides for at least two hectares each of children's play space and allotments, while eight hectares for sports pitches will be provided through a combination of onsite pitches and new or improved sports provision elsewhere in Tiverton.
- 3.25 The development will need to take a strategic approach to Sustainable Urban Drainage to ensure that there is no additional run-off from the site arising from the development. This is in

order to avoid an increase in flood risk on site and downstream. Particular care will be required in relation to runoff into the Tidcombe Fen SSSI to ensure that the quantity and quality of water entering the Fen and its catchment are carefully controlled.

- 3.26 There are various heritage assets in and around the site, including listed buildings, scheduled ancient monuments, the Grand Western Canal and Blundell's Conservation Area. The site is also within the defined 'setting area' for Knightshayes Court, which is on the national register of historic parks and gardens. The development must have appropriate regard to the character and setting of all heritage assets affected. The urban extension also occupies an area of known archaeological potential, in particular with regard to prehistoric activity. There are two archaeological funerary sites of national importance just outside the development site that are Scheduled Ancient Monuments. Further archaeological assessment will be required across the Eastern Urban Extension site.

Policy TIV4

Eastern Urban Extension Community Facilities

As part of the Eastern Urban Extension, the following community infrastructure will be provided at the expense of all new development in the urban extension area:

- a) One serviced site of 1.93 hectares for a primary school at no cost to the Local Education Authority;**
- b) Construction cost for one primary school of 420 places and early years provision;**
- c) A site of 2.0 hectares for a shopping and community centre, of which 1.0 hectare will be for community buildings at no cost to the provider;**
- d) Contribution to new and improved facilities at the secondary school; and**
- e) Construction cost of appropriate community facilities and buildings including youth and children's provision and a community hall.**

- 3.27 The creation of a genuine urban extension requires that the residents and workers have access to a range of community facilities within easy walking or cycling distance, thereby discouraging car trips for essential local purposes. It is also important that, as far as possible, the development of this site will not lead to unacceptable pressures on existing services and facilities within Tiverton and the wider area. Accordingly, this policy sets out the requirements for provision of community facilities within the development and elsewhere.

- 3.28 The adopted masterplan includes a phasing plan which ensures a new primary school is provided at no cost to the Local Education Authority at an appropriate point in the development. The development will also need to provide new and enhanced secondary provision to accommodate the demand it will generate. The Education Authority has undertaken a feasibility study in respect of expansion and enhancement of Tiverton High School. Enhancements may include an expansion of the school site. A neighbourhood centre will also be provided within the urban extension site to act as a community focal point and located in conjunction with the primary school. The neighbourhood centre will include shops to meet local, convenience needs and community facilities including a community meeting space and youth provision. It may also form the location for local medical facilities, child care

and small-scale offices. An element of residential accommodation may also be appropriate as part of a mixed use approach.

Policy TIV5

Eastern Urban Extension Phasing

The development of the Eastern Urban Extension must be carried out in accordance with an approved phasing strategy, to ensure that the development and infrastructure come forward in step, minimising the impact of the development and taking account of the need for development to remain viable. Detailed justification must be provided if there is any proposed deviation from the following requirements:

- a) The provision of on and off slip roads on the south side of the A361 to a standard suitable to form construction access prior to any development;
- b) The provision of the completed on and off slip roads on the south side of the A361 (forming the southern element of the A361 junction) and the highway link between this junction and Blundell's Road prior to the occupation of any development;
- c) The occupation of no more than 200 dwellings or 4,000 square metres employment floorspace before the provision of a 'Phase 1' traffic calming scheme at Blundell's School and improvements to the roundabouts at Heathcoat Way and Lowman Way, as set out in the adopted masterplan;
- d) Prior to the commencement of construction south of Blundell's Road the transfer of land for the primary school and its access to the Local Education Authority;
- e) Prior to the first occupation of development south of Blundell's Road the servicing of the site for the primary school;
- f) The occupation of no more than 400 dwellings before the construction of the first phase of the primary school;
- g) The occupation of no more than 400 dwellings before the provision of temporary open space on the future school and neighbourhood centre site;
- h) The occupation of no more than 600 dwellings or 10,000 square metres commercial floorspace before the completion of the full movement grade separated junction to the A361 and completion of the traffic calming and environmental enhancement of Blundell's Road between Putson Lane and Heathcoat Way;
- i) The occupation on no more than 600 dwellings before the implementation of arrangements for the management and funding for the Green Infrastructure west of Pool Anthony Bridge;
- j) The occupation of no more than 600 dwellings before the implementation of bus service enhancements;
- k) The occupation of no more than 600 dwellings before the provision of a 2.0 ha serviced neighbourhood centre site;
- l) The occupation of no more than 1000 dwellings before the provision of Green Infrastructure between Pool Anthony Bridge and Manley Railway Bridge within Area A as defined in the adopted masterplan, with necessary management and funding arrangements;

- m) The occupation of no more than 1250 dwellings before the provision of Green Infrastructure between Pool Anthony Railway Bridge and Manley Railway Bridge within the Area B as defined in the adopted masterplan, with necessary management and funding arrangements; and**
- n) Phased delivery of cycle and pedestrian links to the railway walk, Grand Western Canal and nearby public rights of way.**

- 3.29 The phasing of development will have a key influence on the impact on surrounding areas, but also on the viability of development. The above policy sets out the approach to phasing which has been negotiated and agreed through the adoption of the masterplan as a Supplementary Planning Document. Legal obligations and conditions on planning consents will be used to control these phasing requirements. Other features such as sustainable urban drainage and linking pipework should be integrated and phased appropriately in step with development.
- 3.30 The provision of a new junction onto the A361 is critical to the success of the scheme, to prevent unacceptable increases in traffic along Blundell's Road and allow commercial development in the northwest corner of the site to be delivered. Given the expense of building new roads, construction of the new junction will take place in phases but is required early in the development.
- 3.31 Public open space and pedestrian and cycle links will be expected to come forward in pace with the development rather than a specific trigger point being identified for provision. The provision of affordable housing will be subject to viability assessment as each phase of the development is proposed in more detail through a planning application.
- 3.32 The adopted masterplan sets out areas of the site (A and B), with more detailed survey and design work having been included for Area A. The phasing and delivery of green infrastructure should be further informed by an additional Masterplanning exercise for Area B to the southeast of the site, which is expected to be delivered after Area A.
- 3.33 It is expected that a serviced site for the neighbourhood centre will be provided no later than the occupation of 600 dwellings, but may be as early as the commencement of construction to the south of Blundell's Road. The Masterplan SPD identifies that the construction of community facilities within the neighbourhood centre will commence within phase 1b and will be built out by the end of phase 1c (up to 1000 dwellings). The funding and timing of the provision of community facilities will be secured via a planning obligation (Section 106 Agreement) at planning application stage.
- 3.34 The provision of land for the new primary school and the construction of its first phase are timed to allow the Education Authority to secure the site at an early stage in order to plan for and meet the need arising from the new development. No specific trigger is set out for enhanced secondary education. This will be expected to be provided in pace with development in order to meets its needs.

Policy TIV6

Farleigh Meadows

A site of 11.2 hectares at Farleigh Meadows is allocated for residential development, subject to the following:

- a) ~~300-255~~ dwellings on land in Flood Zone 1, with 35% affordable housing;
- b) 3 hectares of informal amenity open space within the floodplain with appropriate security measures to prevent access to and pollution of the Mill Leat;
- c) Two vehicular access points;
- d) Cycle and pedestrian routes providing links between Rackenford Road, Higher Loughborough and Washfield Lane, incorporating and enhancing the Exe Valley Way;
- e) Protection of oak trees subject to Tree Preservation Orders within the site, incorporated within public open space where appropriate;
- f) Careful design and landscaping treatment of the boundary between housing and amenity open space, taking account of impact on views from the north and east; and
- g) Measures to mitigate impact on air quality at Leat Street.

3.35 This is a previously allocated site that has planning permission ~~andbut~~ has ~~not yet~~ commenced development. Of the 11.2 hectare site, the eastern most 3 hectares are in Flood Zone 3 and therefore not suitable for housing development; this is proposed as informal space. The remaining 8.2 hectares has the capacity for ~~about 255~~300 dwellings, taking account of the need to protect attractive mature trees within the site, which are subject to a Tree Preservation Order. The Mill Leat which runs along the eastern edge of the proposed informal amenity open space, will need to be provided with fencing and planting to ensure safety as well as avoidance of pollution to a vital water source for Heathcoat's factory. This will have to retain access for maintenance. Discussion with Heathcoat Fabrics Ltd should take place around the necessary details.

3.36 Two vehicular access points are required and gaps in the cycle and pedestrian routes in the vicinity will need to be addressed. In particular, the existing Exe Valley Way which runs through the site should be enhanced to provide pedestrian and cycle links to the south and north. Leat Street, which is about 500m to the south east of this site, has poor air quality, and this site has the potential to worsen this through traffic generation. Where significant change is proposed to the existing consented scheme, updated studies of the potential impact will be required and should fund relevant measures to mitigate any impact. The site has the potential to impact on views from Knightshayes, a Historic Park and Garden, and this should be considered in the layout, design and landscaping.

3.37 An outline application for development at Farleigh Meadows was granted permission for the erection of up to 300 dwellings in 2013, which was reduced to 255 dwellings at reserved matters stage. ~~The proposal~~Both applications met the requirements of the policy including agreement to maintain a 35% affordable housing target. The affordable housing percentage of 35% is retained in the policy to reflect the planning permission that was granted, as that percentage was clearly considered viable for this development. Any revised scheme will be

considered against this target and evidence would be required to justify any proposed reduction.

Policy TIV7

Town Hall / St Andrew Street

A site of 0.5 hectares at St Andrew Street is allocated for residential development as follows:

- a) 59 dwellings, incorporating conversion of buildings adjoining St Andrew Street, including 28% affordable housing;**
- b) Design which protects the character and setting of heritage assets both onsite and adjoining the site, and enhances the setting of the River Exe;**
- c) Archaeological investigation and appropriate mitigation; and**
- d) Ground floors to be raised and provision of flood evacuation/access routes.**

3.38 An application for development at St Andrew Street was granted permission in 2013 for the erection 45 apartments for older persons, excluding the 14 dwellings to be provided through the conversion of buildings adjoining St Andrew Street. The proposal met the requirements of the site allocation policy with the exception of affordable housing provision, which was considered financially justified. As the new build part of this development has not been built out, it is considered appropriate to include a policy target of 28% affordable housing to reflect the Council's viability evidence. Any revised scheme submitted in the future would need to be assessed against the criteria of the policy above and market conditions prevalent at that time.

3.39 The design of this site is important as it is a highly visible site from the direction of the river. A scheme should enhance the views of the Conservation Area from this direction, while respecting the character and setting of the associated listed buildings. As a central site, there is the potential for archaeological remains, and this should be investigated. The site is within the 100 year floodplain, although behind a flood wall. Due to its regeneration importance to the town centre, the site passes the relevant sequential test set out in national guidance. Where appropriate the provision of raised floor levels and access/egress to dry land in the event of flooding should be provided.

Policy TIV8

Moorhayes Park

A site of 0.4 hectares at Moorhayes Park is allocated for residential development, subject to the following:

- a) 8 dwellings;**
- b) Access to be provided from Hayne Court; and**
- c) Archaeological investigation and appropriate mitigation.**

- 3.40 This site is located within Moorhayes Park and is bounded by the A361 to the north, modern housing to the east and is adjacent to a transformer station to the west. It is currently an overgrown area and not in use. The site falls within the built up area of Tiverton and as a result it is likely that there will be no landscape impact. An existing access from Hayne Court is suitable. It is in an area of known prehistoric activity and appropriate archaeological investigation would be required. A preliminary ecological appraisal has been undertaken which concludes that the site is of limited ecological value. The town leat runs to the east of the site. A flood risk assessment will need to consider the potential for flooding from the leat including a scenario of blockage of local culverts/bridges that convey the leat.~~A flood risk assessment will need to consider the potential for flooding.~~
- 3.41 Planning permission has been granted for the development of this site, including one affordable dwelling. Any revised scheme will be expected to meet the latest policy criteria for affordable housing.

Policy TIV9

Howden Court

A site of 0.53 hectares at Howden Court is allocated for residential development, subject to the following:

- a) 10 dwellings;
- b) Submission of a Junction Capacity Assessment to determine the need for a right turning lane from the A396 if accessed via the~~into~~ Howden Court development; and
- c) Provision of a pedestrian and cycle route from Howden Court to Palmerston Park.

3.42 This site is located on the western edge of Tiverton bounded by residential development to the east. This site is the remaining part of a previous allocation for 65 dwellings, of which 50 have been built or are committed. On the advice of the Highway Authority, - if the site is accessed via the adjacent Howden Court development, it this development may need to be served by a right turning lane from the A396, as cumulatively the housing will exceed 50 dwellings. Any planning application should be accompanied by a Junction Capacity Assessment which should assess the need for the right turning lane as a result of the additional development being proposed on the site.

Policy TIV10

Roundhill

A site of 0.4 hectares at Roundhill is allocated for residential development, subject to the following:

- a) 20 affordable dwellings; and
- b) Investigation of ground stability and implementation of appropriate remediation works.

- 3.43 The site comprises underused garages in the Council's ownership with existing housing to the north, south and east. It is a brownfield site and can be made available for 100% affordable housing. A number of dwellings adjoining the site have rights of access over part of it and these will need to be maintained as part of the development. Approximately 35 car parking spaces and garages will be retained/provided on the site as part of the redevelopment. Potential mineshafts may be found in the area; appropriate investigations will need to be undertaken and should accompany any application.

Policy TIV11

Palmerston Park

A site of 0.9 hectares at Palmerston Park is allocated for residential development subject to the following:

- a) 25 affordable dwellings;**
- b) Habitat and protected species reports including a programme of appropriate mitigation and compensation for loss of any protected habitat or species if appropriate; and**
- c) Investigation of ground stability and implementation of appropriate remediation works.**

3.44 This site lies to the west of Tiverton adjacent to Palmerston Park and close to Howden Industrial Estate. It was previously used as allotments but is now unused and overgrown. The land is steeply sloping upwards to the west. It is well screened from the east by sycamore trees and high banks. The northern half of the site is deciduous woodland, classed as a priority habitat in the UK Biodiversity Action Plan. A habitat survey of the site will be required to establish in more detail the characteristics of the woodland, the importance of the habitat, and identify mitigation or compensation that may be required.

3.45 The site is in the Council's ownership and can be made available for 100% affordable housing which is a considerable benefit arising from development of this site. There is a potential impact on the landscape character due to the loss of trees on the elevated part of the site. The site is visible from the east side of the River Exe. The impact on the landscape will require careful treatment. Potential mineshafts may be found in the area; appropriate investigations will need to be undertaken and should accompany any application. The site is expected to accommodate 25 dwellings, avoiding development of the higher, steeply sloping part of the site.

Policy TIV12

Phoenix Lane

A site of 1.4 hectares at Phoenix Lane is allocated for redevelopment as a high quality shopping, leisure and residential area with accessible public space. Redevelopment is subject to the following:

- a) 60 dwellings with 28% affordable housing;
- b) **87,000** square metres of mixed commercial floorspace including retail, office and leisure uses;
- c) Redesign and enhancement of the bus station to include an improved, safe and attractive passenger waiting area with adequate provision for buses and taxi ranks;
- d) Improved pedestrian access between Phoenix Lane and the Pannier market, and between Phoenix Lane and the multi-storey car park;
- e) Retention or relocation of the war memorial within the Town Centre;
- f) Outstanding design that announces the southern entrance to Tiverton's primary shopping area while respecting and enhancing the character, appearance and setting of heritage assets and steep open hillsides;
- g) Retention of the listed building, Gotham House, and measures to protect its character, appearance and setting including the protection of the Town Leat;
- h) Adequate parking and service areas to serve the needs of existing and proposed uses;
- i) Archaeological investigation and appropriate mitigation;
- j) Provision of a Sustainable Urban Drainage Scheme to deal with all surface water from the development and arrangements for future maintenance; and
- k) Comprehensive Masterplanning of the development including at least two stages of public consultation and adoption of the Masterplan as a Supplementary Planning Document, before any planning application is determined.

3.46 The Mid Devon Retail Study (2012) identifies Phoenix Lane as an area suitable for retail development. At present it is a wide pedestrianised road providing a link between the multi-storey car park and bus station to the core shopping area of Tiverton. However, the street is wider than necessary and redevelopment could provide an attractive shopping frontage with residential accommodation above. There are also opportunities to improve the bus station and links to the Pannier Market and the multi-storey car park. Masterplanning of Tiverton town centre is in progress to identify the best ways of enhancing the town centre's attractiveness as a destination for tourism, shopping and leisure.

3.47 High quality design will be crucial to the success of redevelopment of this area. It is essential that the historic character of the town centre is respected, the setting of important listed buildings preserved, and views in and out of the conservation area sensitively treated. Gotham House, a Grade II* listed building, must be retained and its character respected, though the redevelopment may include the conversion of this building to residential accommodation, subject to detailed plans. The bus station and car park are the main point of

entrance to the town centre for visitors, so the development must improve and enhance the visual quality of this area and the perception of Tiverton town centre as a whole.

Policy TIV13

Tidcombe Hall CONTINGENCY SITE

A site of ~~5.08.4~~ hectares at Tidcombe Hall is identified as a contingency site for residential development to be released in accordance with Policy S4, subject to the following:

- a) 100 dwellings with 28% affordable housing;
- b) Vehicular access point on to Canal Hill and improvements to Tidcombe Lane northwards from the site;
- c) Walking and cycling enhancements and connection to surrounding public rights of way and green infrastructure networks;
- d) Design and landscaping which protects the setting of the Grand Western Canal, Tidcombe Hall and Conservation Areas; and
- e) Archaeological investigations and appropriate mitigation measures.

- 3.48 This site is primarily greenfield and is identified as a contingency site to be released in accordance with Policy S4. Whilst acceptable in some respects there are a number of constraints which make it less suitable than the sites allocated in the Local Plan, including landscape and highway constraints that need to be mitigated.
- 3.49 The site adjoins the south eastern limits of Tiverton. It extends from the grounds of Tidcombe Hall southwards including agricultural land as far as Newts Hill. Rising generally from north to south, it is more prominent at its south west corner. Although the site could accommodate more than 100 dwellings, a lower density would help protect the setting of the canal and Tidcombe Hall. The site is adjacent to residential development to the west, and low density reflecting this existing development would be appropriate.
- 3.50 The northern part of the site at Tidcombe Hall lies within the Grand Western Canal Conservation Area and faces the canal itself, which is also a Country Park. Tidcombe Hall is an unlisted building but is considered a heritage asset and the setting should be respected. Development to the south and east of the hall may be significant. Design and landscaping should protect Tidcombe Hall and the Grand Western Canal Conservation Area from the impact of the development including their settings. There is potential for archaeological remains that should be surveyed with appropriate mitigation provided if necessary.
- 3.51 A key factor is access. Tidcombe Lane has limited width without footways and Tidcombe Bridge is very narrow. Improvements to Tidcombe Lane will be necessary northwards from the site to ensure the safety of pedestrians, although not necessarily to increase its traffic capacity. A single vehicular access point on to Canal Hill will need to be supplemented with a secondary emergency access designed to be located at the end of the main cul-de-sac within the site.

- 3.52 A watercourse runs through the site and this should be preserved as part of the open space provision. A flood risk assessment will need to consider the potential for this watercourse to cause flooding.

~~Policy TIV14~~

~~Wynnards Mead CONTINGENCY SITE~~

~~A site of 6.3 hectares at Wynnards Mead, Baker's Hill is allocated as a contingency site for residential development, subject to the following:~~

- ~~a) 70 dwellings with 28% affordable housing;~~
- ~~b) Design and landscaping which minimises impact to landscape character ——— and protects the character and setting of the adjoining listed building and the unlisted house within the site 'Wynnards Mead';~~
- ~~c) Upgrading of the lane to 'Wynnards Mead Cottages' to provide the vehicular access point with widening of the frontage. The existing access to the house Wynnards Mead to form a secondary access for pedestrians and cyclists; and~~
- ~~d) Site contamination assessment and remediation to mitigate risks associated with the historic quarry to the north of the site.~~

~~3.53 This site is identified as a contingency site, to be released in accordance with Policy S4 if housing completions across the district fall below the required level. The development of the site, while acceptable in principle, is considered less suitable than other sites in the Local Plan due to the potential impact on heritage assets. Both the provision of housing and the necessary highways works to provide safe access could harm the character and setting of an adjoining listed building and Wynnards Mead itself, which is considered a local heritage asset.~~

~~3.54 The site lies to the west of Tiverton and comprises a large house with associated grounds and agricultural land. The site is set on the north side of Cottey Brook, sloping down north to south. The unlisted house 'Wynnards Mead' and its gardens are in the middle of the site. There is a listed building immediately to the west of the site, which is elevated and visible from a number of viewpoints in the area. The site itself is elevated, and therefore is visible from a number of viewpoints, including Seven Crosses Road to the south. Accordingly, there could be some landscape impact from development in this location. The impact on the landscape will require careful treatment.~~

~~3.55 The policy requires design and landscaping which minimises the impact to landscape character, the adjoining listed building and the unlisted house within the site. This should include a buffer and planting to the west of the allocation to protect the setting of the listed building and south to protect setting of 'Wynnards Mead' house. A lower than usual density is also assumed to reflect the topography and to protect the settings of heritage assets in the area.~~

~~3.56 Vehicular access to the site is to be sought via the existing lane off Baker's Hill at the western side of the northern boundary. The frontage on to Baker's Hill will need to be widened to accommodate the passing of two vehicles as well as the provision of visibility splays. This will impact on the low wall and bank which will require retaining walls. The existing access to the~~

~~house Wynnards Mead is proposed as a route for pedestrians and cyclists, as well as forming the secondary emergency access point.~~

~~3.57 A small area of the site (0.6ha in the north) may be contaminated land as a result of a historic quarry. Development of this area has the potential to remediate this contamination and mitigate risks associated with the historic use.~~

Policy TIV15

Tiverton Infrastructure

The Council will work with partners to deliver the following infrastructure for Tiverton:

- a) Provision of a new junction onto the A361 to serve the Tiverton Eastern Urban Extension;
- b) ~~Traffic calming and environmental enhancement~~ **Public realm improvements and traffic calming** to Blundell's Road in association with the Tiverton Eastern Urban Extension;
- c) Provision of increased capacity at roundabouts on Heathcoat Way;
- d) Bus service enhancements;
- e) Expansion and improvement of primary and secondary education facilities;
- f) Public open space and green infrastructure;
- g) Expansion of emergency fire and rescue services;
- h) Provision of healthcare facilities;
- i) **Enhanced library service provision;**
- ii) Community facilities including provision for children/youth, a GP surgery and community hall; and
- ki) Provision of works to reduce flood risk.

3.58 Strategic Local Plan sites will be required to pay for specific items of infrastructure that are necessary to make the development acceptable. Other development (if eligible) will be charged the Community Infrastructure Levy (CIL) at a rate per square metre. CIL funds will be spent according to a prescribed list of infrastructure projects or types of infrastructure.

3.59 The Council's strategic infrastructure policy is set out earlier in the Local Plan under Policy S8, but there are infrastructure requirements specific to Tiverton that are listed under Policy TIV15. The Council will use CIL, planning obligations for strategic sites and other sources of funding to deliver the infrastructure listed wherever possible. The Council's Regulation 123 list and accompanying policy on the use of Section 106 agreements, sets out the mechanism will be used to fund infrastructure. Where another organisation is responsible for delivering the infrastructure required as a result of new development, the Council will work in partnership with the relevant bodies to ensure that infrastructure needs associated with development are addressed appropriately.

3.60 Devon County Council's Waste Plan, which had hearings as part of its examination in July 2014, allocates a site in Tiverton for the delivery of an Energy from Waste plant. A site within the Tiverton Eastern Urban Extension has been identified, being located in relatively close proximity to other development, allowing energy and heat recovered from the disposal of waste to be exported to nearby properties and businesses. The facility is included in Mid

Devon's Infrastructure Plan as an important piece of local infrastructure, though it is expected it would be fully funded by a private sector waste company, with no funds being required from developer contributions or CIL.

Policy TIV16

Blundells School

A site of 14 hectares north of Blundells School is allocated for residential development subject to the following:

- a) 200 dwellings with 28% affordable housing;
- b) Approximately 8 hectares of informal green infrastructure adjoining the River Lowman;
- c) Appropriate land shaping to raise areas for development above flood zone 3, including an allowance for the effects of climate change and to create additional floodplain to compensate for the loss of floodplain;
- d) Provision of a junction on Heathcoat Way and a safeguarded road route through the site to serve as a future second strategic road access for development at Tiverton eastern urban extension;
- e) Provision and enhancement of cycle and pedestrian links in the area;
- f) Site contamination assessment and remediation to mitigate risks associated with former and current land-uses including the scrapyards and former poultry factory measures;
- g) Provision of a sustainable urban drainage scheme to deal with all surface water from the development and arrangements for future maintenance;
- h) Implementation of transport plans and other non-traditional transport measures to minimise carbon footprint and air quality impacts.

3.47 Land to the north of Blundells Road in the vicinity of Blundells School consists of a mix of Greenfield and brownfield land, including unattractive buildings no longer in use, in and adjoining the floodplain of the River Lowman. Current and former uses have the potential to cause contamination, including an impact on river quality, and development of this area has the potential to resolve such issues. The site is bounded by development to three sides, with the River Lowman forming the northern boundary. Most of the site was previously allocated for an extension to the Tiverton Business Park, which lies north of the river.

3.48 The owners have previously confirmed availability, and have sought allocation of the site, supporting the view that the site is viable. It is suitable for a relatively high density of development, as it would adjoin a large area of public open space. It is proposed to bring forward the residential element of the allocation from the previous plan (Allocations and Infrastructure DPD 2011).

3.49 The flooding issues associated with the development of this site have been examined. The regeneration and sustainability benefits arising from redevelopment are sufficient that the sequential test set out in national policy is overcome, and the measures set out in the policy overcome the exceptions tests. The policy requires that remodelling of the site be carried out, in order to raise certain areas and lower others, the end result being no change to the functionality of the floodplain to deal with a 1:100 year return period flood event, including

appropriate allowance for the effects of climate change. This remodelling would create a total of 6 hectares of developable land along the southern edge of the site, and 8 hectares of floodplain, which would be provided as Green Infrastructure. The Environment Agency has indicated that it is supportive of the carrying forward of the allocation given the opportunity it provides to assist in the provision of wider flood risk mitigation proposals in this area of the River Lowman.

3.50 The western end of Blundells Road has air quality issues which have been within about 15% of exceeding the relevant guidelines. Additional road traffic from this site has the potential to bring this permanently over the relevant limits if access is obtained from Blundells Road. Accordingly, access to the site is proposed to be direct from Heathcoat Way via a new junction. The design and location of this junction and site access may in the future form part of a second strategic access to the Eastern Urban Extension. The development of this site will need to ensure that any future route through it to service the Eastern Urban Extension is not precluded. Non-vehicular access into and through the site should also be enhanced, through new and improved cycle and pedestrian routes including non-vehicular links to Blundells Road. An air quality assessment will be required with any application.

3.51 The site contains a working scrapyard, adjoining the River Lowman, which has the potential to harm water quality. Its removal and cleanup of the site would be a particular benefit, and is a key justification for this allocation. Similarly, the former poultry factory on the site may be contaminated and is becoming increasingly derelict. It would be inappropriate to allow redevelopment of land within the site for new housing before the removal of the scrapyard, given the impact on the living conditions and health of occupiers arising from its continued operation. Accordingly, no residential development will be permitted on the site until the scrapyard has been removed and the site remediated. Appropriate measures, agreed with the Council, will be needed to allow the site's development.

3.52 Provision of a Sustainable Urban Drainage Scheme will be required, to deal with the quality and quantity of surface water.